

Community Development Plan for the Town of Uxbridge, Massachusetts



Prepared for the Town of Uxbridge by:

Planning Consultant Jeanne Van Orman, Community Investment Associates, the Beta Group Inc., Planning Consultant Donald Jacobs, PGC Associates Inc., and the Central Massachusetts Regional Planning Commission.

June 2004

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UXBRIDGE COMMUNITY DEVELOPMENT PLAN

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(Prepared by the Central Massachusetts Regional Planning Commission)

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(Prepared by Planning Consultant Jeanne Van Orman)

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(Prepared by PGS Associates Inc.)

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(Prepared by Planning Consultant Donald Jacobs)

Section Five: Economic Development
(Prepared by Community Investment Associates)

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(Prepared by the Beta Group Inc.)

Uxbridge Community Development Plan

Section 1 – Narrative & Summary

The Town of Uxbridge completed this Community Development Plan in June 2004, with assistance from Planning Consultant Jeanne Van Orman, Community Investment Associates, the Beta Group Inc., Planning Consultant Donald Jacobs, PGC Associates Inc., and the Central Massachusetts Regional Planning Commission.

The Community Development Planning Process in Uxbridge: The Uxbridge Town Planner took the lead in coordinating the work of the various consultants. The consultants met with relevant municipal departments and committees as needed. The end result of this endeavor is the document you see before you: a comprehensive strategy for the future of Uxbridge that addresses the protection of natural resources, infrastructure, housing and economic development.

To further increase the public's involvement in the Community Development Planning process, the Town Planner and Planning Board hosted a "visioning" forum on Saturday morning June 19, 2003. Planning Consultant Jeanne Van Orman facilitated this forum on the Town's behalf. At this forum, citizens were asked to help town planners prepare an assets and liabilities inventory included herein as Section Two of this document. The public input from the forum was critical in guiding the Community Development Planning process in Uxbridge and informed the deliberations of the town planners and consultants. Key findings of the Uxbridge Community Development Plan include:

Housing:

- Use Town resources to develop more affordable housing.
- Develop flexible land use regulations that will result in more affordable housing.
- Locate new housing near infrastructure service areas.

Environment:

- Create incentives for protecting agriculture.
- Improve protection of water resources (streams, rivers, wetlands, floodplains, watersheds and aquifers).

Downtown:

- Protect the essential character of the downtown area.
- Make the downtown more pedestrian-friendly.
- Create more parking in the downtown.
- Prepare and implement a master plan for the downtown.
- Allow for mixed-use development in the downtown.

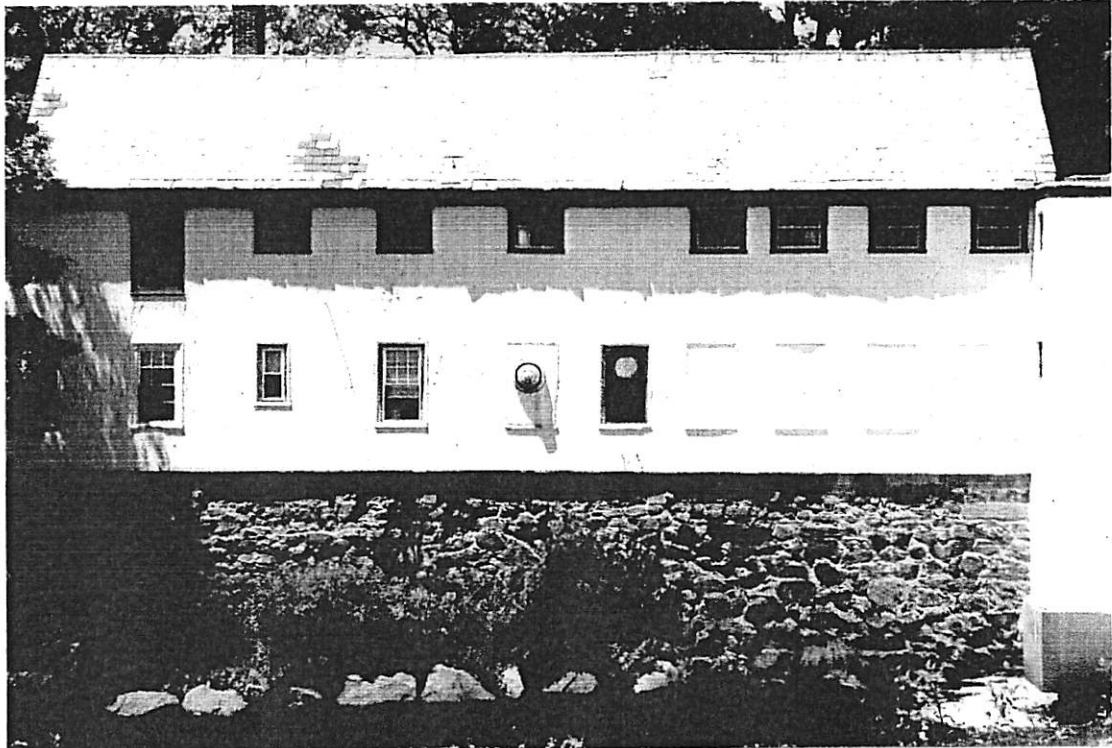
Transportation:

- Improve the Route 16-122 intersection.
- Investigate alternative truck routes.
- Resurface Route 16.
- Finish repair of the Mumford River Bridge.

Uxbridge Community Development Plan

Section 2 – Visioning

June 2003



View of Mill Building, Downtown Uxbridge

Jeanne Van Orman

Workshop led and this report by:

Jeanne Van Orman, AICP
Principal

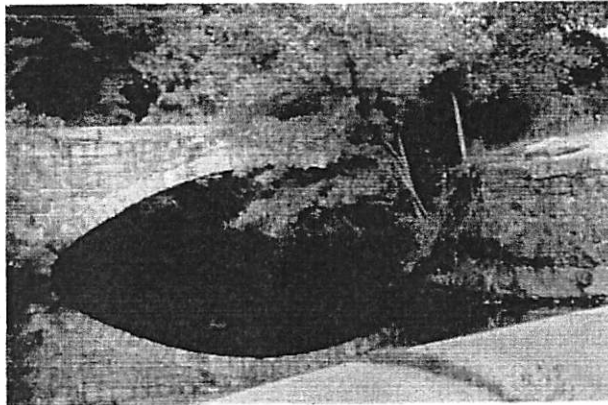
PLACES
Arlington, MA

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UXBRIDGE

June 2003



View of Blackstone River, Uxbridge
Photo: Blackstone River Valley National Heritage Corridor Commission

Letter to the Uxbridge Board of Selectmen

July 17, 2003

Robert Finnegan, Chairman
Board of Selectmen
Town of Uxbridge
21 South Main Street
Uxbridge, MA 01569

Dear Mr. Finnegan:

It is with great pleasure that I submit the report for the Visioning Workshop for Uxbridge, held at River Bend Farm on June 19th. I am particularly grateful for the preparation assistance provided by Floyd Forman, Susan Bloomberg, and Julie Woods.

As a former Selectman myself (Town of Easton), I recognize many of the issues the Board of Selectmen faces have immediate urgency. Creating a Community Development Plan and a Vision of the Town to go with it, may seem remote. However, in my experience, the fiscal crisis which so many towns now face is a result in part of unplanned growth, particularly residential growth. As you know, the taxes of most residences simply do not cover the costs of the services they require from the town.

As you know, managing growth (its timing, location, land use type and amount) is one approach to lessening the imbalance between revenues and costs which so many towns struggle with. Another reason for managing growth is that Uxbridge's remarkable historical and natural landscape can benefit not only your residents but draw an increasing number of tourists and outdoor enthusiasts. At the same time, Uxbridge needs to provide a range of housing options so that all citizens no matter what their age or circumstances have housing affordable to their means. This approach to growth and development is implicit in the report's Vision Statement and Goals. I look forward to your comments and hope the report engenders some debate as you continue to meeting the challenges of governing Uxbridge.

Jeanne Van Orman, AICP

WORKSHOP PROCESS

Uxbridge is a unique community in every way. The Town's location (commuting distance from three cities: Providence, Worcester, Boston), as well as its undeveloped land and highway access make it appealing to developers. The historic Downtown and the Blackstone River are attracting re-investment as well as new development. These trends can benefit Uxbridge – but without proper guidance, growth may adversely affect both Uxbridge's quality of life and its tax rate.

Executive Order 418 provides incentives for communities to create Community Development Plan. Wisely, Uxbridge is creating such a plan, the first stage of which is Visioning.

Under the State-directed format, the Community Development Plan has four components: housing, environment, economic development and transportation. As a prelude to the planning in each of these subject areas, the Town held a public workshop on June 19, 2003 at the Riverbend Farm, Uxbridge within the Blackstone River Valley National Heritage Corridor.

Floyd Forman, Uxbridge Town Planner, welcomed the audience on behalf of Town officials. Susan Bloomberg attended and did much of the preparatory work on behalf of the Planning Board. Also in attendance were consultants: Donald Jacobs (Bennett Associates), Michael Schaaf (Community Investment Associates) and Mike Vignale (Beta Engineering).

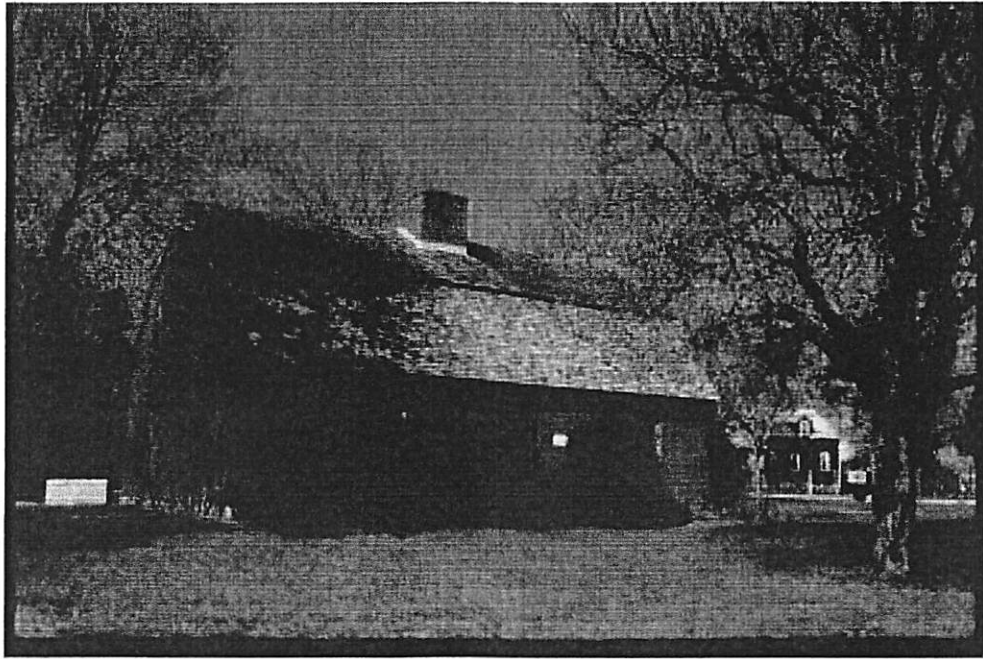
Forman's remarks were followed by Jeanne Van Orman's remarks as to the Town's position relative to growth and the importance of the Community Development Plan and the Visioning Workshop. Then the participants broke into Small Groups, covering the four substantive topics of: environment, housing, economic development and transportation (the latter two were combined in one Small Group and focused on the Downtown).

The Uxbridge residents who attended the Visioning Session (some thirty-five or so) represented a diverse set of citizens knowledgeable in the four subject areas. Particularly well represented were those invested in or concerned with the Downtown. Underrepresented were people concerned with housing.

The Small Groups, after working over an hour, produced Statements of the Town's Assets, Liabilities and Goals for each of the four subject areas. One leader from each Small Group explained their Statements to all the workshop participants who voted with stickers on the statements.

The Vision Statement and Goals that follow in this report represent a distillation of the Statements.

As for extrapolating the Goals Statements to the Town as a whole, caution should be exercised, particularly with regard to the Housing section. Only two Uxbridge citizens participated in the Housing Small Group. However, all participants voted on all statements, including those by the Housing Small Group. Because of the votes of all participants affirming some of the housing Goals, I felt it appropriate to include the housing statements in the Vision and Goals section of this report.



Uxbridge's Oldest House

Photo: Blackstone River Valley National Heritage Corridor

WORKSHOP INTRODUCTORY TALK by Jeanne Van Orman, AICP

We've asked you here tonight to help us. Thanks to Julie Woods (Selectman), Susan Bloomberg (Planning Board member), and Floyd Forman (Town Planner), you have the framework of a Community Development Plan for Uxbridge. But as you know, a skeleton by itself isn't very useful. We need you to put flesh on the skeleton and make it come alive – so that the Community Development plan is an active document guiding town actions, particularly in the areas of:

- Housing
- Transportation
- Environment
- Economic Development.

In each of these four areas, we want you to furnish us with your ideas formatted in small groups sitting around a topic-specific table.

A Community Development Plan is particularly important to Uxbridge. This is for several reasons:

- First, Uxbridge has a large amount of undeveloped land: 11,000 acres.
- Second, Uxbridge is highly accessible in two senses:
The Town is next to an uncongested highway (Route 146) and has considerable vacant land next to the highway exits.
Also, Uxbridge is within commuting distance of three major metropolitan areas: Providence, Worcester and Boston.
- Third, much of the vacant land in Uxbridge is easily developable – open, rolling farmland – a subdivider's dream.

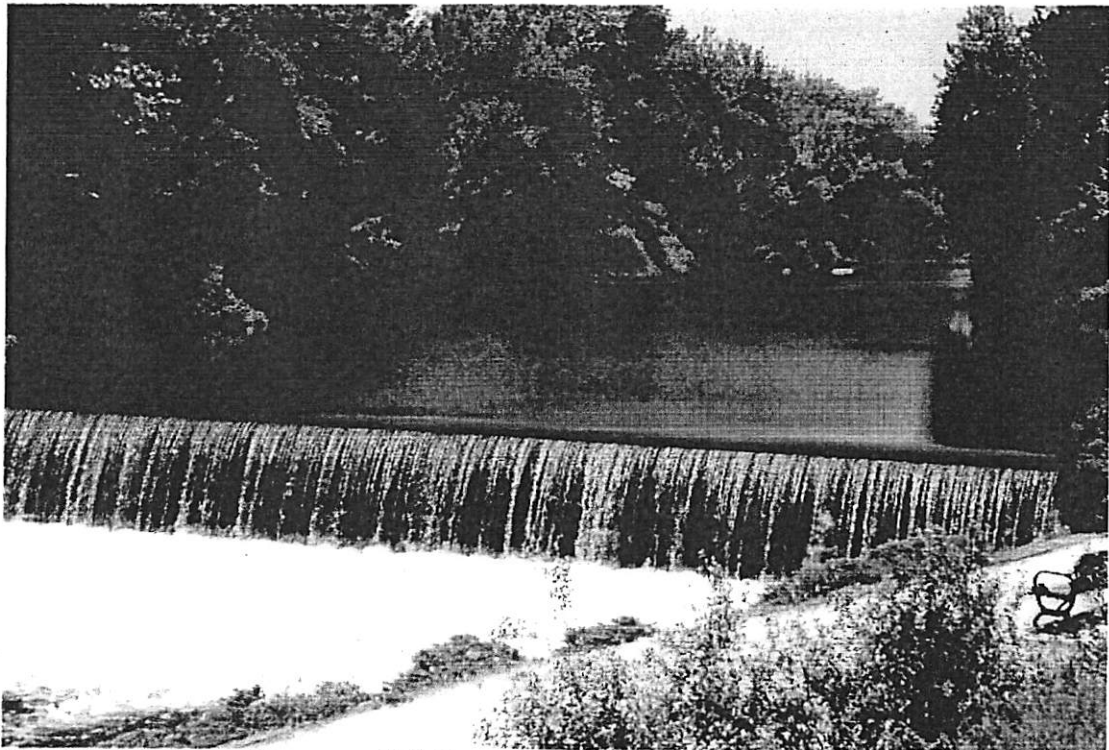
For all these reasons, Uxbridge can be expected to undergo a tremendous amount of development, resulting in a doubling of its population (from approximately 12,000 to approximately 24,000 including 2,000 additional school children.)

As you are well aware, this kind of explosive growth is a very expensive proposition: fiscally and environmentally. On the other hand, depending on your land use choices, that growth could enhance Uxbridge not detract from it. What are these land use choices?

- The type of development or redevelopment you choose.
- The location of the development.
- For whom you plan your growth.

Let's continue to examine why a Community Development Plan is so important to Uxbridge. The assets you have in Town can either be enhanced or ruined by growth. It is within your power to decide which. Let's look at some of Uxbridge's assets as a place:

- The confluence of three Rivers (Mumford, Blackstone, and West) and all the historic buildings and improvements which go along with the rivers.
- The existing and proposed recreational pathways – pathways for pedestrians, bicycles, horses, canoes.
- An historic Downtown pretty much intact, not inappropriately “modernized”.
- Related to the Downtown: a compact settlement pattern including the Downtown as well as your other mill villages. These exemplify “Smart Growth” a term applied to a place when it exhibits a collection of attributes: compact settlement tied to infrastructure; mixed land uses (including a range of housing opportunities); and public transit or the potential for public transit.
- Magnificently rolling countryside with views and at least three working farms.
- A network of related businesses which constitute a regional business destination, one example of which is home improvement related businesses.



Waterfalls in the heart of Downtown Uxbridge

Photo: Jeanne Van Orman

VISION OF THE FUTURE

focuses on Uxbridge's Downtown, twenty years hence:

Downtown Uxbridge flourishes as the Town's Center. Pedestrians walk safely on wide sidewalks, free from speeding trucks. They come as tourists but also to do business, finding ample parking nestled among the restored 19th century buildings. These and the nearby mill buildings are crammed with art, crafts and antiques, as well as exhibits featuring Uxbridge's natural and cultural landscape. In addition to retail consumers and tourists, the entire Town has become a destination for contractors, re-modelers, interior decorators and antique dealers.

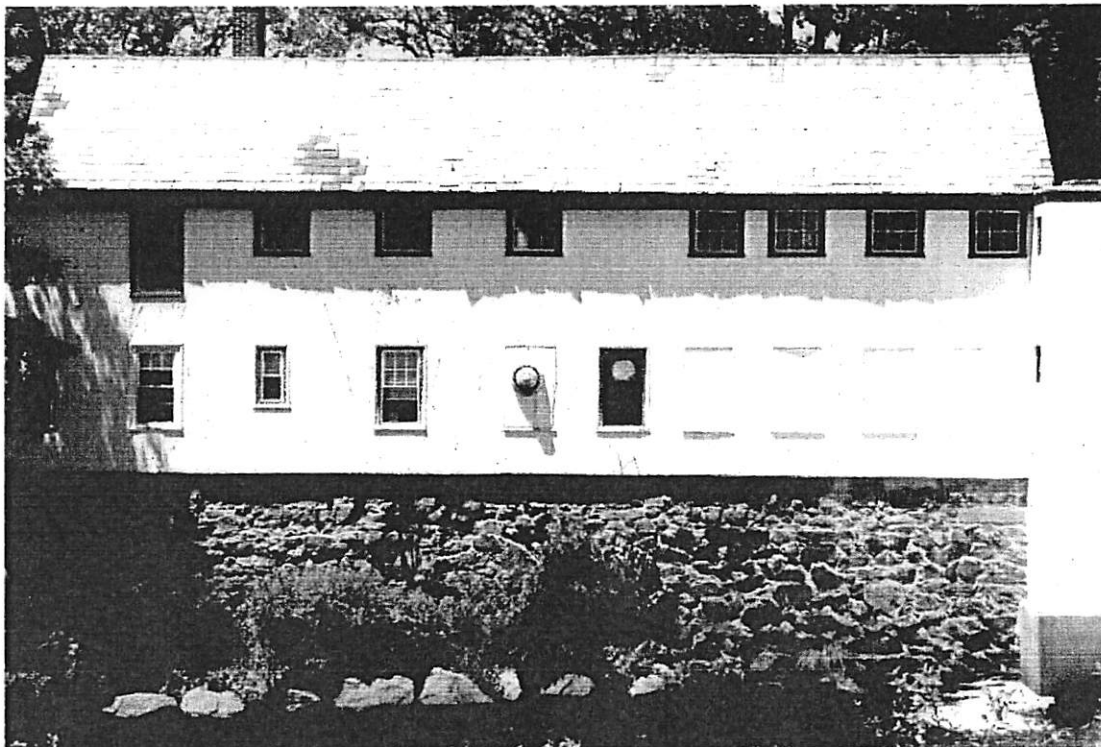
Larger-scale businesses are located out on the highways. Technology-related businesses cluster around the Route 146 exits. At lunch time, many of the employees come Downtown to sample a rich variety of eateries.

Many of the tourists are outdoor enthusiasts. They hike along the Blackstone River and Canal or rent a canoe from the Stanley Mill. Downtown, they pick up a box lunch or inspect hiking boots, binoculars and bird books. Many spend the night in one of Uxbridge's historic bed and breakfasts. The golfers and equestrians find lodging in the more luxurious hotels. Wedding and family parties pick Uxbridge because it combines access with a well-preserved landscape offering diverse activities for guests.

All of Uxbridge's development is sited so as to protect open space, particularly: agriculture, wildlife habitat, watershed, floodplain, the aquifer, and the sand and gravel deposits.

The local economy thrives, in part, because of nearby, affordable housing, both rented and owned. Uxbridge offers a wide range of housing options from lofts in the Downtown and mills to cluster single-family and garden apartments. The large amount of protected open space creates value for residences, thus drawing high-end single family and condominiums.

Uxbridge has broadened its transportation options. Bus service from Downtown takes residents to major centers. Vans serve the elderly, disabled, and local workers. The regional bike and equestrian paths along with the three rivers draw thousands over weekends. Many detour to the Downtown.

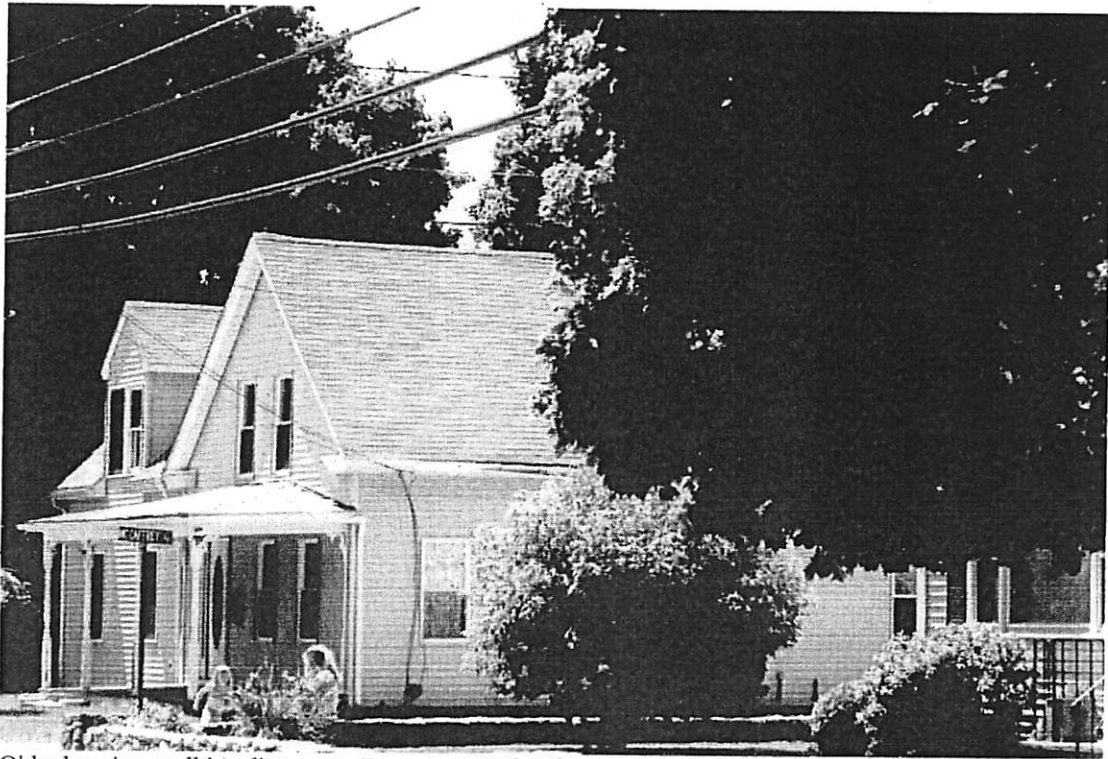


Adjacent to the falls in the heart of Downtown Uxbridge.

Photo: Jeanne Van Orman

WORKSHOP GOALS' STATEMENTS

To the Reader: "Goals" are only the beginning of the planning process. Ideally, these Goals Statements will stimulate Uxbridge citizens to suggest ideas for implementing the goals. Therefore, use these Goals' pages for jotting down your ideas.



Older housing, walking distance to Downtown Uxbridge

Photo: Jeanne Van Orman

Goals for Housing:

Seen as most important by workshop participants:

Develop more affordable housing ("energy efficient, modern and fair price").

Also important and related:

Develop flexible land use regulations which provide incentives for affordable units and support other goals such as land preservation and natural resource protection. Flexibility should encompass a range of permissible densities; diversity in type of housing units provided (such as in-law apartments); flexibility in siting (such as cluster development).

Location

Affordable housing should be located near existing infrastructure including transportation connections (such as existing sidewalks).



Taking a break along the Blackstone River

Photo: Jeanne Van Orman

Goals for Environment:

Seen as most important by workshop participants:
Protect critical open space parcels and trail networks.
Identify these parcels and networks.

Create incentives for the protection of agriculture.

Also important:
Improve wetlands protection.

Enhance community involvement in the protection of the environment.

Productive Reuse of old mill buildings near Downtown Uxbridge
Photo: Jeanne Van Orman



Goals for Economic Development

The focus is on Uxbridge's Downtown.

Most important:

Establish and protect the character of the Downtown.

Also important:

Create more restaurants in the Downtown.

Make the Downtown pedestrian friendly.

Create more Parking.



Downtown Uxbridge Today

Photo: Jeanne Van Orman

Goals for Transportation:

Downtown is the focus. However, throughout the Town, in order to support the economy and residents, transportation needs to be thought of broadly (including all modes) not narrowly (including only vehicles). For Uxbridge all modes includes: car travel, trucks, buses, vans, walking, hiking, water-recreation and horse-back riding. The development of regional recreational paths (hiking, equestrian, and rivers) in the Town is critical to the quality of life and the economy (e.g. tourism).

Make the Downtown more **pedestrian friendly**.

This goal subsumes taming the truck traffic, and the trains. More parking along with restaurants, retail, and housing in existing buildings would support that goal.

Town-wide, the development of housing which utilizes infrastructure (such as public transportation, sidewalks and nature trails) can lessen vehicular dependence for residents.

Site housing near existing infrastructure, including transportation networks.

APPENDIX

STATEMENT BY HOUSING SMALL GROUP

*As to Uxbridge's assets, liabilities, goals relative to housing.
(Note to Reader: slight variations in format reflect Groups' formats.)*

GOALS

- A. Develop Density Zoning Bylaws providing incentives for affordable units, land preservation/environmental resources.
- B. Develop flexible zoning bylaws allowing in-law units, common driveways, and greater respect for environmental resources.
- C. Utilize existing under-utilized buildings space (e.g. 2nd/3rd floors) for housing (e.g. mill buildings).
- D. Develop additional affordable housing
 - Energy efficient
 - Modern
 - Fair Price.
- E. Develop incentives and regulations favoring housing
Using existing transportation and infrastructure, e.g. use existing sidewalks, Trails to encourage non-vehicular dependence.
- F. Create zoning districts for additional high density areas.

ASSETS

- A. New single family homes.
- B. Emerging trend: more 55 and older housing with minimal impact on town services.
- C. High density bonus.
- D. Unused buildings suitable for housing.

LIABILITIES

- A. Less diversity in housing stock. "Typical subdivisions" led to less balance in stock.
- B. Lack of "garden style" apartments.
- C. Lack of cluster zoning and land preservation.
- D. Lack of flexibility in regulations (e.g. in-law units and common driveways).
- E. Absence of housing for elderly.
- F. Absence of affordable elderly housing.
- G. Absence of affordable, sound housing for handicapped, singles and families.
- H. Absence of non-car development.
- I. Inattention to Housing.

STATEMENT
BY
ENVIRONMENT SMALL GROUP
As to Uxbridge's goals, assets, liabilities
Relative to the Environment

GOALS

- A. Identify and protect the critical open space parcels and related trail network
- B. Public Outreach and education
- C. Encouragement and incentives for agriculture
- D. Improved wetlands protection
- E. Enhance community involvement.

ASSETS

- A. 11,000 acres of undeveloped land
- B. Three river watershed
- C. Large acreage of floodplain
- D. Heritage Corridor Park
- E. Sand and gravel deposits
- F. Rich aquifer resource
- G. Plentiful arable soils
- H. Diversity (nine rare species habitat) of habitat and flora/fauna

LIABILITIES

- A. Unchecked development resulting in forest fragmentation and wetland encroachment
- B. Outdated zoning laws (cluster/green)
- C. Lack of informed public
- D. Lack of long term public water protection
- E. Short term thinking
- F. Industrial zoning in sensitive riverine zones
- G. Gravel mining (non-renewable resource which protects water quality).

**STATEMENT
BY
ECONOMIC DEVELOPMENT & TRANSPORTATION
SMALL GROUP**

*As to Uxbridge's goals, assets, and liabilities
With a focus on the Downtown*

GOALS (not prioritized)

- Parking
- Open Railroad crossing
- More restaurants
- Pedestrian Friendly
- Uniform, consistent appearance
- Historic character
- Identity

ASSETS

- A. Architecture
- B. National Historic (Register)
- C. Walkable
- D. Safe: low crime
- E. Bernat Building
- F. Library
- G. N. Main St
- H. Town Common
- I. Variety of businesses: furniture, artists
- J. Cost of Property and rental rates.

LIABILITIES

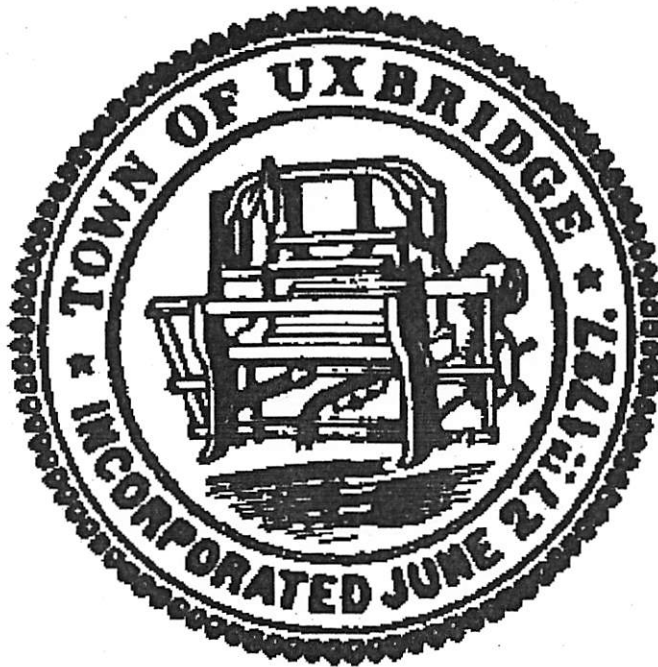
- A. Truck traffic: congestion, structural damage
- B. Speed of train: doesn't stop
- C. Business lost
- D. Local support: town government
- E. Conflict management
- F. Lack of networking
- G. Pedestrian safety
- H. Parking: location
- I. Lack of Identity.

**End of Appendix
For Vision Section**

Uxbridge Community Development Plan

Section 3 – Open Space & Recreation

2004



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June 2004

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PLAN SUMMARY

This 2004 Open Space and Recreation Plan for Uxbridge was prepared as the town continues to face rapid population growth as well as commercial and industrial development. This development adds stress on the region's natural resources as well as the character of the Town. This Plan contains the following major elements:

- A description of the public input utilized in developing the Plan;
- A demographic profile of the Town;
- A summary of recent growth trends;
- An environmental portrait of Uxbridge;
- An inventory of existing protected open space and recreation lands in Town;
- An analysis of open space and recreation needs;
- A statement of goals and objectives; and
- A five-year action plan.

The demographic data indicates that Uxbridge experienced significant growth during the 1980's (population increased by 2041, or 24.4%). This growth slowed considerably during the 1990's to just 7.1%. However, a buildout analysis completed by Central Massachusetts Regional Planning Commission for the Massachusetts Executive Office of Environmental Affairs in 2000 indicated that there were 11, 147 developable acres in Uxbridge. If built out under zoning in effect at the time, this could result in a total population of 23, 390 plus an additional 5.5 million square feet of commercial and industrial space.

Table 4 of the report presents land use changes from 1971 to 1999. From that table, it can be derived that Uxbridge's 1970 population of 8253 occupied 1646 acres in 1971, or about .20 acres per person. In order to add 2903 people by 2000, an additional 1923 acres was required! This is .66 acres per person, more than 3 times the average in 1971.

Among the recommended actions are the development of a regional linkage program, especially along the Southern New England Trunkline Trail (SNETT), consider adoption of the Community Preservation Act, increase public awareness of open space and recreation needs, and to support and encourage compact development.

INTRODUCTION

Statement of Purpose

The purpose of this plan is to help ensure that the open space and recreation resources of Uxbridge are protected as the Town continues to face rapid development pressures as well as the impacts of sprawl. A previous open space plan was completed in 1984. Some of the recommendations from that plan have been implemented, but much remains to be done. While Uxbridge has experienced substantial development since the 1984 "Conservation, Recreation and Open Space Plan" was completed, significant areas of open space, rural character, relatively compact development (at least in the older developed areas), and Town Centers that are either vital or have much potential for enhancement still exist. Without thoughtful planning and a vision to guide development, these desirable features could be lost, as they have been in many other towns.

A common vision facilitates decision-making for everyone -- Town and State officials as well as developers and private landowners. This plan is intended to help provide that vision. It should also be noted that while this plan addresses the needs of Uxbridge, natural and recreational resources do not end at Town boundaries. Efforts to coordinate open space and recreation planning with other towns in the region are also strongly encouraged. Coordination and cooperation in planning may lead to improved resource management and enhancement of recreational opportunities.

Prior Open Space and Recreation Planning Efforts

As noted above, Uxbridge prepared a "Conservation, Recreation and Open Space Plan" in 1984. That plan was prepared by the Central Massachusetts Regional Planning Commission in Worcester. It included the following chapters:

- Statement of Participation and Methodology
- Background Information (Including physical characteristics, socioeconomic trends, land use patterns, transportation networks, water supply and sewerage systems)
- Goals and Objectives
- Inventory (including forest and wooded areas, conservation areas, unique and natural areas, parks and recreation areas, multiple purpose open space areas and agricultural areas)
- Community Needs (including adequacy of existing facilities, present recreation needs and future demand for recreation)
- Five-Year Action Plan
- Written Comments

In addition, a Master Plan Update entitled A Bright Future, Rich in History was prepared by landscape architecture students at the University of Massachusetts at Amherst. The "Greenway" chapter of that plan contains many of the elements of an open space and recreation plan. The plan also addresses environmental resources and development patterns.

Planning Process and Public Participation

An initial draft was prepared by a planning consultant using written sources and input from the Assessor's Office and Town Administrator's Office. The draft was submitted to the Division of Conservation Services (DCS) of the Executive Office of Environmental Affairs for comment. Subsequently, the Town initiated the development of a Community Development Plan under Executive Order 418. Completion of the Open Space and Recreation Plan was incorporated as an element of that effort.

A public "visioning" session for the Community Development Plan was held on June 19, 2003. The session resulted in a set of goals and objectives addressing all of the elements of the Community Development Plan, including open space and recreation.

A second draft, incorporating the comments of DCS as well as the goals and objectives from the visioning session, was presented to the Planning Board, Conservation Commission and Open Space Committee in August, 2003. A meeting of the Conservation Commission was held on June 7, 2004 specifically to provide comments on the draft. All comments received were incorporated into the final plan.

COMMUNITY SETTING

Regional Context

The most significant regional factor related to Uxbridge is the fact that it is part of the Blackstone River Valley. The Blackstone River binds together a string of communities from Worcester to Providence and has significantly impacted the history of the region. During the Industrial Revolution, the Blackstone River provided waterpower for mills of the era. The Blackstone Canal facilitated transportation within the corridor followed by railroads and then highways (especially Route 146). The significance of the region has been recognized by creation of the John H. Chaffee Blackstone Valley National Heritage Corridor in 1986.

The regional factor of most significance currently is the upgrading of Route 146 to a limited access highway. Route 146 may be in the process of becoming a "third belt" (after Routes 128 and 495) for the metropolitan Boston region and serve as a catalyst for substantially increased development in the region.

Uxbridge is a member of the Central Massachusetts Regional Planning Commission (CMRPC). As such it is included in the CMRPC's "Development Framework: 2020 Growth Strategy for Central Massachusetts," the first Regional Policy Plan in nearly 30 years. The CMRPC began the effort in 1995 by preparing "status reports" or "Profiles" on population, environment, land use, economic development, infrastructure and a development suitability model. These formed the foundation for the Regional Policy Plan.

Among the many issues addressed in the Regional Policy Plan, it considered two development scenarios to accommodate projected future growth. Under a "standard" development scenario, it projected that 53,731 acres of land would be needed to accommodate that growth. Under a "compact" scenario, the growth could be accommodated on only 17,548 acres. This indicates that development policies and patterns can be a significant component of an open space and recreation plan.

Uxbridge is fortunate to have two significant future trail/bike path lines through the Town. One is the Blackstone River Bikeway, which provides another transportation link between Worcester and Providence. The other is the Southern New England Trunkline Trail (SNETT), which connects the Franklin State Forest to the Douglas State Forest.

History

The area that became the Town of Uxbridge was once known as "Waentug," an Indian word meaning place near the waters. This evolved into Waucantuck or Waucantug. The land containing what is now Uxbridge, Mendon and Milford was purchased from Indian Great John in 1662 for 24 pounds. In 1727, the Town of Uxbridge was incorporated as a separate town (it had been part of Mendon), and was probably named after Uxbridge, England (Uxbridge Historical Society, 1997).

Uxbridge's bountiful water power provided the basis for large-scale industrial development beginning as early as 1775. Quakers from Rhode Island established a colony in the town and built the earliest meetinghouse in Uxbridge in 1770, a building that still survives.

Residents established the Uxbridge Social and Instructive Library in 1775 and a grammar school in 1788. Good quality iron ore, which had been mined since the 1730's, supported a forge and a triphammer. In that era the town was primarily a prosperous agricultural settlement with dispersed farms, but it was also the site of saw and grist mills and a gin distillery.

By 1810, textile manufacturing had been introduced when Daniel Day erected a small carding and spinning mill, which was the second textile mill on the Blackstone River and the third one in the state. Capron Mills in 1820 introduced power loom weaving of woolen cloth in their factory on the Mumford River, the first such looms ever constructed. In 1827, major industrial complexes such as the massive granite Crown and Eagle Mills assumed great economic importance. The Crown and Eagle boasted a large-scale water power system and clusters of worker's duplexes.

Agriculture remained a basic component of the town's economy and residents also grew grain and potatoes, managed apple orchards, dairy farms and cattle herds. Settlers traded their agricultural produce and manufactured and forest products for foreign goods in Providence and their commercial ties with that city were strong.

The Blackstone Canal, completed in 1828, facilitated the transport of agricultural goods, raw materials and finished products to all points between Worcester and Providence. Since Uxbridge was halfway between the two, it became an overnight stopping place for canal boats.

Immigration grew, primarily of people from Ireland, to work the mills and make shoes and boots and by 1855, 560 people produced 2.5 million yards of cotton and woolen cloth in Uxbridge mills. The town's stone quarries produced the stone to rebuild Boston after the Great fire, and during the Civil War several of the town's mills ran on 24-hour shifts to fill government orders.

In the First World War the town's economy boomed again as the mills worked to produce khaki overcoat cloth for America, France and Italy. As late as 1983, Calumet Mill was still making fancy woolens in Uxbridge. The town retains over 60 handsome Federalist houses as a legacy of its history. (<http://www.mass.gov/dhcd/profile/304.pdf>).

Population Characteristics

Population Growth

As Table 1 indicates, Uxbridge experienced slow growth in the 1970's, very rapid growth in the 1980's, and more moderate growth in the 1990's. Uxbridge's 7.1% growth rate during the 1990's still exceeded the statewide rate of 5.5%.

TABLE 1
POPULATION GROWTH, 1970-2000

Year	Population	Absolute Change	Percentage Change
1970	8,253	NA	NA
1980	8,374	121	1.5%
1990	10,415	2,041	24.4%
2000	11,156	741	7.1%

Source: 1970, 1980, 1990 and 2000 U. S. Censuses

Density

Table 2 indicates that the average density in Uxbridge increased from 284 persons per square mile in 1980 to 378 per square mile in 2000. This is still far lower than the average statewide density of 810 persons per square mile.

TABLE 2
POPULATION DENSITY 1980-2000
(persons per square mile)

Year	Uxbridge	Massachusetts
1980	284	732
1990	353	767
2000	378	810

Source: Computed by authors

It is important to note that average density is not necessarily an indicator of either the existence or quality of open space. Two towns with the same average density can have vastly different development patterns. One town could be developed into concentrated centers or villages surrounded by vast areas of open space, while the other could be characterized by low-density sprawl spread throughout its land area. This concept is further illustrated by the reduction in the population of Boston from 1950 to 2000 while the suburbs grew substantially. The City of Boston reached its highest population in 1950 at 801,444. This population was accommodated on about 46 square miles (only about 50% greater than the land area of Uxbridge). In 2000, Boston's population was 26% less at 589,141. If the 212,303 people who left Boston were resettled in the suburbs at a density of 1000 per square mile (almost three times the current density of Uxbridge), it would take 212 square miles, an area about six and half times larger than the size of Uxbridge, to

accommodate them. Clearly, concentrating development in city, town and village centers is a key component of protecting and preserving open space.

Age

Table 3 presents the age breakdown for Uxbridge for the year 1990 and as projected for 2000 and 2010 by the Massachusetts Institute for Social Research (MISER) at UMass-Amherst. It indicates that the Town of Uxbridge's residents tend to be younger than the residents of the state as a whole. In 1990, 28.68% of Uxbridge residents were under the age of 20 compared to 25.95% for the State. This gap is projected to increase slightly by 2010.

At the other end of the scale, Uxbridge had a lower percentage of its population age 65 years and older than the state, 12.52% vs. 13.54%. While both the Town and State indicate a decline, Uxbridge's decline is significantly greater, thus further contributing to Uxbridge's status as a community significantly younger than the state as a whole.

TABLE 3
AGE 1990-2010
(By percent)

	1990		2000		2010	
	Uxbridge	MA	Uxbridge	MA	Uxbridge	MA
0-4	8.06%	7.00%	7.63%	6.33%	6.87%	5.67%
5-19	20.62%	18.95%	21.83%	20.62%	21.26%	19.45%
20-64	58.80%	60.50%	59.43%	60.39%	61.93%	62.27%
65+	12.52%	13.54%	11.11%	12.66%	9.95%	12.62%
Total	100.00%	100.00%	100%	100.00%	100.00%	100.00%

Sources: 1990 U. S. Census
MISER, 1999

Note: 1990 percentages are from U.S. Census. 2000 and 2010 percentages are projections by the Massachusetts Institute for Social and Economic Research.

Growth and Development Patterns

Patterns and Trends

As discussed in the history section above, Uxbridge began as an agrarian community. Its water power led to the development of mills during the industrial revolution. Three major villages developed in the northern part of Town. These are North Uxbridge, Uxbridge Center, and Wheelockville. An industrial and business area is also located in the southern part of Town along Route 146. A significant portion of the Town is zoned Agricultural.

Uxbridge Center and Wheelockville supported more woolen mill and industrial activity, while North Uxbridge developed as a more residential neighborhood providing housing for mill workers. Uxbridge Center also serves, as the municipal center of the Town as Town Hall, the Police Station, Public Library, schools and Taft Memorial Park are located in Uxbridge Center.

Recent land use trends are illustrated in Table 4 and its accompanying graph.. The table indicates the acreage devoted to various land use categories as interrelated from aerial photographs by the Resource Mapping Project at the University of Massachusetts. The land use data is presented for 1971, 1985, and 1999. The table includes the absolute and percentage change between 1971 and 1985, 1985 and 1999 and the entire period of 1971 and 1999.

In 1971, the "developed" land in Uxbridge (including recreation, residential, commercial, industrial, mining, urban open land, transportation, and waste disposal) totaled 2,148 acres or 11.1% of the total land area in Uxbridge. The "undeveloped": area (including crop land, pasture, forestland, wetland, open land, water and woody perennial) totaled 17,042 acres, or 88.9% of the total. By 1985, the developed land had increased to 3,018 acres, a change of 870 acres. By 1999, the developed land totaled 5,057 acres – more than 26% of the Town's land area. Thus, developed land more than doubled (an increase of 235%) from 1971 to 1999. Meanwhile, population increased by only 35% (from 8,252 to 11,156) between 1970 and 2000.

Acreage devoted to commercial and industrial uses only increased by 162 acres during this period. Residential land area, however, increased by 1,923 acres, accounting for two-thirds of the increased developed land. Almost all of this increase in residential land (1,815 of the 1,923 acres) was in the category of low density residential (lots larger than ½ acre).

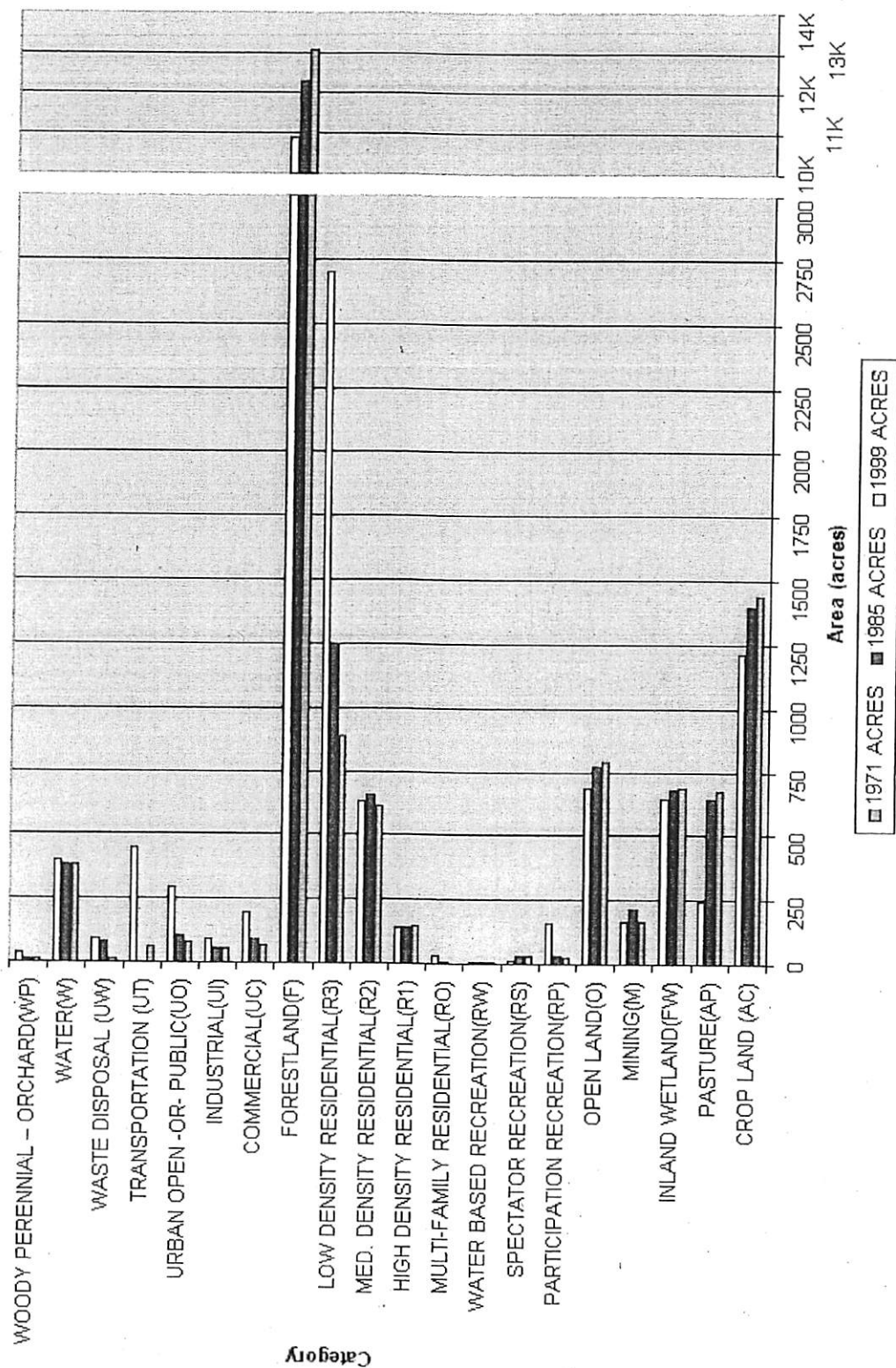
Thus, the 1970 population of 8,253 occupied a total of 1646 acres in 1971, or about .20 acres per person. The 2000 population of 11,156 occupied 3570 acres in 1999. This is .32 acres per person. Another way of looking at it is that Uxbridge was able to accommodate 8,253 people in 1971 on 1646 residential acres. In order to add 2,903 people by 2000, it required an additional 1,923 acres of residential land! This is .66 acres per person, more than 3 times the amount of land per person used in 1971!

TABLE 4
LAND USE CHANGES, 1971-1999

LAND USE TYPE	1971	1985	CHANGE 1971-1985		1999	CHANGE 1985-1999		CHANGE 1971-1999	
	ACRES	ACRES	ACRES	PERCENT	ACRES	ACRES	PERCENT	ACRES	PERCENT
CROP LAND (AC)	1439.59	1396.02	-43.57	-3.03%	1210.10	-185.92	-13.32%	-229.49	-15.94%
PASTURE(AP)	672.50	640.46	-32.05	-4.77%	246.99	-393.47	-61.44%	-425.52	-63.27%
FORESTLAND(F)	13058.70	12291.70	-767.00	-5.87%	10909.00	-1382.70	-11.25%	-2149.70	-16.46%
INLAND WETLAND(FW)	686.41	679.39	-7.02	-1.02%	642.19	-37.20	-5.47%	-44.22	-6.44%
MINING(M)	166.48	215.69	49.21	29.56%	167.16	-48.54	-22.50%	0.67	0.41%
OPEN LAND(O)	792.12	771.52	-20.60	-2.60%	687.17	084.35	-10.93%	-104.95	-13.25%
PARTICIPATION RECREATION(RP)	27.26	29.51	2.24	8.23%	156.48	126.97	430.33%	129.22	473.96%
SPECTATOR RECREATION(RS)	32.07	32.07	0.00	0.00%	9.22	-22.85	-71.24%	-22.85	-71.24%
WATER BASED RECREATION(RW)	3.58	7.40	3.82	106.88%	7.30	-0.09	-1.28%	3.73	104.22%
MULTI-FAMILY RESIDENTIAL(RO)	0.00	5.89	5.89	NA	28.71	22.82	387.35%	28.71	NA
HIGH DENSITY RESIDENTIAL(R1)	147.99	143.36	-4.63	-3.13%	137.89	-5.47	-3.82%	-10.10	-6.82%
MED. DENSITY RESIDENTIAL(R2)	612.40	652.78	40.38	6.59%	630.95	78.17	11.98%	118.55	19.36%
LOW DENSITY RESIDENTIAL(R3)	885.92	1249.96	364.03	41.09%	2701.25	1451.29	116.11%	1915.33	204.91%
COMMERCIAL(UC)	68.64	92.24	24.24	35.31%	197.68	104.79	112.82%	129.03	187.97%
INDUSTRIAL(UI)	56.86	56.86	0.00	0.00%	89.91	33.06	58.14%	33.06	58.14%
URBAN OPEN -OR- PUBLIC(UO)	77.84	105.88	28.04	36.02	293.84	187.96	177.52%	216.00	277.50
TRANSPORTATION (UT)	59.64	344.96	285.31	478.37%	445.00	100.04	29.00%	385.35	646.10%
WASTE DISPOSAL (UW)	9.35	80.92	71.58	765.94%	91.93	11.01	13.06%	82.59	883.75%
WATER(W)	379.68	379.80	0.11	0.03%	400.96	21.17	5.57%	21.28	5.61%
WOODY PERENNIAL - ORCHARD (WP)	13.05	13.05	0.00	0.00%	36.03	22.98	176.17%	22.98	176.17%
	19190.07	19190.07			19189.75				

Source: University of Massachusetts Resource Mapping Project (from Central Massachusetts Regional Planning Commission)

Land Use 1971-1999



The biggest loss of undeveloped land was in the category of forestland, which decreased by 2,159 acres between 1971 and 1999. Pasture land was more than halved in area during this period (from 672 acres to 247) and crop land was reduced by 229 acres.

Infrastructure

The three most significant infrastructure elements in Uxbridge are its road network, water service and sewer service. Each of these is discussed briefly below.

As mentioned earlier, Route 146 is a major highway between Worcester and Providence that has been upgraded into a limited access highway. Acting as a "third belt" around the metropolitan Boston area, this highway is stimulating significant growth pressures on Uxbridge. In addition to Route 146, two other state highways, Route 16 and Route 122 traverse Uxbridge.

Route 16 is an east-west highway that connects Uxbridge to Milford in the east and Douglas and Webster and I-395 to the west. Route 122 is a north-south highway that provides a link through Millville and Blackstone to Woonsocket to the south and to Northbridge and Grafton to the north. The two highways intersect in Uxbridge Center.

Uxbridge's water system is concentrated primarily around the three villages of North Uxbridge, Uxbridge Center and Wheelockville. According to the recent buildout analysis performed by CMRPC, the current water use averages 806,000 gallons per day. Uxbridge is fortunate to have significant aquifer resources capable of providing more than enough water for the projected demand at buildout. The Town has the Blackstone Street and Bernat wells operating and is pursuing additional wells in the Rosenfeld area.

Uxbridge also has sewer service. Again, the sewer lines are concentrated around the three village areas. The capacity of the plant is about 2.5 million gallons per day while current use is about 800,000 gallons per day.

Another infrastructure element in Uxbridge is the freight rail line of the Providence and Worcester Railroad. This line could help support additional industrial activity in town.

Long-Term Development

The primary land use control in Uxbridge is the Zoning Bylaw. Figure 1 illustrates the current zoning in town. It also highlights development constraints such as wetlands, floodplains, steep slopes, and riparian areas. Other important regulatory tools include the subdivision control law, site plan approval, groundwater protection bylaw, the Wetlands Protection Act and the Rivers Protection Act.

Recent subdivisions are highlighted in red on Figure 1. More than 1500 acres were developed for residential use between 1985 and 1999 (See Table 4). This is nearly as much land as accommodated the entire population of Uxbridge in 1971 (1646 acres).



FIGURE 1
Zoning and Absolute Development Constraints

Source: Executive Office of Environmental Affairs

The buildout analysis completed in 2000 by the CMRPC projected that there are an additional 11,147 developable acres in Uxbridge. This translates into 4,589 additional lots, 12,069 additional residents (for a total buildout population of 23,390), more than 5.5 million square feet of commercial and industrial space, about 2065 additional school children (for a buildout total of 4103), an additional demand for water of 2.4 million gallons per day (for a buildout total of 3.2 million gallons per day), and an additional 143.2 miles of roadway.

The 2004 Town Meeting adopted three amendments to the Zoning Bylaw that could significantly impact future development patterns. The first requires that at least 60% of the minimum lot size consist of contiguous upland. The second amendment requires that all subdivisions in the Agricultural district that include eight or more lots shall be designed in accordance with conservation design principles, which includes a requirement that 50% of the parcel area be designated as permanent open space. The third amendment establishes historic districts that will help retain town character. A fourth amendment limits the rate of development, but is not likely to significantly impact the pattern of development in the long run.

ENVIRONMENTAL INVENTORY AND ANALYSIS

Geology, Soils and Topography

Uxbridge's geology was impacted by glacial activity, most recently about 20,000 years ago. Granite and schist bedrock outcropping occurs throughout town, but especially in the western and northern sections. The retreat of the glaciers left several drumlins, such as Goat Hill in north central Uxbridge, in many parts of town.

Figure 2 illustrates the soils of Worcester County, including Uxbridge and surrounding towns. As the figure illustrates, most of the soils are of the Canton-Montauk-Scituate category. These soils are nearly level to steep, very deep, well drained and located on glaciated uplands. These soils are generally covered with and are well suited to trees. They are suited to cultivated crops and to hay and pasture. Erosion on slopes is a hazard. They are also well suited to most nonfarm uses, though the slopes can limit their use (U.S.D.A., undated).

The northern part of Uxbridge has a large area of the Paxton-Woodbridge-Ridgebury group of soils. These soils are similar to the Canton-Montauk-Scituate group, though they can be a little less well drained and have a high groundwater table (U.S.D.A., undated).

Four bands of the Merrimac-Hinckley-Windsor group run through town. These are generally on broad, flat plains and in rolling to steep areas. They were formed in water-sorted deposits of glacial outwash. They typically have 2 feet of loamy material underlain by sand and gravel. Because of its high permeability, there is a high mortality rate for tree seedlings, and there is a danger of septic tank effluent polluting groundwater (U.S.D.A., undated).

Finally, there is one band of the Freetown-Swansea-Windsor group along the Blackstone River. These are poorly drained soils that are nearly level, very deep and located on uplands, outwash plains, and flood plains. The water table tends to be at or near the surface most of the year. Organic material is generally 16-51 inches thick. Flooding and wetness and the organic material limit the use of this soil for most uses (U.S.D.A., undated).

The topography in Uxbridge is characterized by a series of knobby, rolling hills in the western half of the town and gently sloping terrain associated with riverine floodplains in the central and eastern portions. Elevations range from a low of about 200 feet at the Millville town line to a high of 572 feet at the top of Castle Hill.

Landscape Character

Uxbridge offers a diverse landscape character that includes urban, suburban, small town and rural/agricultural character. The town includes hills, forests, fields, stone walls, lakes, rivers, streams, marshes and swamps. These elements provide a pleasant and productive environment in which to live and work.



The three villages offer historic flavor and an atmosphere of community that is highly desired. The farms and fields reflect its agrarian heritage as well as a multitude of scenic views.

Water Resources

Figure 3 illustrates the surface waters of Uxbridge. They represent about 350 acres, or two percent, of Uxbridge's area. As discussed above, the Blackstone River has had a major impact on the Town's development and history. Other rivers include the Mumford and West Rivers and many tributaries of these rivers as well as other streams. The major ponds include Lackey, Rice City, Pout, Wheelockville, Whitins, Caprons and Ironstone Reservoir (CMRPC, 1984).

Figure 4 illustrates the Town's wells and aquifers, while Figure 5 illustrates the Zone II water supply protection areas. Uxbridge's aquifers represent a significant resource of potential regional significance since they apparently have a capacity that is substantially greater than the projected need for its buildout population and industry.

Figure 5 illustrates the wetlands in Uxbridge. As the map illustrates, wetlands are widely scattered throughout the Town, with heavier concentrations along the major waterways. About 6 ½ percent of the wetlands in Uxbridge were lost between 1971 and 1999, perhaps indicating a need for greater protection.

Vegetation, Wildlife and Fisheries

Uxbridge's vegetation is dominated by a mix of hardwood and softwood forests. Open fields and agricultural plots, including orchards, are also a prominent feature (CMRPC, 1984).

The wooded areas provide habitat for grey squirrels, raccoon, fox and white tail deer. The fields and orchards, especially in the northwest corner of Town, provide suitable habitat for the ringneck pheasant, cottontail rabbit, woodchuck and woodcock. The areas of the West Hill Dam and Cedar Swamp provide unique wildlife habitats in the northeast and northwest corners of Town (CMRPC, 1984).

The surface waters provide habitat for aquatic species including large mouth bass, blue gills, pickerel, sunfish and yellow perch. Several streams (Emerson Brook and West River) are stocked with cold-water trout (CMRPC, 1984). Several streams also support naturally occurring cold-water fisheries.



The Town of Uxbridge Economic Profile of the Downtown Business District

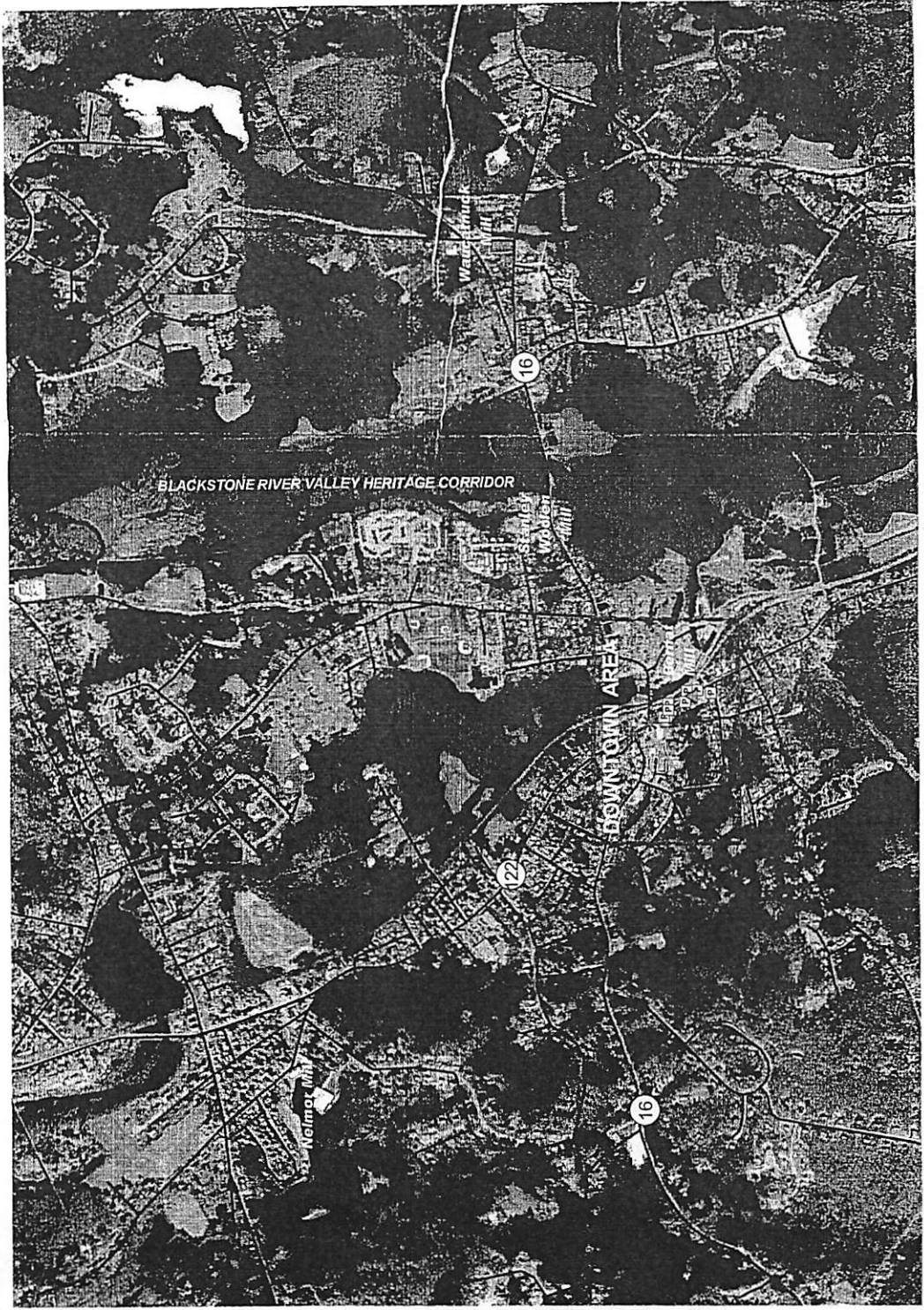
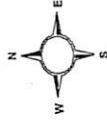


FIGURE #1-
GREATER UXBRIDGE CENTER

LEGEND

- ▲ PEDESTRIAN TRAFFIC SIGNAL
- * TRAFFIC SIGNAL
- P MUNICIPAL PARKING
- P PRIVATE PARKING
- ROAD
- WETLAND

AREA OF
INTEREST



SOURCE: TOWN OF UXBRIDGE AND MASSGIS



The Town of Uxbridge Economic Profile of the Downtown Business District

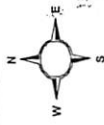
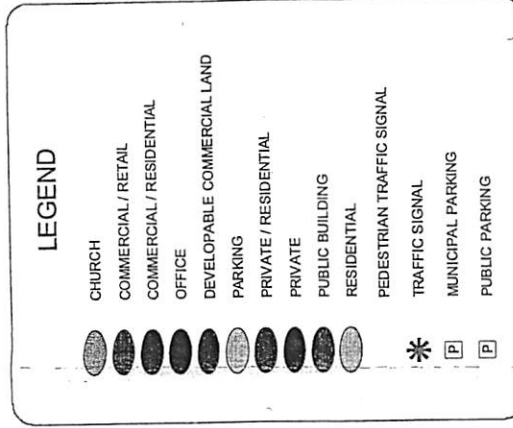
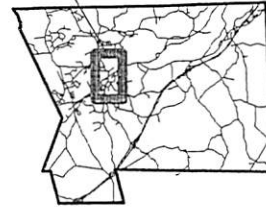


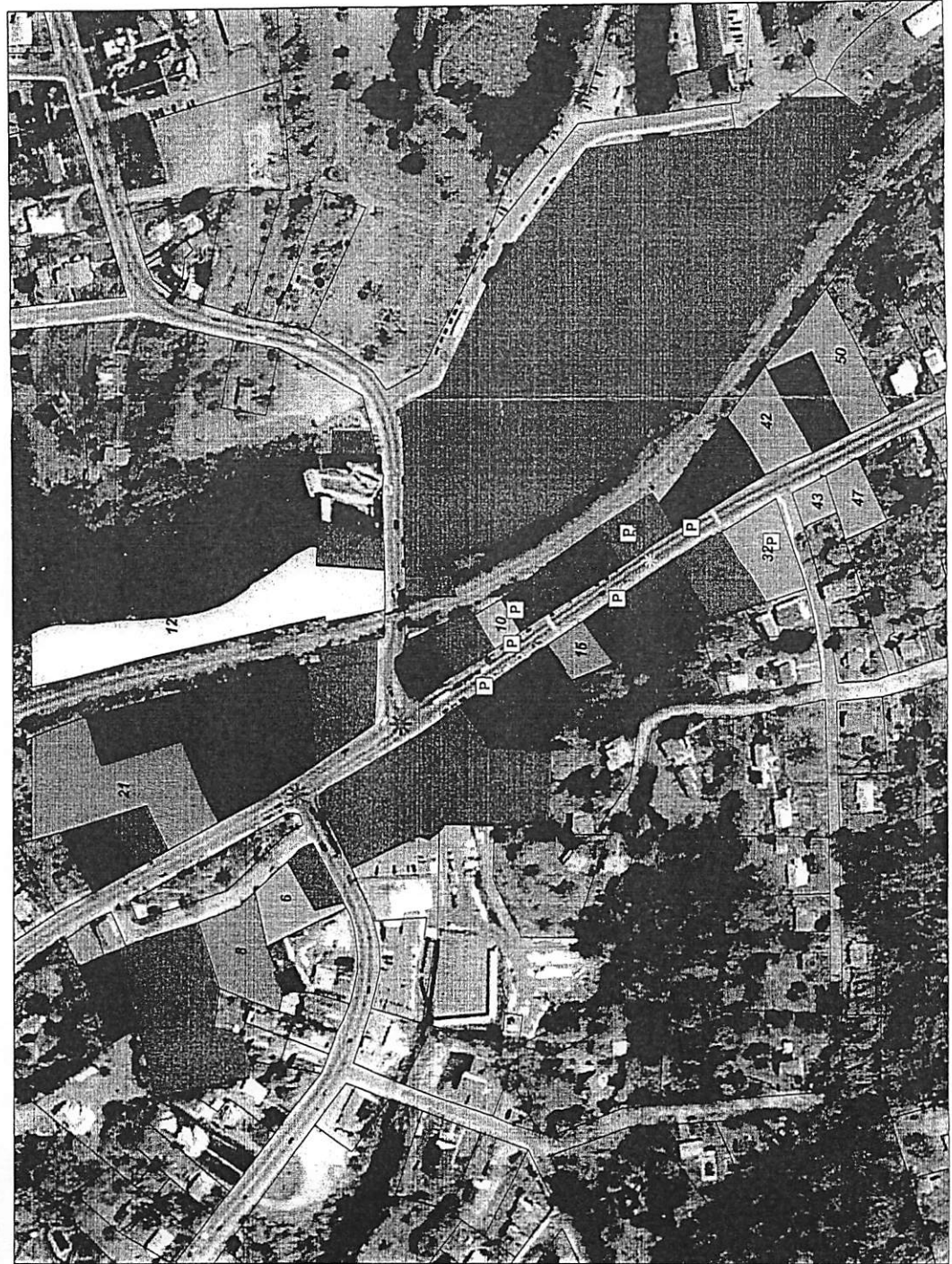
FIGURE # 2 - UXBRIDGE CENTER
LAND USE

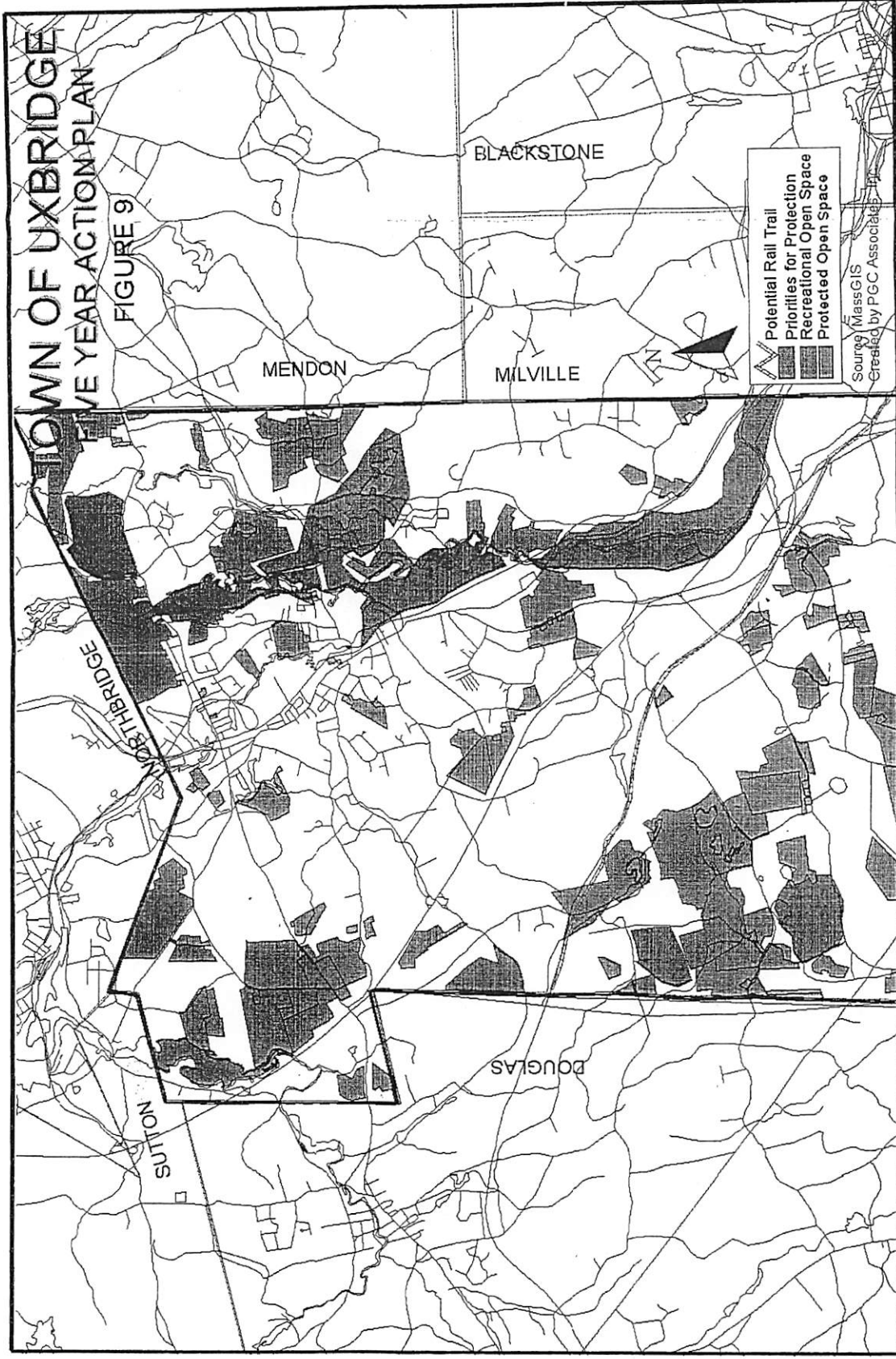


AREA OF
INTEREST



SOURCE: TOWN OF UXBRIDGE, MASSACHUSETTS DOR DIVISION
OF LOCAL SERVICES AND MASSGIS





Scenic and Unique Environments

The most scenic and unique environments of Uxbridge are as follows:

Scenic

- View of farms and fields when entering town from the west (Douglas) of (Williams Hill/Castle Hill;
- View looking northeast across Hundred Acre Lot to Whitinsville from Sutton Street;
- Views of farms and fields when entering town from the east (Mendon);
- View looking upriver of West River at Route 16 crossing near Waucanutck Mill;
- View looking upriver of Mumford River at Route 16 crossing near Riverview Wine and Spirits;

Unique

- Cedar swamp southeast of Wolf Hill near West Hill Dam entrance on Hartford Avenue;
- Cedar Swamp in Chocolog section of South Uxbridge;
- Large shrub swamp/fen/bog south of Ironstone Reservoir adjacent to Hood Companies gravel pit;
- Emergent/shrub swamp north side of Hartford Ave. West beneath power line ROW. Wetland drains to both north and south;
- Historic dairy farms in south and west part of town;
- Cold water fisheries (Emerson Brook, Laurel Brook, Scadden Brook, Cold Spring Brook, Aldrich Brook, Bacon Brook, and Meadow Brook)

Rare and Endangered Species

Table 5 lists the rare and endangered species in Uxbridge as listed by the Natural Heritage and Endangered Species Program of the Massachusetts Division of Fisheries and Wildlife (DFW). The table shows that the papillose nut-sedge, a vascular plant, is endangered, and the marbled salamander is threatened.

Eight other species are listed as of "Special Concern." This category means that these are native species which have been documented by biological research or inventory to have suffered a decline that could threaten the species if allowed to continue unchecked, or which occur in such small numbers or with such restricted distribution or specialized habitat requirements that they could easily become threatened within Massachusetts. ([http:// www.mass.gov/dfwele/dfw/nhosp/nhrare.htm](http://www.mass.gov/dfwele/dfw/nhosp/nhrare.htm))

TABLE 5

RARE AND ENDANGERED SPECIES

SCIENTIFIC NAME.....	COMMON NAME.....	TAXONOMIC CLASS.....	STATE RANK	FEDERAL RANK
AMBYSTOMA OPACUM	MARbled SALAMANDER	Amphibian	T	
CLEMMYS GUTTATA	SPOTTED TURTLE	Reptile	SC	
CLEMMYS INSCULPTA	WOOD TURTLE	Reptile	SC	
TERRAPENE CAROLINA	EASTERN BOX TURTLE	Reptile	SC	
ALAS MIDONTA UNDULATA	TRIANGLE FLOATER	Mussel	SC	
FIXSENIA FAVONIUS ONTARIO	SOUTHERN HAIRSTREAK	Lepidoptera	SC	
MITOURA HESSELI	HESSEL'S HAIRSTREAK	Lepidoptera	SC	
SPONGILLA ASPINOSA	SMOOTH BRANCHED SPONGE	Sponge	SC	
SCLERIA PAUCIFLORA VAR CAROLINIANA	PAPILLOSE NUT- SEDGE	Vascular Plant	E	
SPIRANTHES VERNALIS	GRASS-LEAVED LADIES'-TRESSES	Vascular Plant	SC	

Source: <http://www.state.ma.us/dfwele/dfw/nhesp/townt-u.htm>

T = Threatened

SC = Special Concern

E = Endangered

Figure 6 illustrates those sections of Uxbridge that are included within the BioMap of Massachusetts. The BioMap is a project of the Natural Heritage and Endangered Species program to identify the areas of Massachusetts most in need of protection in order to protect and promote biodiversity. As shown on the map, a large section in northeast Uxbridge and a small area in southwest Uxbridge are shown as Core Habitat areas, while almost the entire eastern town line and a large area in the western part of town are shown as Supporting Natural Landscape.

Core Habitats are the most viable habitat for rare plants and/or animals or exemplary natural communities. Supporting Natural Landscape areas are buffer areas around Core Habitats, large undeveloped patches of vegetation, large "roadless" areas and/or undeveloped watersheds (<http://www.state.ma.us/dfwele/dfw/nhosp/nhbiofind.htm>)

DFW has also designated both Priority Habitats and Estimated Habitats of Rare Wildlife in Uxbridge. These are habitats that may be home to some of the rare and endangered species and thus are worthy of protection. The Priority Habitat designations are intended to inform the public about rare plant and animal species locations. The Estimated Habitats of Rare Wildlife show estimated habitats for all documented occurrences of rare wetlands wildlife within the last 25 years. Figure 7 presents the Estimated and Priority Habitats in Uxbridge. Each of the areas shown is both a Priority and an Estimated Habitat.

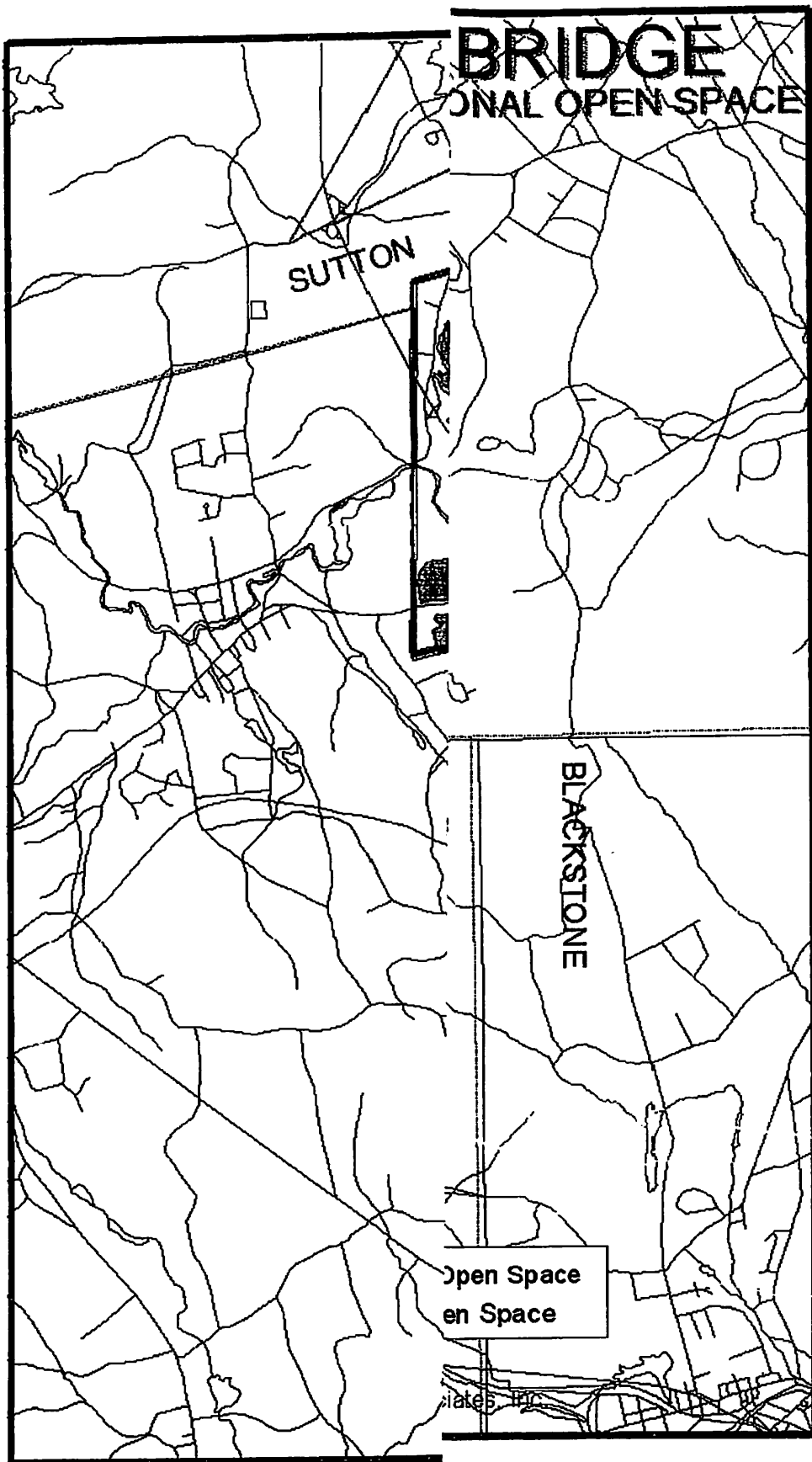
Environmental Challenges

The 1992 Master Plan Update identified several environmental challenges. These included flood hazards, groundwater contamination, and the location of 21E sites and underground storage tanks.

The Master Plan Update identified 100-year floodplains. It then projected future 100-year floodplains based on the estimated increase in impermeable surfaces due to development. Presumably, the State's new emphasis on recharging stormwater rather than piping it to wetlands and streams will reduce the increase in floodplains as development occurs.

The possibility of groundwater contamination was also discussed in the Master Plan Update. The report discussed the importance of aquifers and pointed out threats that result from increased use of pesticides and other chemicals, as well as by industrial wastes, agricultural fertilizers, and road runoff.

Finally, a more direct and immediate threat to groundwater that was identified was 21E sites and underground storage tanks. A list of both of these was included in the report.



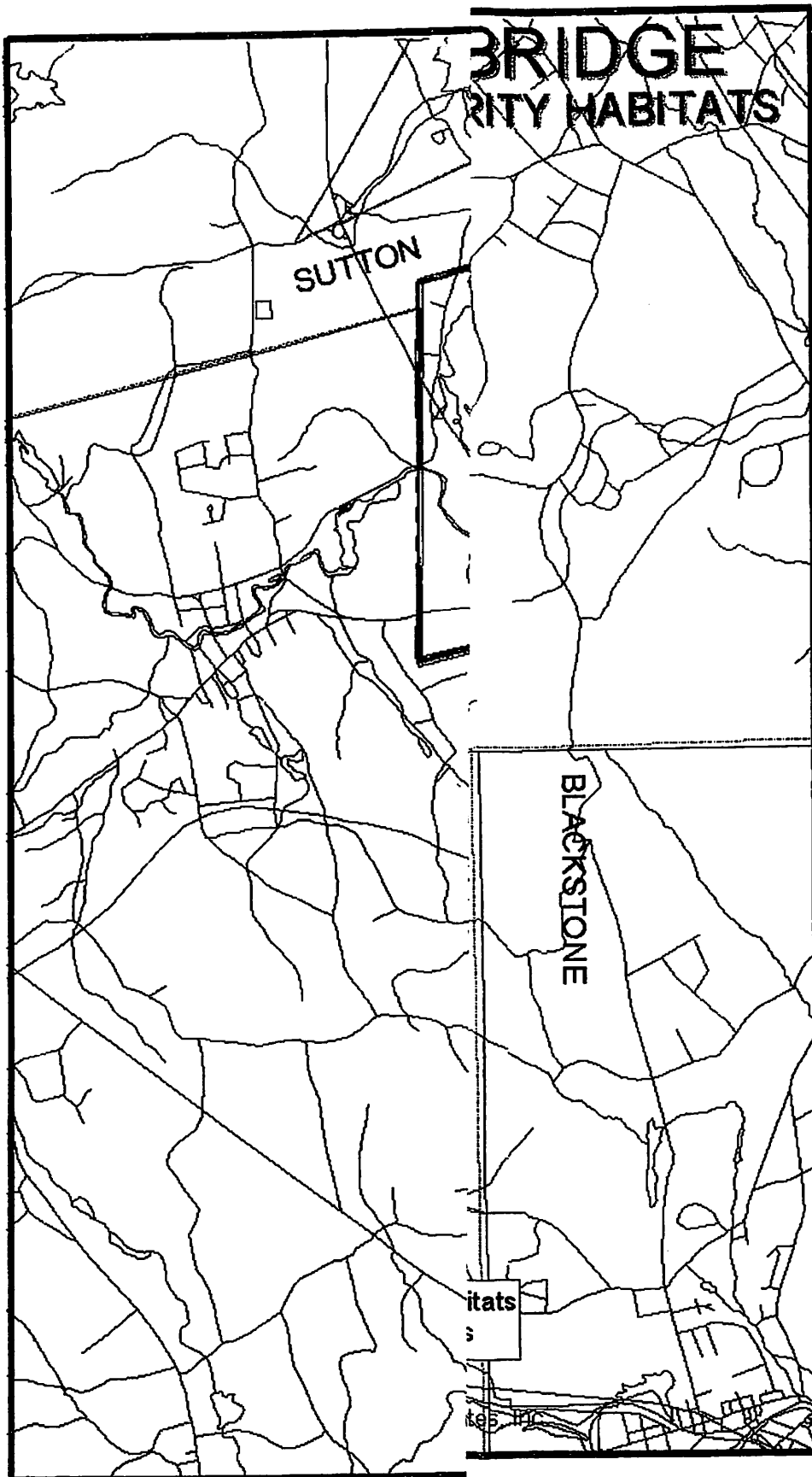




TABLE 6
PROTECTED OPEN SPACE

SITE #	LOCATION/ DESCRIPTION	ASSESSOR'S MAP/LOT#	AREA (Acres)	EXISTING USES
1	Sutton Street	11-138	128.44	Conservation
2	Sutton Street	11-1912, 4277, 4316	82.43	Conservation
3	Rivulet Street	11-2414	4.07	Conservation
4	Pout Pond	13-4877	66.18	Conservation
5	Kristen Lane	17-1955, 2041	11.7	Conservation
6	Power/Elizabeth/ Blackstone Streets	19-4055, 4851 20-3328	35.03	Water Supply
7	Henry Street	20-1465	10.39	Conservation
8	Hazel Street	22-1491	16.63	Conservation
9	Hazel Street	22-3283	62.2	Conservation
10	Douglas Street	23-837	12.91	Conservation
11	South Main Street	25-2883	40.27	Conservation
12	Blackstone Street	26-959	5.14	Conservation
13	Douglas Street	27-4647	103.83	Conservation
14	Millville Road	35-4543	9.95	Conservation
15	Pond Street	33-3073	141	Conservation
16	Old Millville Road	35-3862	9.75	Conservation
17	River Road	46-4319	6.08	Conservation
18	Hathaway Lane	47-3833	10	Conservation
19	Glendale Street	54-1764	72.54	Conservation
20	Legg Farm	13-3158	45	Conservation
	SUB-TOTAL		873.54	

(Continued)

TABLE 6
PROTECTED OPEN SPACE
(Continued)

SITE #	LOCATION/ DESCRIPTION	ASSESSOR'S MAP/LOT#	AREA (Acres)	EXISTING USES
21	Blackstone River State Park	6-4055, 7-4313, 4336, 4338	263.81	Conservation
22	Lackey Dam Pond	9-1576	125.48	Conservation
23	Blackstone Canal	13-0377, 1059, 1836, 1894, 1962, 4422, 19-2739, 2985	149.08	Conservation
24	Scotts Lane	30-875, 2457	29.3	Conservation
25	Douglas State Forest	32-2548, 33-4353, 38-542, 1443, 45-985, 3525, 50-462, 537, 51-955, 1121	144.25	Conservation
	SUB-TOTAL		711.92	
26	West Hill Dam	1-4074, 4635, 4754, 2-2785, 2436	238.82	Flood control
	GRAND TOTAL		1824.28	

Source: Uxbridge Assessor's Office, 2001

TABLE 7**PUBLIC AND PRIVATE RECREATION FACILITIES**

NAME	LOCATION	AREA (Acres)	EXISTING USES/FACILITIES
PUBLIC RECREATION AREAS			
Taft Memorial Park	Carney Street	24.94	Basketball courts, picnic facilities, playground equipment, skating pond
Helca Street Playground	Helca Street	5.82	Basketball area, tennis court, softball and soccer fields, playground equipment
Henry Street Playground	Henry Street	.45	Playground equipment
North Uxbridge School		1.33	Basketball area, playground equipment
Whiten Intermediate School		10.43	Basketball area, fields
Taft Elementary School		4.7	Basketball area, playground equipment
Athletic Field (High School?)		24.24	Basketball court, tennis courts, baseball/softball field, football field, bleachers, indoor gym
Town Common	North Main Street	.46	Walks, benches
TOTAL PUBLIC RECREATION ACREAGE		72.37	
PRIVATE RECREATION AREAS			
Edgewood	Hartford Avenue	9.61	Golf Course
Blissful Meadows	Chocolog Road	?	Golf Course
TOTAL RECREATION ACREAGE		81.98	

Table 7 indicates a total of 81.98 acres of recreation land. These facilities consist primarily of Taft Memorial Park, the school facilities, Town Common, and two playgrounds.

Chapter 61, 61A and 61B Properties

In order to encourage the preservation of certain activities and land uses (namely forestry, agriculture, and recreation), the laws of the Commonwealth of Massachusetts allow a property tax break for these land uses. In return for this tax break, the property owners who take advantage of it must make the parcel available for purchase by the Town in which it is located before it may be sold on the open market or its use changed. Since towns often do not have the available funds to purchase these parcels, the law does not provide much protection. However, to the extent that the tax break may help keep the land use economically feasible, it does provide some incentive to continue the land use rather than make the land available for development. Named after the section of state law that allows this, Chapter 61 land is that which is used for forestry or woodlands, Chapter 61A land is used for agriculture, and Chapter 61B land is used for recreation.

Table 8 lists the Chapter 61, 61A and 61B lands in Uxbridge. As the table shows, there is a total of 2,564.47 acres of land in this program. Forestry land accounts for almost half, at 1,210.36 acres. Agricultural land totals 1,014.62 acres. Land used for recreational purposes amounts to 339.49 acres.

Other Lands of Conservation or Recreation Interest

Table 9 lists the potentially developable properties in Town with an area of 10 acres or more. All of these properties are not appropriate for consideration as conservation or recreation property. Rather, they represent a list of the larger undeveloped properties in Town and thus serve as a starting point for consideration. Criteria such as the sensitivity of the environment, proximity to other important conservation or recreation lands, scenic views, habitat, etc. should be applied to focus and narrow this list.

TABLE 8**CHAPTER 61, 61A, AND 61B LANDS**

LOCATION	ASSESSOR'S MAP/LOT NO.	AREA (acres)
Chapter 61		
Hartford Ave East	8-2212	36.81
Chapin St	26-1938	10.15
Douglas St	27-1685	44.2
Fisher St	31-3175	9
West St	33-2537	9.24
West St	33-3373	16.23
Richardson St	34-1331	10.2
Pond St	34-2648	10.2
Richardson St	34-3192	20
Mill St	34-4037	9.73
Buffum Rd	37-0557	11.58
West St	42-3139	81
West St	42-3146	25.31
West St	42-3923	2.06
Laurel St	43-1164	166.1
Laurel St	43-1755	64.6
Johnson Rd	43-3872	32.49
Johnson Rd	43-4765	70
Hathaway Lane	47-1556	24.4
Johnson Rd	48-0641	37.4
Aldrich St	48-2338	2.02
Aldrich St	48-2425	2.04
Aldrich St	48-2432	2.03
Aldrich St	49-1098	8.77
Aldrich St	49-1124	73.99
Elmwood Ave	49-3888	18.83
Elmwood Ave	49-3978	16.63
Elmwood Ave	49-3998	11.69
Chestnut St	50-0473	9.54
Chestnut St	50-1368	41.19
Aldrich St	52-2138	18.5
King St	53-1282	57.66
Douglas Pike	53-2771	5.34
King St	53-2785	31.39
King St	53-2911	1.77

(Continued)

TABLE 8
CHAPTER 61, 61A, AND 61B LANDS
(Continued)

LOCATION	ASSESSOR'S MAP/LOT NO.	AREA (acres)
Chapter 61 (Continued)		
Douglas Pike	53-3453	9.29
Glendale St	54-1375	39.69
Glendale St	54-1811	34.29
South St	55-3421	135
Total Chapter 61		1210.36
Chapter 61A		
Sutton St	4-2179	17
Sutton St	4-2976	45
Rawson St	4-4339	10.77
Rawson St	4-4354	29.3
Hartford Ave East	8-2184	2.74
Hartford Ave East	8-2194	3.53
Hartford Ave East	8-2258	11.33
Rawson St	10-0494	22.09
Rawson St	10-1165	38
Williams St	10-1599	20.72
Williams St	10-3032	10.4
Williams St	10-3689	88
Rivulet St	11-2437	3.25
Sutton St	11-2474	6.68
Rivulet St	12-2556	3
Hartford Ave West	16-2319	65
Williams St	16-2825	25
Hartford Ave West	16-2949	15.89
Henry St	20-3531	4
Henry St	20-3627	46.16
Hollis St	20-4322	8
Blackstone St	26-2654	6.6
Blackstone St	26-3423	6.6
Richardson St	29-1775	85.77
Landry Lane	29-3687	19.94
Landry Lane	29-4411	2.06
Richardson St	29-4499	10.5
Quaker Hwy	30-4219	9.36

(Continued)

TABLE 8
CHAPTER 61, 61A, AND 61B LANDS
(Continued)

LOCATION	ASSESSOR'S MAP/LOT NO.	AREA (acres)
Chapter 61A (Continued)		
Blackstone St	31-4142	73.65
Quaker Hwy	35-1887	31.42
Quaker Hwy	35-1987	94.21
Chocolog Rd	42-4735	12.9
Chocolog Rd	42-4748	36
Aldrich St	45-0968	15.59
Aldrich St	45-1017	10.2
Aldrich St	45-1141	6.91
Chestnut St	45-4383	1
Hathaway Lane	47-1556	11.59
Elmwood Ave	49-4097	7.69
Elmwood Ave	50-1542	3.9
Chestnut St	50-2158	19
South St	50-2267	13.44
South St	50-2345	9.86
South St	55-3092	27.57
South St	55-3421	23
Total Chapter 61A		1014.62
Chapter 61B		
Rawson St	10-2147	20
Henry St	20-3511	19.23
Henry St	20-2872	52.91
Henry St	20-3531	9.34
Hartford Ave West	21-1523	40.8
Hartford Ave West	21-1548	17.95
Hazel St	22-1685	11.64
Blackstone St	26-1826	15.1
Martin St	37-1965	6.95
Martin St	37-2894	17.16
Chocolog Rd	37-4548	15
Chestnut St	44-2275	11.13
Aldrich St	44-4037	19.37
Aldrich St	45-2528	18
Locust St	49-1558	37.81

(Continued)

TABLE 8**CHAPTER 61, 61A, AND 61B LANDS****(Continued)**

LOCATION	ASSESSOR'S MAP/LOT NO.	AREA (acres)
Chapter 61		
Locust St	49-1559	20.54
Elmwood Ave	49-4079	6.56
Total Chapter 61B		339.49
TOTAL CHAPTER 61, 61A, 61B LANDS		2564.47

Source: Uxbridge Assessor's Office, 2001

TABLE 9
OTHER LANDS OF CONSERVATION OR RECREATION
INTEREST

ASSESSOR'S MAP/ LOT NO.	LAND USE CODE*	STREET	ACREAGE
Residential Properties			
53-2714	130	Douglas Pike	10
36-3721	130	East St	10.04
50-0122	130	Chestnut St	10.1
26-1281	130	Chapin St	10.53
54-2871	130	Glendale St	11.35
35-4062	130	Millville Rd	11.89
25-0874	130	Elizabeth St	12.33
28-0655	130	Douglas St	12.64
46-0457	130	Millville Rd	12.72
35-2493	130	Blackstone St	12.8
23-4435	130	Douglas St	12.95
39-2333	130	Chocolog Rd	13.06
35-3025	130	Old Millville Rd	13.45
47-1556	130	Hathaway Lane	13.56
52-3238	130	Douglas Pike	14.09
52-1329	130	Old Sherman Rd	14.59
52-1551	130	Douglas Pike	14.63
04-3883	130	Sutton St	15
43-3444	130	Chocolog Rd	15.26
39-2155	130	Mill St	15.56
34-1852	130	Pond St	17.38
31-0185	130	Elmdale Rd	17.54
29-3153	130	Crownshield Ave	17.76
25-2442	130	Hecla St	17.79
50-4625	130	South St	17.83
47-2915	130	Hathaway Lane	17.96
41-1895	130	Albee Rd	19.4
49-3455	130	Glendale St	20
09-1465	130	Lackey Dam Rd	20.04
14-0443	130	Connor Pass	20.1
49-0442	130	Aldrich St	20.36
50-1024	130	Chestnut St	21

(Continued)

TABLE 9
OTHER LANDS OF CONSERVATION OR RECREATION
INTEREST
(Continued)

ASSESSOR'S MAP/ LOT NO.	LAND USE CODE*	STREET	ACREAGE
Residential Properties (Continued)			
37-4832	130	West St	21.46
29-3866	130	Crownshield Ave	21.84
44-4535	130	Aldrich St	21.84
54-1015	130	Glendale St	22.47
36-3895	130	East St	22.85
26-3876	130	Chapin St	23.49
43-0861	130	Chocolog Rd	27
17-0651	130	Kristen Lane	27.58
45-0253	130	Aldrich St	27.8
31-2374	130	East St	28.23
53-2078	130	King St	28.63
34-3757	130	Old Richardson St	28.81
25-3979	130	Old Elmdale Rd	30.55
29-1355	130	Richardson St	32.51
10-2959	130	Rawson St	32.7
35-4863	130	Millville Rd	35.22
29-4654	130	Crownshield Ave	35.33
44-0494	130	Chestnut St	36.6
39-1296	130	Mill St	40
44-0345	130	Chocolog Rd	40.2
34-3192	130	Richardson St	40.35
08-2258	130	Hartford Ave East	46.67
41-1293	130	East St	50.3
37-4048	130	West St	53
42-3665	130	Chocolog Rd	67.72
42-3725	130	Chocolog Rd	69.63
28-3693	130	High St	97.5
44-1383	131	Chestnut St	10.6
28-4367	131	High St	12.22
36-0997	131	Blackstone St	14
23-2895	131	Douglas St	14.7

(Continued)

TABLE 9
OTHER LANDS OF CONSERVATION OR RECREATION
INTEREST
(Continued)

ASSESSOR'S MAP/ LOT NO.	LAND USE CODE*	STREET	ACREAGE
Residential Properties (Continued)			
54-2856	131	Glendale St	17.6
25-2592	131	S Main St	22.24
13-3034	131	Henry Legg Rd	25.1
39-2977	131	Chocolog Rd	35.12
33-1028	131	High St	58.9
Total Residential Acreage of Interest			1720.07
Commercial Properties			
23-4376	390	Douglas St	10
56-2289	390	Buxton St	12.99
Total Commercial Properties of Interest			22.99
Industrial Properties			
45-0475	440	Quaker Hwy	10.3
56-2645	440	Road Icpb	18.1
56-1765	440	Road Icpb	18.44
40-3855	440	Commerce Dr	22.7
56-0975	440	Road Icpb	25.7
51-4372	440	Quaker Hwy	26
30-2768	440	Millville Rd	27.68
25-2065	440	Depot St	40.14
50-4024	440	Road Icpc	62.63
51-4165	441	Road Icpc	15.26
28-3589	441	High St	46
28-3627	441	High St	50.72
25-4434	441	S Main St	59.65
Total Industrial Properties of Interest			423.32
Total Acreage of Interest			2150.78

Source: Assessor's Office, 2001

*Land Use Codes 130, 390 and 440 = Developable
 131 and 441 = Potentially Developable

COMMUNITY VISION

Description of Process

The Open Space and Recreation Goals listed below are derived primarily from a Visioning Session held as a part of the process of developing a Community Development Plan under Executive Order 418. The session was held on June 19, 2003, and it included the drafting of an overall "Vision Statement" for the Town. It also addressed goals, assets and liabilities in the areas of housing, economic development, and transportation as well as natural resources. Additional input was provided by the 1984 Conservation, Recreation and Open Space Plan, 1992 Master Plan Update and the 2000 Regional Transportation Plan prepared by CMRPC.

Statement of Open Space and Recreation Goals

1. Maintain rural character
2. Protect water resources, including wetlands, watersheds, floodplains, and aquifers
3. Protect important habitat areas
4. Preserve agriculture
5. Provide well-balanced recreation and conservation opportunities, including trail networks
6. Maintain historical character
7. Enhance community involvement
8. Promote compact development to reduce sprawl

These goals are expanded with a set of objectives for each in the Open Space Goals and Objectives section later in this report.

NEEDS ANALYSIS

This needs analysis section is a compilation of needs derived from several sources. It includes input from visioning workshop held on June 19, 2003, as well as previous Town studies, and the data assembled in the Community Setting, Environmental Inventory and Analysis, and Inventory of Lands of Conservation and Recreation sections of this report.

Resource Protection Needs

As the Community Setting section made clear, growth is proceeding rapidly in Uxbridge. In addition to negative impacts on natural resources (wildlife habitat, water recharge areas, etc.), this development has impacted the character of the town by eliminating scenic views and transforming rural roadways into suburban collector roads. The need to conserve natural resources (especially water resources) and to preserve community character creates a need to acquire additional open space and to develop policies and regulatory measures that protect natural resources.

Due to its location and available land, Uxbridge is likely to experience substantial additional commercial, industrial and residential development. Undeveloped parcels of 10 acres or more total more than 2000 acres. The total area of undeveloped land was estimated to more than 11,000 acres in 2000 by CMRPC in its buildout analysis of Uxbridge. Therefore, it is important to acquire more open space while the opportunity to integrate key parcels into a town a regional network is still available.

Uxbridge has 19 active gravel mining operations. These need to be monitored carefully to ensure that aquifers are not damaged and that sufficient gravel remains to protect the groundwater in the future.

One method of conserving natural resources is to encourage compact development. Compact development results in more efficient use of land such that growth is accommodated while still preserving natural resources. Major impediments to compact development in suburban regions are the necessity to accommodate automobiles and the separation of uses mandated by zoning. A vicious circle is in effect. Since there is virtually no transit service available in the region, all facilities must be designed for automobile access. Similarly, separation of uses requires that all trips be made by automobile since the resulting distances between uses precludes the possibility of walking. This results in ever-wider roads and massive parking lots (not to mention high levels of traffic), which in turn renders any kind of transit or pedestrian-oriented development nearly impossible. Parking generally becomes the limiting factor for developing a particular parcel rather than the density allowed by zoning. Transit as well as mixed-use development would help facilitate compact development and allow land to be used more efficiently.

Community Needs (Recreation)

One of the issues identified in the June 19, 2003 visioning session (and a long-standing objective) was the need to provide trail networks. Links among current and/or future open space and recreation facilities are needed both within town and between the town and surrounding region. Such links promote wildlife migration (thus allowing greater biodiversity) as well as provide opportunities for passive recreation for humans. The SNETT trail provides a backbone for a trail system that could include spurs through several areas of Town.

The demand for active recreation facilities has exploded. There is an extreme need for additional recreation facilities for youths, in particular, but for all ages generally. There is a need to acquire additional land for fields and other active recreation opportunities. In concert with compact development, such facilities are best located in close proximity to residential areas.

Management Needs

As discussed above under Resource Protection Needs, compact development is a means of more efficiently using land to accommodate growth while protecting natural resources. Important steps to amend zoning bylaws and other measures have been taken in the town. However, additional measures to encourage compact, sustainable development remain an important management need.

At its Spring 2004 Town Meeting, Uxbridge approved three zoning bylaws that will affect its growth. The first requires subdivisions of 8 units or more use a conservation design. This will result in a somewhat more compact style of development that could preserve many acres of open space while still accommodating the same number of housing units.

The second measure is a rate of growth limit that will help smooth out the pace of development. The third requires that 60% of the minimum lot area be contiguous upland. This will result in greater consumption of land per housing unit, but will reduce the total number of housing units that can be built in Uxbridge.

As growth continues, water resources are being strained. Growth results in more water use while also increasing the amount of impervious surface. Recent policy changes at the state level to encourage more recharge of stormwater into the ground and more decentralized (rather than centralized) wastewater treatment facilities will help improve the situation to some degree. While the need to protect aquifer and recharge areas is important, educational and regulatory measures to encourage conservation and recharge of stormwater and wastewater are also major components. A public education campaign could include a web site, slide show, cable TV video, presentations to civic groups, etc. Information on existing open space and its functions as well as desired expansions of the system could be included.

Another need is public access to already-protected open space. Facilities such as parking, signs, and trails coupled with improved public awareness would result in greater use and appreciation of our natural resources. There is a need for awareness among the citizens of Uxbridge where existing protected open space is located and what recreational opportunities are offered there. Second, there is a need for improved facilities (including features that permit usage by elderly and handicapped persons in compliance with the Americans with Disabilities Act (ADA) requirements) to allow for increased usage by the public.

OPEN SPACE AND RECREATION GOALS AND OBJECTIVES

The goals and objectives listed below represent an expansion of the goals listed in the Community Vision section. Some of the objectives may appear under more than one goal. They represent more specific, generally measurable, steps that can be taken to advance then goals.

GOAL 1: Maintain rural character

Objectives:

- Review the Zoning Bylaw and Subdivision Rules and Regulations. Update as necessary.
- Identify and acquire additional conservation and open space. Encourage donations of open space by landowners.
- Establish an Open Space and Recreation Plan Implementation Committee to coordinate among Town Boards and Commissions.
- Increase public awareness of the value of open space, and encourage citizen input.
- Encourage/promote the incorporation of open space into new development plans.
- Identify wildlife corridors where conservation is of high priority.
- Identify potential trail networks
- Consider the potential role of the Community Preservation Act to achieve this goal.
- Consider reducing road width requirements for both new subdivision roads and existing Town roads to the minimum necessary to maintain public safety.

GOAL 2: Protect water resources, including wetlands, watersheds, floodplains and aquifers

Objectives:

- Identify watershed areas and establish "critical zones" deserving protection.
- Identify wetlands and floodplains and strengthen protective measures.
- Identify surface and subsurface water bodies and strengthen protective measures.
- Monitor and evaluate on-site sewage disposal systems and recommend appropriate actions.
- Protect sand and gravel deposits
- Acquire additional water resources for recreation and protection.
- Increase public awareness re: use of pesticides, fertilizers and other chemicals

FIVE-YEAR ACTION PLAN

This section contains the recommendations for action to improve and enhance the open space and recreation resources in Uxbridge. Figure 9 illustrates the recommendations of the plan. Following the narrative below is a chart which lists each of the recommended actions, identifies the lead agency or organization most appropriate for implementing the action, lists other agencies/organizations that should be involved, identifies appropriate implementation mechanisms, and provides a general schedule for implementation. A brief discussion of potential implementation mechanisms follows the chart.

Protect/Enhance Regional Resources

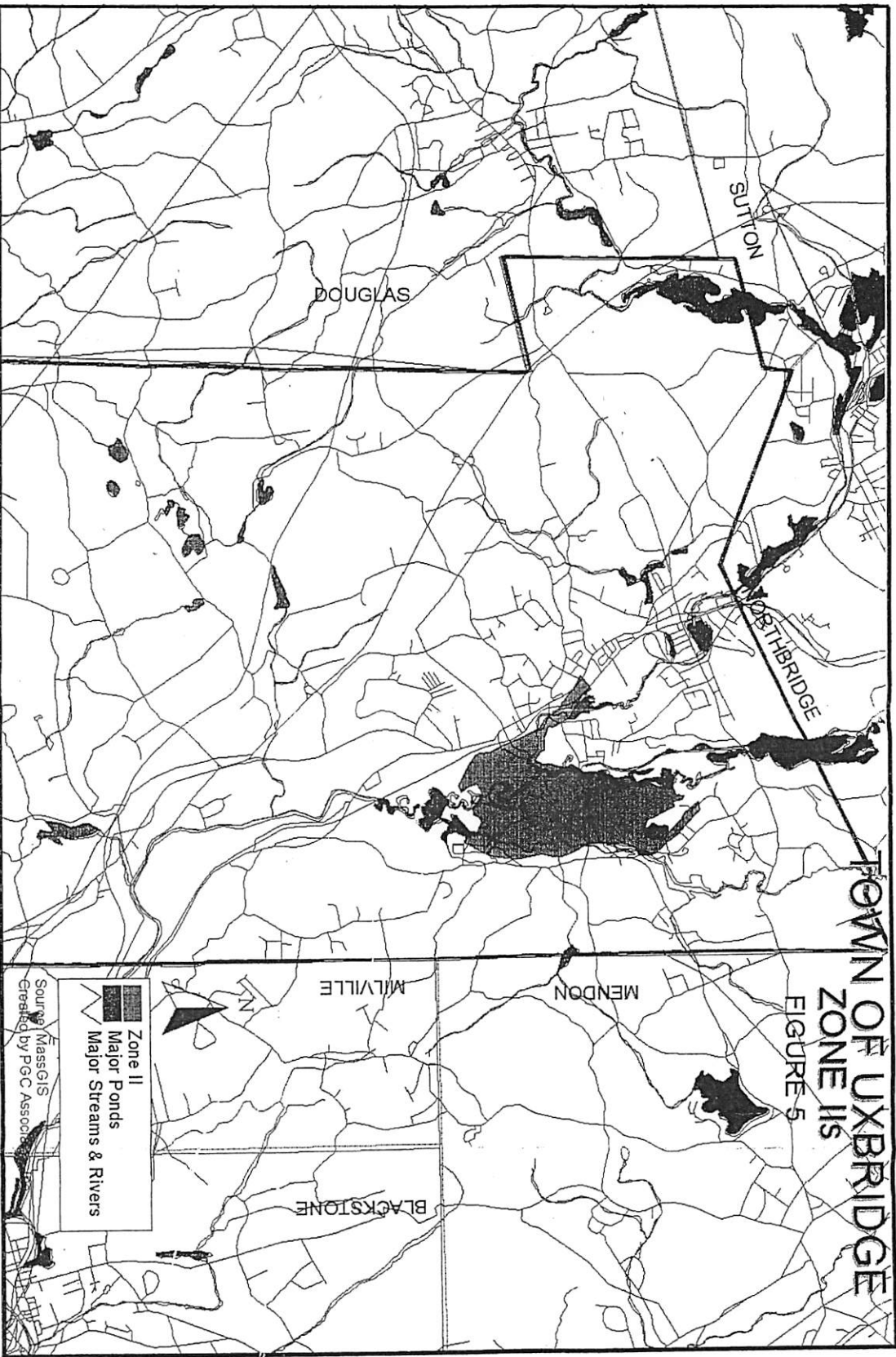
Blackstone River - The Blackstone River Valley is now recognized as a national resource as evidenced by the Blackstone River Valley National Heritage Corridor Commission (BRVNHCC). However, its focus is on the Valley as an historic and cultural resource. The Town of Uxbridge should initiate efforts to develop a procedure of formal notification among its neighbors for any activity that affects the Blackstone River.

Douglas State Forest - The forest represents an exciting recreational resource that can be enjoyed to a much larger degree by improving access. The Town should support improvements to the SNETT as well as to the Forest itself, which acts a major node at the terminus of what has the potential to be an important recreation and transportation corridor.

SNETT - As mentioned above, this important resource has not even begun to reach its potential. Developed as a bikeway as well as a pedestrian trail, this corridor could potentially link the Douglas and Franklin State Forests and serve as a link between the Blackstone River Valley and Providence-Worcester Bikeway with the Bay Circuit. Again the Town should support State efforts to invest in this corridor with almost unlimited potential.

Develop Regional Linkage Plan

Using the SNETT as the backbone, the Town should work with other Towns to develop a system that links the open spaces, recreation areas, waterways, scenic roads, and other areas of interest with each other as well as with such features in adjacent Towns. The links should consist of bikeways, trails, utility rights-of-way, scenic roads, existing cart paths, paper streets, abandoned rail lines, etc. The dual objectives of the plan would be to preserve migration routes for wildlife and to develop trails for human recreation.



A trail system developed under this proposal could link the Blackstone River Valley National Heritage Corridor with the Bay Circuit and Warner Trail. Some portions of the trails (particularly bikeways) could be financed through transportation enhancement funding if they can serve as alternative transportation to employment centers or retail/service centers.

Increase Public Awareness

Many of the residents of the Town are not fully aware of the open space and recreation opportunities in their town. Nor is there sufficient information available on the knowledge about these resources that the residents do have, their use levels, their opinions of the facilities available, additional facilities that should be provided, etc. Therefore, it is recommended that a public awareness effort be undertaken to increase knowledge about these resources.

Such an effort could include three major components. First, a survey should be done to determine existing levels of awareness and opinions. Second, a web site should be established that includes results of the survey, an inventory of open space and recreation lands, maps and scenes of existing and proposed open space areas and recreation facilities, facts about growth and facility usage, and information about the benefits of the existing and proposed open space/recreation systems. The web site could be supplemented by a slide show or video that could be presented to meetings of civic/social/fraternal/business groups, at public hearings/meetings, and on public access cable TV, with references to the web site for additional information. At a minimum, a brochure/map would help increase awareness of open space and recreation opportunities.

Strongly Consider Adoption of Community Preservation Act

Adoption of the Community Preservation Act (CPA) is one of the most effective measures available for implementing many of the recommendations of this Plan. The Community Preservation Act was passed by the Massachusetts Legislature in 2000. It provides for Towns to assess a property tax surcharge of up to 3%. The State then provides matching funds raised by a document recording fee at the Registries of Deeds. The matching funds can range from 5% to 100% depending on the number of Towns participating and the amount of money they raise. It is anticipated that the match will be at or close to 100% for a few more years and then decline as more cities and towns adopt the Act and become eligible for the funds.

The funds raised can be used for four purposes: open space, recreation, historic preservation and affordable housing. A minimum of 10% each must be spent on open space, historic preservation and affordable housing. A Community Preservation Committee is established that recommends projects to Town Meeting, which must still approve expenditures from the Community Preservation Fund.

While the CPA has obvious direct benefits for open space and recreation acquisitions or projects, the historic preservation and affordable housing elements also have indirect benefits that advance the goals of this Open Space and Recreation Plan.

First of all, historic preservation projects can result in an existing abandoned site being used for a particular purpose rather than developing a new greenfield site. Also, the land associated with an historic building could become a link or access to nearby open space parcels. Similarly, the affordable housing component can be used to develop housing on a portion of a site while leaving the remainder as open space. In some cases it could allow the Town to break even on the acquisition of a parcel by developing housing on a small portion of it rather than require an expensive expenditure.

It should be noted that while adoption of the CPA requires a property tax surcharge, it can sometimes result in lower property taxes in the long run. If there are projects in a CPA-eligible category for which the Town will likely approve a debt exclusion or even existing property tax revenues anyway (e.g. new playing fields, renovation of an existing Town-owned historic building, acquisition of an open space parcel or development of affordable housing) the total cost to the Town for such projects can be reduced by up to half due to the matching funds from the CPA Trust Fund. While a town must remain in the CPA program for a minimum of five years, the rate of the surcharge can be adjusted annually so the rate can be reduced to a minimal amount after generating the substantial matching funds with a higher surcharge for the first 2 or 3 years.

Support and encourage compact development

Compact development is an effective means of accommodating growth while preserving community character. Current zoning bylaws and other regulatory measures generally preclude the possibility of compact development. Lack of public transit also inhibits its development. Franklin's Senior Village Overlay District provides a model of the type of regulatory changes that can encourage compact development by providing density bonuses for certain activities, including preserving open space off site.

FIVE-YEAR ACTION PLAN SUMMARY

GOALS/OBJECTIVES	LEAD AGENCY	OTHER AGENCIES	IMPLEMENTATION MECHANISMS	SCHEDULE
GOAL 1: Maintain rural character.				
Review Zoning Bylaw and Subdivision Rules and update as necessary	Planning Board	Conservation Commission, Open Space Committee	Zoning Bylaw, Subdivision Rules	2004-2006
Acquire additional conservation and open space lands. Encourage donations of open space by landowners	Conservation Commission	Planning Board, Selectmen, Open Space Committee	Community Preservation Act (CPA) Funds Provide information about tax benefits	2004-2009
Reestablish an Open Space Committee to coordinate among Town Boards and Commissions, and contact land owners	Selectmen	Conservation Commission, Planning Board	Selectmen Establish Relevant Boards/Commissions Appoint Representatives	2004
Increase public awareness of the value of open space, and encourage citizen input	Open Space Committee		Survey, Web site Slide show/video, Maps, Cable TV, Brochure, Signage,	2004-2009
Encourage/promote the incorporation of open space into new development plans, especially by the use of the open space subdivision bylaw	Planning Board		New conservation subdivision design bylaw	2004-2009
Identify wildlife corridors where conservation is of high priority	Open Space Committee	Conservation Commission, Planning Board, Selectmen,	Appoint special committee; Develop ranking system	2004-2007
Identify potential trail networks	Open Space Committee	Conservation Commission, ,	Develop ranking system Flexible zoning	2004-2007

(Continued)

FIVE-YEAR ACTION PLAN SUMMARY (Continued)

RECOMMENDATION	LEAD AGENCY	OTHER AGENCIES	IMPLEMENTATION MECHANISMS	SCHEDULE
Consider the potential role of the Community Preservation Act to achieve this goal	Selectmen	Conservation Commission, Planning Board, Open Space Committee, Historical Commission,	Consider experience from other towns Evaluate tax impacts	2004-2005
Consider reducing road width requirements for both new subdivision roads and existing Town roads to minimum necessary to maintain public safety	Planning Board	Selectmen	Evaluate existing road widths	2004-2005
GOAL 2: Protect water resources, including wetlands, watersheds, floodplains and aquifers				
Identify watershed areas and establish "critical zones" deserving protection	Conservation Commission	Planning Board, Public Works Department, Open Space Committee	MassGIS data Zoning Bylaw revisions	2004-2006
Identify wetlands and floodplains and strengthen protective measures	Conservation Commission	Planning Board, Open Space Committee	MassGIS data Zoning Bylaw revisions	2004-2006
Identify surface and subsurface water bodies and strengthen protective measures	Conservation Commission	Planning Board, Open Space Committee	MassGIS data Zoning Bylaw revisions	2004-2006
Monitor and evaluate on-site sewage disposal systems and recommend appropriate actions	Board of Health	Conservation Commission	Board of Health Regulations	2004-2006

(Continued)

FIVE-YEAR ACTION PLAN SUMMARY (Continued)

RECOMMENDATION	LEAD AGENCY	OTHER AGENCIES	IMPLEMENTATION MECHANISMS	SCHEDULE
Protect sand and gravel deposits	Selectmen	Planning Board	General bylaw regarding earth removal	2004-2005
Acquire/protect additional water resources for recreation and protection of municipal water supply sources	Conservation Commission	Planning Board, Public Works Department, Selectmen	Water Supply/Aquifer Protection Districts, Phase II Stormwater rules, Purchase, Open Space Subdivisions, Transfer of Development Rights, CPA Funds	2004-2009
Increase public awareness re: use of pesticides, fertilizers and other chemicals as well as septic systems	Open Space Committee	Public Works Department Board of Health	Survey, Web site Slide show/video, Maps, Cable TV, Brochure, Signage	2004-2009
GOAL 3: Protect important habitat areas				
Increase public awareness of important habitat areas	Open Space Committee	Conservation Commission	Survey, Web site Slide show/video, Maps, Cable TV, Brochure, Signage	2004-2009
Identify unprotected lands within designated Estimated and Priority Habitat Areas	Conservation Commission	Open Space Committee	MassGIS	2004-2006
Identify unprotected lands within state BioMap areas	Conservation Commission	Open Space Committee	MassGIS	2004-2006
Formulate appropriate protective measures	Conservation Commission	Open Space Committee, Planning Board	Zoning Bylaw, Acquisition	2005-2007

(Continued)

FIVE-YEAR ACTION PLAN SUMMARY (Continued)

RECOMMENDATION	LEAD AGENCY	OTHER AGENCIES	IMPLEMENTATION MECHANISMS	SCHEDULE
Identify and protect wildlife corridors	Open Space Committee	Conservation Commission, Planning Board, Selectmen,	Appoint special committee; Develop ranking system	2004-2007
Acquire and/or protect important habitat areas	Conservation Commission	Planning Board, Public Works Department, Selectmen	Water Supply/Aquifer Protection Districts, Phase II Stormwater rules, Purchase, Open Space Subdivisions, Transfer of Development Rights, CPA Funds	2004-2009
Consider the potential role of the Community Preservation Act to achieve this goal	Selectmen	Conservation Commission, Planning Board, Open Space Committee, Historical Commission,	Consider experience from other towns Evaluate tax impacts	2004-2005
GOAL 4 : Preserve agriculture				
Encourage use of Chapter 61A	Open Space Committee	Board of Assessors	Chapter 61A	2004-2009
Consider agricultural zoning to protect and enhance agriculture	Planning Board	Open Space Committee	Newly-adopted Conservation Design Development bylaw	2004-2009
Consider purchase or transfer of development rights on lands used for agriculture	Planning Board	Open Space Committee	Zoning Bylaw	2004-2009

(Continued)

FIVE-YEAR ACTION PLAN SUMMARY (Continued)

RECOMMENDATION	LEAD AGENCY	OTHER AGENCIES	IMPLEMENTATION MECHANISMS	SCHEDULE
GOAL 5: Provide well-balanced recreation and conservation opportunities				
Inventory and evaluate available conservation and recreation funding programs	Recreation Commission	Selectmen, Conservation Commission, Planning Board	State Self-Help and Urban Self-Help Programs, Community Preservation Funds	2004-2009
Provide all neighborhoods with appropriate recreation, park and/or playground facilities.	Recreation Commission	Selectmen, Planning Board	Conservation Design Development bylaw, Proposed state legislation allowing set-aside of subdivision land for playgrounds, Community Preservation Funds	2004-2009
Establish a cost-effective maintenance schedule for municipal recreation and conservation facilities	Highway Department	Recreation Commission, Conservation Commission, Selectmen	Establish committee to evaluate present policies and make recommendations for changes	2004-2009
Use reliable and durable equipment when developing or redeveloping parks and playgrounds	Recreation Commission	Selectmen	Establish durability and reliability as criteria when purchasing equipment	2004-2009
GOAL 6: Maintain historical character				
Continue to inventory, evaluate and define the Town's historical features	Historical Commission		New historic district and bylaw	2004-2009
Monitor new historic district bylaw and make adjustments as necessary	Historical Commission		New historic district and bylaw	2004-2009

(Continued)

FIVE-YEAR ACTION PLAN SUMMARY (Continued)

RECOMMENDATION	LEAD AGENCY	OTHER AGENCIES	IMPLEMENTATION MECHANISMS	SCHEDULE
Increase awareness and benefits of new historic district	Historical Commission		New historic district and bylaw	2004-2009
Protect Scenic Roads	Planning Board	Tree Warden	Scenic Road Act	2004-2009
GOAL 7: Enhance community involvement				
Use media such as a web site and/or cable access TV to increase public awareness of open space and recreation facilities, issues and potential actions	Open Space Committee	Recreation Commission Conservation Commission	Web site Slide show/video, Maps, Cable TV, Brochure	2004-2009
Use surveys, public meetings and other means to encourage input from residents	Open Space Committee	Selectmen, Planning Board, Conservation Commission	Survey, Web site Slide show/video, Maps, Cable TV, Brochure, Signage, Public Meetings	2004-2009
Improve signage to increase visibility of open space and recreation resources	Open Space Committee	Selectmen, Conservation Commission	Signage for land identification and parking areas, web site information	2004-2009
GOAL 8: Promote compact development to reduce sprawl				
Review land use controls to determine features that encourage sprawl	Planning Board	Open Space Committee, Selectmen, Conservation Commission	Zoning Bylaw, Subdivision Rules and Regulations, Site Plan requirements	2004-2006

(Continued)

FIVE-YEAR ACTION PLAN SUMMARY (Continued)

RECOMMENDATION	LEAD AGENCY	OTHER AGENCIES	IMPLEMENTATION MECHANISMS	SCHEDULE
Formulate and adopt revisions that encourage compact development	Planning Board	Open Space Committee, Selectmen, Conservation Commission	Mixed use development, higher density near town and village centers, transfer of development rights	2004-2006
Target infrastructure improvements to promote compact development	Selectmen	Planning Board, Public Works Department, Recreation Commission	Capital budget	2004-2009

Potential Implementation Mechanisms

The ability to implement recommendations is the key to any plan. A combination of financial and regulatory measures is needed. Some of these potential measures are discussed below:

Financial

Land is very expensive to acquire. It is very difficult for municipalities to raise the funds needed for fee simple purchase. However, to the extent that such purchases avert residential development, they may be very cost effective. Various studies have indicated that residentially developed land requires \$1.11 to \$1.36 worth of services for every \$1 of tax revenue that it generates. Another study in Boulder, Colorado, found that the average public cost per acre of maintaining public open space was \$328 (including debt service to finance the purchase), versus \$2,524 per acre for developed and developable land (Thomas, 1991). Thus, in the long run, municipal purchase of land may actually be less costly than allowing the land to be developed.

Of course, the fiscal impact of land purchase is only one consideration. Such an action could be construed as exclusionary since it will reduce available land and increase housing costs in the community. Also, if a landowner were unwilling to sell, it would be an abuse of power to exercise eminent domain unless a clear municipal purpose can be demonstrated. A land acquisition effort must be based on the need to provide for future municipal services or to protect environmentally sensitive land. Such needs should be demonstrated in a master plan and/or a long-term capital improvements plan.

Some financial mechanisms that can be used to finance land acquisitions include:

Community Preservation Act – As discussed above, the Community Preservation Act allows cities and towns to adopt a property tax surcharge of up to 3% for the purposes of open space, recreation, historic preservation and affordable housing. A minimum of 10% of the funds raised must be spent on each the areas of open space, historic preservation and affordable housing. The remaining 70% is available for any of the three as well as recreation. A document recording fee is being collected at the Registries of Deeds and the funds collected will be used to provide matching grants ranging from 5% to 100% (depending on extent of participation) of the funds raised in each community. This is the single most effective tool available to implement the recommendations of this Plan. It should be noted that the CPA Trust Fund has generated matching funds far in excess of expectations, and is expected to continue to provide 100% for at least the next several years.

Bonding Capacity – As bonds for previously funded capital improvements (schools, police stations, libraries, water/sewer projects, etc.) are paid off, some or all of that bonding capacity could be dedicated to land acquisition. For example, if \$100,000 per year of bonding capacity were to become available, it could finance (at 7% interest) a \$700,000 land purchase over 10 years or a \$1.06 million purchase over 20 years. Of

course, the land purchase would have to compete against other pressing capital needs. The Town must determine its priorities.

Debt Exclusion – Similarly, without waiting for other bonds to be paid off, the Town could seek voter approval to create new bonding capacity by excluding a specified amount from the limits of Proposition 2 ½. For example, if the voters approved a debt exclusion of \$1,000,000 for the purchase of land, the specific amount needed to finance the purchase (including principal and interest) would be raised by increasing property taxes beyond the limit imposed by Proposition 2 ½. When the purchase was fully paid for, the authority to increase taxes would automatically expire and the property tax rate would revert to what it would have been had there not been a debt exclusion.

Annual Appropriation – The Town could adopt a policy of annually appropriating an amount to a reserve fund dedicated to land purchases. The advantage of this option is that it could put the Town in a position to move quickly if a parcel (e.g. a Chapter 61, 61A or 61B parcel) becomes available and requires fast action. Also, while it would take a few years for such a fund to grow large, the fund could be used as a match for a grant or as a down payment in combination with bonding. However, with Proposition 2 ½ limits and pressing operational needs, it is difficult to set aside even small amounts for use at a later time.

Special Tax – A special tax could be enacted whose revenues would be dedicated to land purchases. However, authority for such special taxes is limited. Local governments can impose hotel/motel taxes and airport fuels taxes.

State/Federal Grants – State and federal grants are available for open space purchases and other purposes. Among the programs available is the Self-help Program of EOEA's Division of Conservation Services. It will reimburse communities for up to 90% of the cost of acquiring conservation land. The federal Land and Water Conservation Fund (administered by the Division of Conservation Services) will fund up to 50% of the cost of acquiring or developing recreation land. While this program has not been fully funded in recent years, there is renewed interest in this it and more funds should be available in the future. The Department of Food and Agriculture administers the Agricultural Preservation Restriction Program, which purchases the development rights of farmland. The Department of Fisheries, Wildlife and Environmental Law Enforcement administers the Non-Game Tax Fund, which uses voluntary contributions from a state income tax form checkoff to purchase the habitats of endangered species.

The federal Community Development Block Grant program, administered by the Massachusetts Executive Office of Communities and Development (EOCD) is a potential funding source. While not available for open space purchases, it can be used for infrastructure improvements that can facilitate park development.

And finally, the federal Transportation Efficiency Act for the 21st Century (TEA-21) encourages the development of alternative modes of transportation, especially bicycle

paths through old railroad rights-of-way and other corridors. This potential funding can be an important component of facilitating access to open space and recreation areas.

Regulatory

Regulatory measures can complement financial mechanisms to enhance a Town's ability to acquire land and protect community character. Some regulatory measures with potential to aid implementation of this Open Space and Recreation Plan include the following:

Flexible Zoning – This tool is essentially an overlay zoning district which, while maintaining the same density as the underlying zoning district, allows variations from the dimensional requirements (lot sizes, setbacks, frontages) in order to design a new development so that it minimizes environmental impact and/or results in protected open or recreation space for the general public. When combined with transferable development rights, it can be a powerful tool for protecting open space.

The “community character” that people want to preserve is based on development patterns that are presently no longer allowed according to current zoning by-laws. A flexible zoning by-law has the potential to preserve open space and natural resources, provide recreation lands, preserve and enhance community character, and reduce infrastructure and service maintenance costs in all three towns. Furthermore, in a time of limited public resources, it utilizes private resources to achieve a public benefit.

A flexible zoning by-law would work in a manner similar to an open space development by-law but in an expanded capacity. Just as the open space development by-law allows higher density on one portion of a parcel in order to preserve open space on another portion of the parcel (but without changing the overall density allowed for that parcel by the underlying zoning district), a flexible zoning by-law would allow higher density on some parcels in return for the purchase of development rights from another (not necessarily adjacent) parcel.

Criteria would be established to determine whether a particular parcel qualifies to relinquish/receive development rights to/from another parcel. Potential criteria for a “donor” parcel would include current use in agriculture or silviculture, proximity to existing open space, environmental sensitivity (containing or adjacent to important habitat, wetlands, waterways, floodplains, water resource district, etc.), serving as a scenic resource or located on a scenic roadway, lacking sewer service, etc.

Criteria for “recipient” parcels would include easy access to sewer and water service, proximity to roadways capable of handling the additional traffic, location outside a water resource district, location that allows a vehicular and pedestrian link between already developed areas, proximity to a “village center” or other area of commercial or institutional use, and a location that allows a development plan with a minimum environmental impact.

Village Center Zoning/Compact Development – Village center zoning is a broad term that has different implications for different people. As used here, it means encouraging development to concentrate around a few commercial/industrial/institutional centers and/or corridors rather than spreading throughout the town. It also means requiring all uses in the village center to relate to one another in terms of scale, design, setbacks, heights, etc., and to include pedestrian amenities to encourage walking and bicycling to and from as well as within the village center.

This tool addresses community character as well as open space issues. While this tool can stand alone as an effective regulatory measure, its efficacy can be improved if it is used in combination with a flexible zoning by-law as proposed above, with proximity to such a center or corridor qualifying a parcel as an eligible “recipient” of development rights. Infrastructure improvements should also be targeted to enhance the village center concept.

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Uxbridge Community Development Plan

Section 4 – Housing

(Prepared by Planning Consultant Donald Jacobs)

1.1 Introduction

The Housing element of the Uxbridge Community Development Plan is central to the overall planning effort because it tells us much about the current and future population of Uxbridge. It is these new residents who, after all, will become the decision-makers on how the town is likely to grow, what type of economic development is desirable, what land should be protected from development, and what new housing should be constructed. It also tells us about whether these residents are “making it” or are likely to be strapped for funds and resources.

Much of the data presented in the baseline information of the Housing Element is gleaned from the U.S. Census taken in April of 2000. The data is analyzed for the Town of Uxbridge, but in a number of cases Uxbridge data is compared to that of some or all of the other 40 member communities of the Central Massachusetts Regional Planning Commission (CMRPC). This information is provided for comparison purposes – how is Uxbridge like or not like other communities in the region? What do these similarities and differences mean for how Uxbridge should try to meet the housing needs in the localities and in the region? The 2020 Growth Strategy for Central Massachusetts (CMRPC) was also used as a resource. Secondary data was enhanced by a number of interviews.

The housing stock in Uxbridge is mixed, comprised of both older homes clustered in the primary downtown area and in other village center areas, and dispersed on rural roads that have long served the travel needs of Uxbridge. Many new homes are located in the variety of subdivisions developed throughout the community. The newer homes are in many cases on larger lots in former forest or farmland. It is the mix of housing types, age, and tenancy, and the adequacy of this mix to meet the current and future housing needs of Uxbridge, that form the heart of this Element of the Uxbridge Community Development Plan.

1.2 Issues of Supply and Demand

1.2.1 Supply of Housing Units

The Town of Uxbridge has grown by 5,772 residents since 1920 – an increase in just over 100% in that 80-year period. This growth has been relatively even over the decades, with an increase during the most recent decade of 7%. This rate of growth is just below the growth rate for the entire CMRPC region, and well below those of some of Uxbridge’s neighbors (Douglas at 29.6% and Mendon at 31.8%). While the U.S. Census reports a population of 11,156 in 2000, the population Census taken annually by the Town of Uxbridge showed a population of approximately 12,000 for the same time period. The Town suspects that there has been higher growth of population than is reported by the U.S. Census.

Unlike many communities where there has been a higher growth in housing units than in population, Uxbridge has experienced both a decrease in household size and a lesser growth in housing units vs. population during the period. While the population grew 6.3% (from 10,408 in 1990 to 11,156 in 2000), the number of housing units to house this population grew by 3.2%. This could result from the renewed occupancy of existing units that had been deemed vacant previously or that much of the new construction was larger units housing larger families. Since Uxbridge is an historic agricultural community with water-powered mills that grew up with mill housing surrounding it, Uxbridge contains both large old farmhouses, and dense multi-family housing in the downtown areas surrounding the mills. These older homes are generally more modest than those being constructed in recent years. The assessed value of newly constructed homes is described below. Based on data in the 2000 Census, existing homes can be characterized by the number of rooms. A relatively high percentage of housing units have 5 or fewer rooms (36%), while few (11%) have 9 or more rooms.

It is important to identify the number, type, and pattern of new housing units that have been constructed in Uxbridge in recent years. This information can be gleaned from records of the Uxbridge Assessors' office, included in Table H-1, and from a listing developed by the Central Massachusetts Regional Planning Commission for the build-out analysis developed for Uxbridge in 2000, and from the U.S. Census.

The build-out analysis detailed subdivisions added since the last McConnell map was completed in 1985 (CMRPC). There were 29 subdivisions, totaling 611 units on 1,152 acres of land, for a ratio of about 1 unit every 2 acres. Most of the units were constructed in small or mid-size subdivisions, with 12 developments containing 10 units or less, 11 containing between 11 and 30 units, 5 contained between 31 and 50 units, and one development containing 114 units. Many of these developments were likely built in the late 1980's since Table H-2 shows that 449 units of home ownership were added between the 1990 and 2000 Census, and this number includes construction that occurs on Approval Not Required (ANR) lots as well as those lots going through the formal subdivision process..

Table H-1 gives a picture of the value of these newer homes that were constructed during the last 6 years, as provided by the Uxbridge Assessors' office. There are several interesting characteristics of Uxbridge housing development that can be gleaned from this table. First, most of the housing production has been in the lower cost range, less than \$250,000. Almost 25% of the units constructed were assessed in 2002 at less than \$200,000.

Table H-1: 2002 Values of New Housing Units Constructed in Uxbridge, 1997-2002

2002 Value	1997	1998	1999	2000	2001	2002	Total Units
<\$200,000	28	33	14	15	21	12	123
\$200,000-\$250,000	62	61	65	34	12	17	251
\$250,000-\$300,000	15	12	23	28	14	7	99
\$300,000-\$350,000	1	3	6	5	8	4	27
\$350,000-\$400,000	0	0	0	0	0	5	5
>\$400,000	0	0	0	1	0	0	1
Total Units	106	109	108	60	55	45	505
Median	\$221,400	\$213,400	\$215,385	\$229,000	\$230,600	\$240,400	

Source: Provided by the Uxbridge Assessors' Office using assessment updated in 2003.

Table H-2 summarizes some of the basic data on housing unit growth and change during the last decade as available for the 2000 U.S. Census. Vacancy rates for ownership and rental units are quite low, and reflect patterns in Eastern Massachusetts of low vacancy rates, with a lower rate for ownership than for rental units.

H-2: Housing Units by Selected Characteristics

Year	Total Units	Home Ownership-78.7% of units			Rental-21.3% of units		
Uxbridge			Vacancy Rate	Av. Household Size		Vacancy Rate	Av. Household Size
1990	3,963	2,690		2.92	1,083		2.35
2000	4,090	3,139	.4%	3.00	849	2.9%	2.05
# Change	127	449			(234)		
% Change	3.2%	16.7%			-21.6%		
CMRPC							
1990	190,912	108,365			69,368		
2000	205,564	124,099			72,175		
# Change	114,652	15,734			2,807		
% Change	7.7%	14.5%			4.0%		

Source: U.S. Census 1990 and 2000 from CMRPC tables

Uxbridge has experienced a lower growth rate in housing units in the last decade than the region (3.2% vs. 7.7%). The region has both suburban communities with much higher growth rates (Douglas and Mendon as noted above) as well as a large urban center that is actively building and rehabilitating rental units. The growth in Uxbridge has been strictly in home-ownership, and almost entirely in single-family units. It is important to note that although the growth rate overall has been low, the growth in home-ownership units has been almost 17% - a fairly high level of growth. This was balanced by a decline in rental units, in part from the condominiumizing of rental units.

While Eastern Massachusetts has experienced a higher rate of growth in housing units than in population, the CMRPC area shows about an equal growth rate (7.7% growth in housing vs. 7.5% growth in population) (CMRPC. 2020 Growth Strategy). Uxbridge, defying the experience of much of the area, showed a higher growth rate in population than in housing - resulting in an average household size that is increasing. It is likely that this has resulted from the fact that most of the development during the decade came in the form of larger single-family homes with larger family sizes than would be accommodated had the development been in the form of smaller homes or rental units. It is important to note the household size has increased in home ownership units (2.92 to 3.00 persons/household) and declined in rental units (2.35 to 2.05 persons/household). This finding is consistent with a recent study concerning the contribution of school-aged children by rental units (Housing the Commonwealth's School-Age Children, at www.chapa.org). Since the greatest housing growth is in home-ownership units, these new units are contributing more children to the school system than would the production of rental units.

Previous information shows that 1,152 acres of land were consumed in the development of these subdivisions in Uxbridge with larger homes between the mid-1980's and 2000. This acreage is equal to about 30% of the total developed land in Uxbridge in 2000. It appears, then, that the highest growth rate in the period of the last 10-15 years has been in the consumption of land for development. Data from the region showed that there was a 15% increase in employment in the region from 1990-2000, and a 20% increase in land developed. Clearly, the CMRPC Region and Uxbridge share the problem of a rate of development of land that outstrips all other measure of growth that could be considered to be indicators of land consumption - employment and housing growth. This suggests that the Conservation Design Development bylaw passed at Annual Town Meeting 2004 is an important step in addressing some of the key development concerns facing Uxbridge.

The region shows a 4% increase in rental housing units because it includes the large Worcester urban area. Like many suburban communities, Uxbridge experienced a moderate growth in home-ownership units and a significant decline in rental units. With Worcester within approximately 20 minutes drive of Uxbridge, rental units there do provide an option for residents or local employees seeking rental housing.

Table H-3: Monthly Costs for Owners and Renters in Uxbridge, 1999

Owners			Renters		
Costs	No. of Households	% of Households	Costs	No. of Households	% of Households
Less than \$300	0	0	Less than \$200	68	7.8%
\$300-\$499	15	0.6%	\$200-\$299	77	8.8%
\$500-\$699	76	3.0%	\$300-\$499	170	19.5%
\$700-\$999	266	10.6%	\$500-\$749	315	36.1%
\$1,000-\$1,499	961	38.2%	\$750-\$999	113	13.0%
\$1,500-\$1,999	531	21.1%	\$1,000-\$1,499	24	2.8%
\$2,000+	161	6.4%	\$1,500+	0	0
No mort.	507	20.1	No cash rent	105	12%
Md. Mortgage		\$1,334	Md. Rent		\$552

Source: 2000 U.S. Census

Monthly costs reported by tenants during the 2000 Census for the rental units in Uxbridge are still fairly low, with most units costing less than \$750. Median mortgage costs for those owners with a mortgage are more than twice the monthly rental costs. Almost 28% of the owners have mortgage costs above \$1,500 per month.

Table H-4 shows that 136 of the 849 rental housing units in Uxbridge, or 16%, are subsidized units. These developments are either owned and managed by the Uxbridge Housing Authority, or by housing management companies. Tenants in many of these units are charged a rent no more than 30-32% of their income. This can have an important impact in reducing the rental rates in a community. Since no new multi-family rental developments have been constructed in recent years, many rental units are in older homes that contain several rental units.

The Crown and Eagle, the largest multi-family residential development in Uxbridge, is an adaptive reuse of the former Crown and Eagle mill. It is owned and managed by Uxbridge-Millville Regional Housing. The 62 unit development is 20 years old, and provides housing to seniors over 62 who are low or very low income, and has several units for residents with physical or mental disabilities. This development generally has 7-10 units turn over in a year, and have a waiting list in the range of 15-20 households at any given time. This project was built with project-based Section funds under the HUD 202 Program. All of the units are required to be affordable for very low (30% of median) and low income elders. Tenants pay 30% of their income in rent. Because this large number of units are priced to what the renters can afford, this can tend to lower the data on median rental costs described above and included in Table H-2.

Table H-4: Subsidized Housing Inventory in Uxbridge

Developments Counting for C. 40B	Agency and Program	Units	Duration of Affordability	Eligible Residents
200-1	DHCD/UHA	22	Permanent	Veterans
705-1	DHCD/UHA	12	Permanent	Families
667-1	DHCD/UHA	30	Permanent	Elders
667-2	DHCD/UHA	56	Permanent	Elders
689-1	DHCD/UHA	8	Permanent	Handicapped
689-2	DHCD/UHA	8	Permanent	Handicapped
St. Andre Estates*	DHCD	16	11/17/03	
Crown and Eagle*	HUD 202	62	Renewed	62 and over
TOTAL		136		

Source: Uxbridge Housing Authority

* These developments are under private management

Uxbridge has taken the initiative to work with private developers for the Juniper Hills and Taft Hill development projects to create affordable housing. As a result, these projects have included six and 20 affordable home-ownership units respectively.

Additional information about the supply of housing in Uxbridge is instructive. Table H-2 showed us that approximately 79% of the housing units in Town are homeownership units, while 21% of the units are rented. Of the ownership units, 81% are in single family detached units, while another 17% are in buildings with 4 or fewer units, likely large, older homes. Only 21% of the rental units are in single family detached units, with 55% in buildings with 4 or fewer units. The vast majority of housing units, both ownership and rental, are in smaller developments that can be more personal, and fit into single family neighborhoods.

Renter-occupied units are less densely inhabited than the ownership units. While 70% of the ownership units reported on in the U.S. Census 2000 (Census Table H 20) have .5 or less occupants per room, 75% of the rental units have .5 or less occupants per room. Average household size for rental units is about 2 people/unit, while ownership sizes are 3 people/unit. It appears that rental units are not being used to provide more dense, and thereby less expensive, housing than the ownership units. According to the U.S. Census 2000 (Census Table H 36), there is a large difference, also, in the age of the units that are ownership units vs. rental units. While 31% of the ownership units are in buildings built after 1990, only 4.2% of the rental units are. Conversely, while 27% of the ownership units were built before 1950, 62% of the rental units were. This in part reflects the 96 units in the rehabilitated historic Crown and Eagle Mill building, as well as many of the other older multi-family buildings constructed to house mill-workers' families.

1.2.2. The Current Growth Conditions

Table H-1 indicates a decline in growth rate in housing units from 1997 through 2002. Current information (2004) provided by the Uxbridge Planner indicates high growth activities that will continue into the future. There are 23 subdivisions or condominium developments in the review or construction stage. These developments will add a total of 626 units. There are 236 units waiting to be constructed in projects already approved. This growth is entirely in ownership units, although some are multi-family condominium developments.

Developments that include some affordable units comprise a significant portion of these total units. One project that was approved using a comprehensive permit, Liberty Estates II, contains a total of 72 units, 26 of which have already been constructed. Taft Hill Manor, a 130 unit condominium development for "over-55" residents, was approved by the Board of Appeals as a local version of a Chapter 40B development, with 10% of the units geared to be affordable to residents at 80% of median, but undertaken without the benefit of a state subsidy program. A town sewer line is being extended about 1,300 feet to serve this development. Developments with affordable units represent about 1/3 of the total units in the development process in Uxbridge, although actual affordable units represent 5% of the total number of units being built.

While the Town has been committed to accommodating housing growth, including affordable units, it has proven too much for the town staff and structure to address and to serve. This level of growth has strained the abilities of the Planning Board and Building Inspector to keep up with review of this large number of developments. Uxbridge overall has been unable to meet the demands of developments already completed. The Uxbridge school system recently had their accreditation placed on probation status due to facilities issues. As a result of these difficulties in serving a population that is growing too fast, primarily with families with children to be educated, to adequately serve, Annual Town Meeting in 2004 passed a growth management bylaw that restricts the number of building permits that can be issued in each of the next five years. Projects complying with the affordability requirements of Chapter 40B are exempted from the growth limit. The 626 units discussed above are also entirely grandfathered from this limitation. The Town of Uxbridge is intending to use this five year period to complete planning activities initiated with this Community Development Plan, to develop systems that can handle a level of growth it can plan for, and to adjust its zoning bylaws to encourage the type of development that is consistent with the Town's character.

1.2.3 Demand for Housing Units

Demand for housing in Uxbridge can be explored by reviewing population size, population growth, and the age of the population. It can also be explored by the number of homes that are sold over a period of time, the inflation in the costs of those sales, and the briskness of activity in the housing market. A review of the stability of the population is also instructive. Finally, demand can also be explored through applying state and regional analyses to the local level. Interviews with professionals associated with the housing market have also provided insight on the demand for housing in Uxbridge. As noted earlier, the total population in Uxbridge grew by 6.3% between the 1990 U.S. Census and the 2000 U.S. Census, resulting in a current population of 11,156. The local Census taken by the Town of Uxbridge estimates a population in 2002 of approximately 12,500 residents, or an enormous two year growth spurt of 12%. This local data, when considered with the 656 units of housing now in the active development pipeline, establish the basis for the concern town officials and town residents acted on in passing a cap on building permits.

The pattern of Uxbridge's growth in population reflects state and national dynamics. Uxbridge shows a population decline in the 20-34 and 65-74 year age groups, which generally follow national demographic changes, and are the result of the Second World War, the following baby boom and the subsequent drop in birth rates following the boom. Demographic declines in the early adult years (20-34) could suggest market concerns for first-time home-buyers may be less influential at the present, until the population increase of the younger age groups mature in the next 10-20 years. Likewise, the demand to house the 45-60 year age group as the baby boom ages may suggest a demand for additional senior or assisted living units in the next 10-20 years. Preparing to meet these demands should begin now as zoning changes and construction can be long term projects.

Table H-5: Age Composition in 1990 and 2000, Uxbridge

Ages	Uxbridge Population			Percent of Total 2000 Population	
	1990	2000	% Change 1990-2000	Uxbridge	CMRPC Region
0-19	2,971	3,457	16.4%	31.0%	27.5%
20-34	2,623	2,045	-22.0%	18.3%	25.6%
35-44	1,662	2,319	39.5%	20.8%	15.1%
45-64	1,847	2,233	20.4%	20.0%	17.7%
65-74	763	571	-25.2%	5.1%	7.9%
75+	549	534	-2.7%	4.8%	6.3%
TOTAL	10,415	11,156	7.1		

Source: U.S. Census 2000

It is important to note the differences between Uxbridge and the Region for certain demographic categories. Uxbridge has a larger population of householders (ages 35-44) and middle aged residents (45-64) than does the Region. It also houses a larger percentage of children of these parent groups. These figures support the identity of Uxbridge as a family town, and not as a residential choice for young singles or married couples. Uxbridge has accommodated older residents, particularly low income, in the development of the Crown and Eagle (96 rental units – all subsidized).

Given the large number of rental units for seniors in Uxbridge, the continuity of care for seniors in either assisted living or nursing homes is an important ongoing need in the community. The opening of a new nursing home facility in Uxbridge enhances the continuity of living arrangements important for older residents. According to management of the Lydia Taft House, opened in the fall of 2001, most residents coming to live there have previously lived in the region or have relatives in the immediate region of southern Blackstone Valley and northern Rhode Island. There are three other nursing homes in nearby communities that also provide options for older Uxbridge residents.

There are no assisted living developments in Uxbridge. Assisted living is a new type of housing developed in recent years that provides a combination of housing and supportive services, including personal care and household management, to older residents. There are 14 units of assisted living style housing in Blackstone, 68 in Hopedale, and 26 in Northbridge. The experience of these developments can inform the surrounding communities whether this is an important form of housing that should be made available in Uxbridge.

Uxbridge has 13 rental units for people with disabilities in the family and senior housing developments managed by the Uxbridge Housing Authority. All these units are currently occupied. According to the Uxbridge Housing Authority, demand for these units is not very high, and one of the wheelchair accessible units is currently occupied by a tenant not confined to a wheelchair.

Another important indicator of the level of demand for housing is the length of waiting lists for market rate and affordable developments. The Uxbridge Housing Authority has a waiting list of approximately 100 households seeking units in either a family or senior unit. The waiting list at the Crown and Eagle is approximately 15-20 units at any given time. Given a turnover of 7-10 units/year at the Crown and Eagle, or just over 10% of the units, and a potential wait of 2 years for a unit, the length of this waiting list may discourage potential residents who may not feel they have two years to wait for a unit. While it is not impossible to get a unit in this development, a two year wait is indicative of demand that is well above supply.

Before considering market activity in discussing level of need, the analysis of additional Census information is valuable regarding the moving patterns and stability of the population in Uxbridge. According to the U.S. Census 2000, 58% of the population in Uxbridge lived in the same house they lived in 1995, with another 25% of the households in town having lived elsewhere in Worcester County in 1995 before moving to Uxbridge, with another 8% moving from elsewhere in Massachusetts. Of all households moving to Uxbridge since 1995, fully 80% of them moved from elsewhere in Massachusetts. In sum, almost 60% of the population has been in Town for at least a few years, while most of the newcomers to Uxbridge came from relatively close by and are more likely to have made a knowledgeable and thoughtful choice to move to Uxbridge. This suggests that the housing market in Uxbridge may largely be a local/regional market.

The number of sales on the real estate market are also indicative of the rate of turnover of properties, and thereby the ability of potential new residents to acquire a unit. Table H-6 below shows the number of sales for each of the last 13 years.

Table H-6: Housing Sales and Median Prices of Homes Sold in Uxbridge, 1990-2002

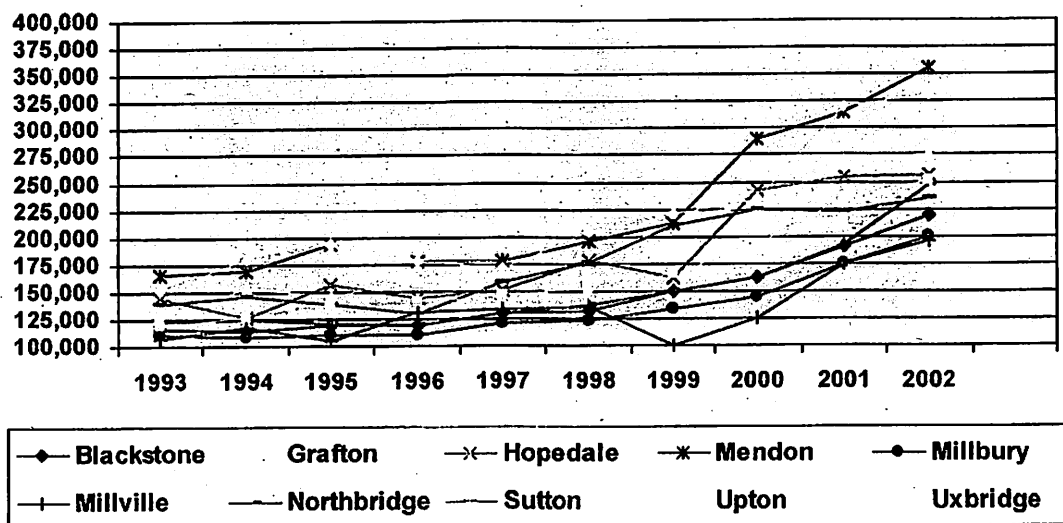
Year	Single Family		Condominium	
	Md. Price	Sales	Md. Price	Sales
2002	\$251,500	129	\$174,900	67
2001	\$235,000	139	\$170,000	97
2000	\$191,450	134	\$145,750	80
1999	\$164,900	143	\$102,000	51
1998	\$153,000	181	\$96,900	54
1997	\$146,000	147	\$94,000	41
1996	\$140,000	120	\$86,500	39
1995	\$139,450	84	\$84,000	29
1994	\$125,780	97	\$80,000	35
1993	\$119,800	119	\$67,875	26

* The Warren Group website, WarrenGroup.com

Sales for single family homes increased dramatically from a low of 37 in 1990 to a peak of 181 at the height of the economic boom in 1998. While the numbers have declined to the 130's and 140's since then, these sale numbers are still well above those of the early 1990's. Sales of condominiums has generally followed the same pattern, rising from a low in 1990 to a peak of 80 in 2000, and then dropping off somewhat thereafter. The price increases indicate general market conditions in Massachusetts which include an increased demand for housing in Uxbridge. They are also indicative of very active turnover as employees were moving in and out of the area following job opportunities. When job opportunities are more limited as they are at the current time, sales will decrease since residents don't have as great an opportunity to find a job elsewhere.

The prices of homes during the period covered in Table H-6, shows a doubling of the prices of single-family homes and a rise of 67% in the median prices of condominium units. The drop in home prices from 1990-1991 show an even more marked increase when comparing 1991 values to 2002 – with condominium units then doubling in value to 2002 and single-family homes more than doubling in value. Comparing Table H-6 to Table H-1, the median assessed value of single-family units is fairly comparable to the median sale prices from market data, reinforcing the accuracy of the data in 2002.

Figure H-1: Median Sale Price for Single Family Homes in Blackstone Valley Towns, 1993-2002



The data in Figure H-1 shows the relative median sale prices in Blackstone Valley towns from 1993 through 2002, the same period covered in Table H-6. With some individual fluctuations, most of the towns in the Blackstone Valley experienced the same price dynamics. This Figure demonstrates that Millville and Millbury are the most affordable communities, while Mendon and Hopedale have been the most costly communities in which to acquire housing during the time period. The chart also demonstrates that Uxbridge is almost precisely in the middle of all the Blackstone Valley towns in median price of homes sold during the period.

An important indicator of the supply and demand for housing in Uxbridge is the number of single family homes and condominiums on the market, how long they stay on the market, and whether they are sold for more or less than the asking price. For the 12 month period from May 1, 2002 to May 1, 2003, sales of ownership units were provided from the Multiple Listing Service (MLS). These data show that for that 12 month period, 119 single family homes were sold with an average time on the market of 50 days. The average sale price of \$299,213 was about \$6,000 less than the \$305,391 average asking price. Realtors providing the information felt the time on the market and price reduction were indicative of an active, but not overheated, real estate market. Condominium sales number 46 for the same period, with an average time on market of 46 days, comparable to the single family timeframe. The average sale price of \$185,223

was approximately \$2,000 less than the average list price of \$187,235. The ongoing demand for housing, then, is indicative of an active but not highly competitive market.

Finally, a landmark study was prepared by Northeastern University in 2000 – “A New Paradigm for Housing in Greater Boston”. This study used the difference between ideal vacancy rates and actual vacancy rates to estimate the number of housing units that are needed in order to create a market that has healthy turn-over, and would be described neither as a “buyers” or “sellers” market. According to the study, these healthy vacancy rates are 6 percent for rental units and 2 percent for home-ownership units. According to Table H-2, the ownership vacancy rate is .4% and the rental vacancy rate is 2.9%. In order to bring these vacancy rates up to the suggested levels, there would have to be an additional 50 ownership units and 35 rental units added to the housing stock.

The vacancy rate method is simplistic, but indicative of what the level of need is in a relatively closed system. Given that Uxbridge is an attractive community, these vacancies, if they were relatively affordable, would likely be quickly filled.

1.3 Housing Affordability and Affordability Gap Analysis

The gap between the need for housing and availability can result from too few units for the demand, units that are too expensive for people who need or are seeking housing, or units of the wrong design (too large, too small, not accessible, too big a yard, etc). We have already seen that vacancies have declined significantly in the last ten years, and that population has grown at 7% while the number of housing units has grown at 3.2%. These two, taken together, suggest there may be a shortage of housing.

According to the 2000 Census, the median income for Worcester County was \$47,874, while it was reported to be \$61,855 for Uxbridge. This represents a 54% change since 1990 Census. Uxbridge was ranked 176th of 351 cities and towns in the state in median income in 1990, moving up to a rank of 111th in 2000. This information certainly supports the contention that many of the new residents added during the last decade have had relatively higher income than current residents.

The importance of the median income is, of course, whether households with various levels of household income, from 30%, 50%, 80% of median, up to 150% of median and more can afford to buy or rent homes in a particular community. The corollary question, of course, is also whether homes in the needed price ranges exist in a particular community. We have seen in Table H-6 that the median price of a single family home that was sold during the period from 1990-2002 rose by 100%, and the median price of a condominium rose somewhat less, from \$104,000 to \$174,900.

An important measure of how affordable the housing is in a particular community is the percent of household income that is required by the household in order to cover all the costs of housing – including mortgage or rent, insurance, taxes, and other costs. The rule of thumb used by a variety of state and federal agencies is that housing costs as a percent of gross income should not exceed a figure that is somewhere between 28% and 33%. Table H-7 provides a useful summary of the percent of gross income of households in Uxbridge that is required to cover the costs of housing. Federal and state officials have recently been using 32% as the maximum percent of income that can be paid without jeopardizing the household's financial well-being for their lending programs. The U.S. Census uses the categories included in Table H-7. From analysis of the table, we can conclude that households paying more than 30% of their income in rent are stretched financially.

Table H-7: Percent of Household Income Going to Monthly Costs of Owning and Renting in Uxbridge, 1999

% of Monthly Income	% Owners	% Renters
Less than 15%	32.1%	25.5%
15-19.9%	17.7%	9.1%
20-24.9%	17.3%	14.8%
25-29.9%	10.9%	12.3%
30-34.9%	6.9%	5.2%
35% or more	15.1%	18.8%
Not computed	0	14.4%

Source: U.S. Census, 2000

Important percentages of the households pay a very low percentage of their incomes for housing. This is particularly the case for homeowners, many of whom have old mortgages or have paid off their mortgages. The number of concern are the percentages of households paying more than 30% of gross income on housing costs – 22% of homeowners and 24% of renters. These relatively high numbers likely reflect the households that have purchased the larger, newer, and more expensive homes built during the last decade. The rental numbers could also include residents of the subsidized units in town whose rents are predetermined as 30% of their income. It can be summarized that roughly 25% of the households pay an excessive amount for their housing.

Earlier in Section 1.2.2, data was provided on the number of home sales in the last year, with average sale price and its variation from the asking price. While this information is indicative of the market, the actual sale prices provides information on the number of units on the market that are affordable by low, moderate, and median income home-buyers. For this discussion, single family and condominium units are combined into one discussion of home-ownership.

Table H-8: Ability of Uxbridge Households to Acquire Home Ownership Units by Level of Income

Income Level % of Md. Income	Est. # of House- Holds*	Annual Income**	Monthly Income	Maximum Monthly Housing Exp.	Value of Unit Affordable to Household
<30%	412	\$18,557	\$1,546	\$495	\$24,178
30-50%	449	\$30,928	\$2,577	\$825	\$79,273
50-80%	600	\$49,484	\$4,124	\$1,320	\$161,913
80-100%	444	\$61,855	\$5,071	\$1,623	\$212,554
100-150%	1027	\$92,783	\$7,732	\$2,474	\$354,748

Source: 2000 U.S. Census

Estimates assume monthly housing expense of 32% of income, including property insurance of \$58, mortgage financing at 7%, 30 years, 10% down payment and taxes of \$3,505 (based on rate of 15.24 mills on a unit valued at median ownership price in 2000).

* Estimate of households determined by estimating within the category containing the percent of median income, applying the proportion of income level above base level of the category, and applying the same proportion to the number of households within the category

** Based on the median income at the top of the category – ie. 30%, 50%, etc. from the U.S. Census for 2000-based on 1999 income.

A review of Table H-8 indicates that there is not a huge discrepancy between the value of a house that a household with a median income in Uxbridge can acquire, and the cost of that house – the difference between \$212,554 and the median sale price in 2000 of \$230,000 or \$17,446. This is an amount that can be addressed through first-time home-buyers programs with some efforts. It does suggest, however, that in

many cases even households with median incomes need assistance in order to acquire a home. For the lower income categories, there will be virtually no properties available to them. Table H-1 containing the assessed values of new construction single family homes indicates that there were 123 properties built in Uxbridge during the most recent 6-year period that were assessed at less than \$200,000. Comparing the estimated value of a home affordable to moderate and median income residents in Table H-8 with the assessed values presented in Table h-1, low income households may have little opportunity to achieve home-ownership, but moderate and middle-income households can apparently afford without assistance about 25% of new housing constructed in Uxbridge.

What kind of units, then, are needed to be built in order for Uxbridge to be able to provide affordable housing to its lower income residents? The results of Table H-8 suggest the importance of constructing new units or subsidizing existing units to be available for \$200,000 or less. The state has established specific guideposts for targeting affordable development goals and for measuring success. Under M.G.L. Chapter 40B, the state has set a target for each community of having 10% of their ownership and rental units subsidized to a level that they can be afforded by households at 80% of median income for a long period of time as secured by deed restrictions. Lower costs units produced by the market cannot assure that they will be affordable to low and moderate income residents for the long term. The Commonwealth has specified which programs can be used to constitute an eligible subsidy, and what proportion of units count in a given development. Table H-9 summarizes the existing subsidized units in Uxbridge and suggest several scenarios for reaching the 10% affordable units.

**Table H-9: Meeting the Goal of 10% Subsidized/Affordable Units-
Uxbridge**

% of New construction that is 40B Qualifying	% of Build-out	Number of New Units at % of Build-out**	Number of New Construction 40B Qualifying	Total Units	Total Qualifying Units	% Qualifying
Existing Housing Stock	----	4,080	----	4,080	214	5.25%
15%	20%	918	138	4,998	352	7.0%
25%	20%	918	230	4,998	444	8.9%
15%	50%	2,295	344	6,375	558	8.8%
25%	50%	2,295	574	6,375	788	12.4%

Source: DHCD for % affordable units

** CMRPC Current Units and Units at Build-out, 1999

The Town of Uxbridge currently has 5.25% of its housing units qualifying as subsidized affordable units. Of the options offered above, Uxbridge would have to construct 50% of the units that could still be built in Uxbridge given the current zoning (2,295 units are 50%) with 25% of these units constructed as subsidized affordable units in order to exceed the 10% of their units subsidized and affordable. These numbers present a significant challenge to Uxbridge in reaching this goal. Most inclusionary zoning bylaws do not exceed 10% or 15% of the units affordable, although Comprehensive Permit (Chapter 40B) developments do require that 25% of their units be affordable. In order to exceed the 10% affordable units with less development (20% of build-out) more than 25% of the units would have to be affordable.

One option for the Town of Uxbridge would be to identify parcels for so-called "friendly 40B's", developments where the Town works with the developer to allow greater density and subsidy through the use of the Comprehensive Permit, ultimately developing the denser subsidized housing in locations where the Town would like it. Other options might include an aggressive program to subsidize existing units through subsidizing per unit costs using funds from Community Preservation Act receipts.

1.4 The Municipal and Community Role in Housing

1.4.1 Uxbridge's Zoning Bylaws and Housing Development

The Uxbridge Zoning Bylaw, like most municipal zoning bylaws, has evolved over the years. It appears, on review, that little evolution in the bylaw had occurred over the last 10-15 years. Many of the provisions that have been improved by other communities to allow denser development in exchange for land protection, inclusionary zoning, and mixed use development in downtown areas, have not been added to the Uxbridge bylaw. Further, some of the components, included the agricultural zoning, are likely to result in the type of development that they seek to prevent. The commitment by Uxbridge to hire a full-time planner has resulted in recent improvements to the zoning bylaw in the areas discussed in this housing analysis and plan. One example discussed earlier, is the newly passed bylaw to allow clustering of housing on parcels in the Agricultural zone. The following discussion addresses zoning elements that are particularly effective in developing housing that is consistent can enhance the housing mix and address the needs in Uxbridge, including housing that may be affordable or available to residents at median income or below.

The Town of Uxbridge's Zoning Bylaw contains basic elements of residential zoning that can accommodate more affordable housing, as well as housing that is larger and better-appointed, on an "as of right" basis in the several residential zones. Most of the town is zoned for single family residential on larger lots – 1-2 acres. One district, Residence A, is zoned to allow the expansion of single-family homes to up to 3 total units as long as the exterior design of the structure is not changed. The Bylaw also allows the construction of apartment buildings, with additional requirements on lot size and no more than 4 units per habitable building. Residence B does not allow apartments, but does allow the expansion of single family homes with up to 3 total units. Previously, 8 units per building was allowed by right in the Residence A zone, but development pressure was bidding the price of these otherwise-affordable buildings too high, and resulting in development that was too dense for the surrounding neighborhoods.

The Zoning Bylaw was amended in the 1980's to allow for Open Space Developments in the Residence A zone. This addition allowed the development of multi-family units on lots of more than 10 acres, with setbacks similar to the underlying zoning, as long as a minimum of forty percent (40%) of the total tract size is "set aside, not built upon or paved, but shall be landscaped and/or left in its natural state with an acceptable balance of trees, shrubs and grass and shall be considered open space." It is believed by the current planner and the CMRPC that this development option has not been used in Uxbridge.

Uxbridge's Zoning Bylaw contains an Agricultural Zone. There are few communities in Massachusetts that use Agricultural zones, but according to planners at CMRPC, this option is more common in their region. This is the only zone in which agricultural uses are clearly permitted. Under Chapter 40A, Section 3, cities and towns are prohibited from restricting agricultural activities on parcels of greater than 5 acres. As a result, any parcel of 5 acres or more in any zone in Uxbridge, or statewide, would be able to host an agricultural use on the determination of the Zoning Enforcement Officer. The effect of this zone, then, is to allow agricultural activities by right on parcels of less than 5 acres.

The Agricultural Zone previously allowed only 2 acre lot sizes, and allowed single family homes as the only allowed residential use. In effect, then, this Agricultural zone was a 2 acre minimum lot size residential zone that did not allow the use of the Open Space Development option designed to protect open space. Many communities have accept CSD bylaws explicitly to protect farmlands from large lot subdivisions that accommodate large homes spread throughout the former agricultural fields. In 2004, Town Meeting passed a bylaw for Conservation Design Development, requiring clustering within the Agricultural zone for any development of 8 or more lots. This bylaw requires a minimum of 50% of the site to be preserved as open space, with 40% contiguous. It also requires a minimum of 30,000sf lots, down from the 2-acre minimum in the underlying Agricultural Zone. The passage of this bylaw is an important step in an effort to cluster housing and limit development on farmland. This bylaw provides significant discretion to the Planning Board, through the mechanism of a special permit, in reviewing the sites for development and working with the developer to identify and protect the key areas of open space and natural features.

Another element of zoning bylaws that are not included in the Uxbridge Bylaw is incentive or inclusionary zoning – provisions by which affordable units are allowed (incentive) or required (inclusionary) in exchange for a density bonus for residential developers. In such cases, developers would make a percentage of their developments affordable for owners or renters at 80% or less of the median income in exchange for being allowed to build several additional units. In such cases, applications are required and monitoring is established to secure the affordability of the units and the eligibility of the tenants.

Uxbridge, like many other communities in Massachusetts, has two historic village centers with multi-story buildings with first-floor retail uses. The current zoning bylaw does not allow new residential uses in the business district that contains these centers – prohibiting new upper story residential or the development of new single or multi-family housing. Many other communities are struggling with how to revitalize multi-story retail districts by encouraging residential either just on upper floors, or in more locations within the business districts. The expansion of housing options in these zones could address key concerns about the vitality of the business districts. Attempting to have the zoning for these historic retail districts match the current configuration and uses is an important step in protecting these uses.

1.4.2 Other Municipal Tools that Support Housing

Uxbridge has had an Affordable Housing Committee over the last number of years. This Committee at this time has no active projects, and has not met within the last year.

Tax relief for low income seniors is available in Uxbridge as it is in other communities. The tax relief option is publicized through the Senior Center and through notices in the local newspaper. The Town is also considering the option of allowing seniors to volunteer in Town Hall in exchange for a reduction of property taxes up to \$500. Both these options assist older residents in being able to afford to stay in their homes.

1.4.3 Community-Based Housing Activity in Uxbridge

According to sources on a regional level, there appear to be little or no community organizations that are either working in Uxbridge or requested to work in Uxbridge to develop affordable housing. Worcester Community Housing Resources, based in Worcester, has been called to undertake projects in the greater Worcester region in Millers Falls and Rochdale, but not in Uxbridge or the surrounding communities. The South Middlesex Opportunity Council (SMOC) based in Framingham has undertaken some housing rehabilitation work in Northbridge, but has not worked elsewhere in the Blackstone Valley to assist in the rehabilitation or development of affordable housing.

The Central Massachusetts Regional Planning Commission and the Blackstone Valley Chamber of Commerce were also unaware of developers working in the area, either for-profit or non-profit, that are involved in the active development of affordable housing. There are, however, several developers that have expressed interest in undertaking development projects through the Comprehensive Permit process.

Uxbridge-Millville Regional Housing organized a number of years ago to rehabilitate the Crown and Eagle property into senior housing approximately 20 years ago. These units were developed for low income seniors, 62 years and older. The Board of the housing organization is comprised of local people with interest or expertise in the development of housing needed in the community. As a result of the community purpose of this development, even though the affordability of these units was set to expire in November of 2003 the affordability has been continued into the future. Uxbridge-Millville Regional Housing has not taken on any other developments but could take on another project should the opportunity arise.

1.5 A Housing Strategy for Uxbridge

1.5.1 Housing Goals and Objective Statements

1. Develop more affordable housing - make sure the affordably housing is high quality, including energy efficient, modern, and available at a fair price

2. Develop flexible land use regulations - develop regulations that provide incentives for affordable units and that support other goals such as land preservation and natural resource protection. Flexible regulations should encompass a range of permissible densities; diversity in type of housing units provided (such as in-law apartments); and flexibility in siting (such as cluster development).

3. Location - affordable housing should be located near existing infrastructure including transportation connections (such as existing sidewalks).

1.5.2 Summary of Strategic Issues to Address and Schedule

The challenge of making recommendations for tools and strategies is to marry the information provided on the current housing resources and environment in Uxbridge with the goals identified through the Visioning process. The following list of statements summarize the important strategic foci that emerge from the Goals identified through the Visioning exercises, and from the analysis of the data presented in this portion of the Uxbridge Community Development Plan.

SUMMARY

Issue: Uxbridge has experienced moderate growth in population and housing during the 1990's, with quite high growth in the late 1990's. The early 2000's finds over 600 units in the development pipeline, and population growth outstripping the ability of the town and school system to serve this growth.

Strategy: Control growth of residential development other than Comprehensive Permits and reduce the consumption of land by residential development. Work with existing projects to bring them to market within the next two years. The development goal of 31 affordable units during the period 2004-2006 will accomplish this strategy.

Issue: Market development has been able to produce some housing affordable to low-moderate and median income residents, and two large developments are explicitly developing affordable units.

Strategy: Pass an inclusionary zoning bylaw. Pass the Community Preservation Act to secure the state matching funds to enhance Uxbridge's opportunity to place affordable deed restrictions on existing units. Identify town-owned and tax title parcels within the developed area of town to undertake affordable developments. Address zoning in the developed commercial areas to allow mixed-use and other housing options.

Issue: Uxbridge has several developments that address the housing needs of over-55 residents, senior low-income, and nursing home residents. Units for disabled tenants have seen low demand. Queues for housing existing in the senior low-income housing and family low-income housing.

Strategy: Use available efforts, and possible CPA funds, to develop additional housing for senior low-income residents.

Issue: The rate of land consumption by residential development is high, so methods for creating affordable units from existing developed land are also important

Strategy: Encourage infill residential development and mixed use development in downtown areas. Use resources like the Community Preservation Act to fund these activities.

SCHEDULE

During the period 2004 -2006

- Create 31 units of affordable housing working to support and facilitate developments that are proposed and under way
- Address significant energy and resources to continuing to improve the Uxbridge Zoning Bylaws, including allowing mixed-use in downtown areas, inclusionary zoning
- Begin work toward the passage of the Community Preservation Act

During the period 2007-2009

- Identify public and private parcels appropriate for additional development of affordable housing and begin direct work with developer to develop affordable housing projects.
- Implement the Community Preservation Act and initiate programs recommended to be funded with these funds
- Develop 30-40 units of affordable housing through zoning changes put in place
- In 2009, develop the next Five Year Housing Strategy, consider the accomplishments of the building permit cap and make a determination of continuing or terminating it

1.5.3 Recommended Activities to Achieve Goals, Address Issues, and Implement Strategies

1. Develop More Affordable Housing

- 1.1 Identify parcels of land appropriate for affordable housing development and work with town officials and developers to undertake a so-called "friendly 40B" on one or more of these sites. A "friendly 40B" will result in a higher percentage of affordable units (25%) than is currently received from developments like Juniper Hills and Taft Hill, but still provide the opportunity for discussion and negotiation.
- 1.2 Pass inclusionary zoning bylaw that mandates that all developments over a minimum size must include a percentage (generally 10% of units affordable to households with income at 80% of median). Many communities have recently or are in the process of developing inclusionary bylaws. Models available from the towns of Stow and Ipswich provide perspective on different features to consider.
- 1.3 Consider passage of the Community Preservation Act to provide resources for participating in the protection or development of affordable units. Having available resources for affordable housing can attract developers or funding programs to assist with putting specific projects together. These funds can also pay administrative costs of securing personnel to directly assist the Town with development of affordable housing. The website, www.communitypreservation.org, contains information on the types of housing programs that could be undertaken with these funds.
- 1.4 Use funds such as those available through the CPA to buy deed restrictions on ownership and rental properties already developed in Uxbridge to add new affordable units in Town without increasing the impacts of new development.

2. Develop Flexible Land Use Regulations

- 2.1 Undertake a comprehensive review and overhaul of the Uxbridge Zoning Bylaw since it lacks many of the recent and important zoning changes developed to address identified needs, and is inconsistent with the resources the Town wants to protect. Within that review and rewrite, the additional elements to include that would address the problems identified in Uxbridge are offered below.
- 2.2 Begin working with the Conservation Design Development Bylaw to determine how effective the current model is. If improvements are called for, consider the model developed through the Metropolitan Area Planning Council and the Massachusetts Audubon Society, that utilize the four step process beginning with an evaluation of land to be protected.. The model can be found at Greenneighborhoods.org.
- 2.3 In reviewing zoning for business, the two historic town centers should be in a zone that includes only those areas and that accommodates housing in a way that it supports the historic and future retail uses of the area, including upper-story residential and possible new-construction multi-family housing.

3. Locate additional affordable housing in areas served by public infrastructure

- 3.1 Identify opportunities for development of affordable housing within areas served by sewer, water, roadways, and sidewalks
- 3.2 Identify affordable housing opportunities in existing buildings within the areas developed for commercial activities, particularly in upper stories of existing commercial buildings.

Uxbridge Community Development Plan

Section 5 – Economic Development (Prepared by Community Investment Associates)

UXBRIDGE CENTER - CONCEPTS FOR THE FUTURE

INTRODUCTION

Project Background

The Town of Uxbridge, in an effort to improve the economic viability of its Main Street business district, retained Jacobs Associates to work with local officials and area business owners to prepare a current and future economic profile for this area.

Downtown Uxbridge clusters at the intersection of Main Street (north-south Route 122) and Douglas and Mendon Streets. It includes the Town Common to the north and both sides of Main Street to the south. The study area was defined generally as beginning at the Wheelock/DAR house on the north, to the municipal parking area on the south, and from the Farnum House on the east to Cumberland Farms on the west. Of the four mills included in discussion for this study, only the Bernat Mill Complex falls within this geographic area.

Maps of the Greater Uxbridge Business District, included in the appendix, provide further boundary detail.

Although outside the boundaries delineated for the study focus, the Downtown Ad-hoc Committee did consider the importance of the North Main Street business district and three other area mills in town. The Stanley Woolen Mill, Waucantuck, and NelMor, were included in many of its discussions. Stanley Woolen is about half a mile from the town center, and Waucantuck is another mile farther along route 16. NelMor is located behind the North Uxbridge Business District. The fifth remaining mill in town, the historic Crown and Eagle in North Uxbridge, was not considered in regard to further development considerations, since it is currently fully utilized as senior housing.

The report that follows summarizes the results of three (3) months of data collection, meetings with local officials, employees, local business leaders and owners, and client interviews. The analysis of the district included a review of a study of the downtown by Goody & Clancy in 1996, the 1990 proposed Downtown Master Plan, the current and future economic and demographic conditions of the town, as well as current town management practices, and policies that may have an impact on the downtown district.

It should be emphasized that the purpose of this study was to evaluate the downtown business district, and not its individual components. Being mindful that downtowns are often in a state of change and improvement, our recommendations are designed to help add positive support to this process. As stated in the Conclusion Section of this Report, we have identified specific areas of improvement for the Town Manager, Board of Selectmen, and other town officials and employees to consider. These areas of improvement are stated on both a short and long-term basis. With a cooperative partnership between business and municipal interests, the Main Street Business District could become a vibrant and financially successful commercial center once again.

History

The center of the Town of Uxbridge is linked to the past, present and the future of the community that surrounds it. Many of its buildings date from a time when it was the focus of local civic activity and commercial business. At the turn of the 20th century, Uxbridge Center was a vibrant, multi-use village where people worked, shopped, and lived. It was truly a "center" of civic and social life.

Like many similar centers throughout New England, some of the commercial and civic vitality of the area has gradually been diminished as transportation and shopping patterns have changed. But the town center retains unusual assets that set the stage for a revitalized future. It remains the site of successful businesses, including local banks, restaurants, town government, and retail and service enterprises.

Splendid historic buildings line the streets that connect it to surrounding neighborhoods and the region. The Community House at the Congregational Church and the Unitarian Church, whose steeple houses the official Town Clock, were recently repainted and returned to their classic New England grandeur. Renovation plans are underway for the historic Uxbridge Inn at the intersection of routes 16 and 122.

In the past, the Town was served by trolley service, which connected it with surrounding towns, and by passenger trains through a downtown depot (the current Savers' Bank location). There was at one time bus service, but there is currently no public transportation available to the general population of the town. Some van services are available to seniors through the senior center, and to physically or cognitively challenged clients through Alternatives and related services.

The Town of Uxbridge owns several key buildings and vacant land parcels in the downtown. Another key feature of the downtown district is its proximity to both the Mumford and the Blackstone Rivers, and to four (4) former mill buildings that, with the exception of the Bernat Mill, are either vacant or significantly under-utilized.

There are stakeholders (citizens, business people and property owners) who are committed to the long-term success of the downtown business district. In order to provide the direction needed to maintain this commitment and to effectively guide the revitalization effort, a concurrent report prepared by consultant Jean Van Ormond as part of the 418 process offers a clear, vivid vision statement describing the desired end goal of the downtown revitalizing effort.

Further refinement of this vision can offer a tool for future planning efforts, keeping in mind that such statement should describe what the district looks like when it is completed, provide stakeholders with a sense of direction, purpose, uniqueness, and that it is possible to reach the so-called "promised land."

Such a vision can only be accomplished through a consistent program of improvements in the many facets that comprise a healthy town center.

SCOPE OF WORK

This report has been designed to provide the following information:

1. Up-to-date economic use, land use profile of the downtown business district;
2. Identification of potential areas of improvement; and

3. Guidance on the preparation of a Downtown Master Plan including a broad range of initiatives and programs that will dramatically change the Downtown Business District of the Town of Uxbridge.
4. Identification of private sector and municipal responsibilities and key decisions that must be made.

This effort was led by consultant Donald Jacobs and Uxbridge Director of Planning and Economic Development Floyd Forman. A number of stakeholders including business owners and public officials participated in the process, including representatives from both downtown banks, and local downtown business owners and tenants.

During the course of the work, the consultants received excellent cooperation from Ms. Susan Stanovich, Library Director and Chairman of the Downtown Ad-hoc Committee, members of the citizen Ad-hoc Downtown Committee, and Mr. Bill Scanlan of the Central Massachusetts Regional Planning Commission, all of whom provided us with detailed information and support during the course of this project. Thanks are also extended to Selectman Julie Woods and Planning Board member Susan Bloomberg for contributing to the final written report, and to Susan Stanovich for editorial review.

Having conducted numerous on-site interviews, group and individual meetings, and tours, as well as reviewing relevant financial and property data, this report is submitted for consideration and implementation by the Town of Uxbridge.

The scope of services for this project entailed the following specific tasks:

1. Prepare a current and future economic profile of the Downtown Business District including:
 - Inventory of major employers
 - Demographics
 - Commercial vacancy rate
 - Parking availability
 - Environmental constraints
 - Transportation infrastructure
 - Zoning
2. Prepare a Downtown Development Master Plan including:
 - A GIS map of the Downtown Business District showing potentially buildable land, location of existing land uses, potential parking areas, transportation infrastructure, and any environmental constraints.
 - Recommended economic development implementation strategies for the Town to consider to attract and retain businesses, jobs and affordable housing.

The project team has developed this Final Report to summarize its findings, conclusions, recommendations, and to identify areas for additional analysis or study as necessary:

PROJECT METHODOLOGY

A wide variety of data collection and interviewing approaches were utilized to obtain input from town staff, and local stakeholders. A Downtown Business Task Force was formed to assist the consultant. This ad hoc task force consisted of town staff, a Planning Board member, a representative of the Board of Selectmen, local citizens, downtown business, and property owners. The data collection and analytical activities included the following:

- A series of meetings were held with the Downtown Business District Task Force. The purpose of these meetings was to clearly establish the goals and objectives of the study, to obtain a comprehensive understanding of the issues affecting the viability of the Downtown Business District (past, present and future).
- A confidential Strength, Weakness, Opportunity, and Threat (SWOT) analysis questionnaire was distributed to members of the task force and local citizens. SWOT surveys were returned to the project team's office for summary and review. The objective of this task was to identify and develop an understanding of the issues of concern to downtown stakeholders and to provide them with an opportunity to voice those concerns in a confidential manner. The results of the SWOT analysis were shared with members of the Downtown Business District Task Force and are contained in Section of this report.
- The project team also reviewed the results of a previous study of the Uxbridge downtown had been conducted in 1996 by Goody, Clancy & Associates. This study identified the need to improve the "sense of place" in the downtown by establishing a unique village identity for Uxbridge Center, creating a pedestrian friendly environment, connecting Uxbridge Center to the Blackstone River in visual and physical ways, undertaking signage, building and streetscape improvements and improving the mix of downtown businesses. Discussion of why this plan was not undertaken lead the group to identify the importance of allowing property owners to take the lead in identifying practical and aesthetic concerns that hinder or help their businesses. Town government should then identify its role in supporting initiatives agreed to by the property owners.
- Tours of the area were undertaken to encourage participants to become more aware of the many positive changes that are already underway.
- Throughout this project, the project team met with the Town Planner, Floyd Forman, to review the study's progress and to make certain that all issues or concerns would be addressed during the course of the study.

Please note that this report has been prepared as an agenda for further discussions and decisions that will require the involvement of many participants or "stake holders" over a long period of time. Further study will be required to implement many of the report's recommendation.

ACTION PRIORITY RANKING

This section provides a summary of the major findings, conclusions and recommendations which were developed by participants in the information-development and evaluation process

These priority rankings generated through the meeting process are combined with information about the gathered through tours, interviews, and data collection to create a comprehensive picture of both the problems faced and the suggested solutions, combined with areas for further study.

These priority rankings can thus also be taken as starting points for further research and strategy through the master planning process. Initiation of master planning was, in fact, one of the highest priority items identified by participants.

The major recommendations are listed below along with a priority assigned for the implementation of each recommendation. Recommendation priorities are defined as follows:

1. **Essential Recommendation:** Recommendations requiring immediate action or an essential activity to achieve organizational change within the Department. These recommendations should be implemented as soon as possible.
2. **Very Important Recommendations:** These recommendations should be implemented within a 12 to 15 month period; and.
3. **Useful recommendations.** Implementation of these recommendations would result a better service delivery organization, but should be implemented as time and/or funding allows.

Concept

Priority

I. Organization: Develop/Implement a Downtown Master Plan (1)

A public/private partnership of property owners, banks, businesses, local government and Boards is needed to develop and implement an effective Downtown Business Master Plan including preparation of grant applications and carrying out various actions including landscape, signage, parking, and transportation infrastructure projects

Actions:

- Establish a permanent Downtown Business District Committee
- Develop a Downtown Business District Master Plan including a Mission and Vision Statement
- Identify Private Sector responsibilities and initiatives
- Identify Public Sector responsibilities and initiatives
- Create a timeline for goals and implementation

II. Image and Identity: A Sense of Place

(2/3)

As stated in the Goody/Clancy Report, places and in particular public spaces need to convey a strong, positive image to be memorable and attractive by means of physical elements. The concept of gateway design and the definition of district boundaries including the four- (4) area mills are important physical elements that help to assert the image and identity of the downtown district.

Informational and directional signage also play an important role in definition and orientation as people find their way through the area. Recognizing the historic resistance to government-imposed regulations, it is apparent that working closely with property owners to identify areas of common concern an important step this process.

Actions:

- Design and build gateway elements at the main points of access to the town center
- Undertake a series of physical improvements beginning with landscaping improvements followed by initiating a sign and façade program. See Goody/Clancy Report for past recommendations on landscaping and signage improvements.
- Identify the successful private sector efforts that are already underway
- Create signage and marketing materials that connect the Town Center with the numerous natural and historic elements that surround it: mills, River Bend Farm, Explore and Discover Museum, Mumford, Blackstone and West Rivers. In this way you encourage people to linger, not just pass through the community.
- Identify Streetscape "Anchors"
(Initial list to consider):
Uxbridge Inn

- Capron House/Cove Insurance Building
- DAR/Deborah Wheelock House
- Congregational Church
- Unitarian Church
- Current Saver's Bank Location at former Providence and Worcester train depot
- Lynch's Riverview Wine and Spirits (former Lynch's Drug Store)
- Unibank Building
- Masonic Hall/Old Court House and School
- Thayer Memorial Building/Uxbridge Public Library
- Uxbridge Town Hall
- Develop incentives and protections to ensure continuity and quality of character through the evolving development process

Since the initial stages of this study, the town has successfully adopted a Historic District Bylaw based on the State of Massachusetts Historic District Act which provides protection to structures in the Downtown district studied, and will provide design oversight to protect the historic character that is an important part of the sense of place for this town.

This is seen as an important step in protecting the character of Uxbridge, a physical foundation which is critical to the sense of place that will help define the future of the town.

II. Traffic and Pedestrian Circulation Strategies (2)

Because Main Street consists of a portion of State Road 122, and is dissected by State Route 16 there are obvious traffic, public safety and aesthetic concerns that must be resolved. The existing traffic circulation and traffic patterns at the core of the business district are poorly configured and result in significant disruptions in traffic flow, and unsafe pedestrian conditions. There are places along Main Street where vehicles and trucks traffic make crossing the street very dangerous. Traffic calming measures along Main Street, pedestrian activated signals, and better crosswalks could help improve the quality of the pedestrian environment.

Environmental constraints:

The Mumford River runs behind the buildings on the easterly side of Main St./Route 122. The buildings on the westerly side of Main Street are at the base of a hill, which runs from behind the Curves for Women/Books and Books building (former post office) on the South all the way to the Alternatives Block/Building on the North.

Drabbetail Brook constrains the Northern boundary of downtown, running behind Koopman's lumber, and through the proposed parking area for the remodeled Uxbridge Inn/Savers Bank building. The brook has been encased from a point on the Koopman's property all the way through the current Inn/Bank property, under Main Street and the Blocks on the Southerly side of Main Street, until it empties through a drainage outlet into the Mumford River. Although Drabbetail brook is subterranean in this section of downtown at this time, it remains an environmental consideration. Because the Mumford River essentially runs through downtown, there are also flood plain considerations. The Bernat Mill, Lynch's Riverside Wine and Spirits, and the small state-managed Capron park next to the waterfall beside Lynch's all fall within both 100-year and 500-year flood plains.

Certain undeveloped downtown lands are also within flood plains, and are therefore unavailable for permanent structures. (see appendix)

Physical constraints:

The railroad tracks which run between the Mumford and the downtown buildings along the Southerly side of Main Street is a barrier to access or expansion. Mendon Street/Route 16 crosses under a railroad bridge as it approaches the intersection with 122, which also precludes roadway expansion.

The existing street layouts of both Main Street/Route 122 and Route 16 have little or no potential to be widened due to the proximity of buildings bordering the roadways. The bridge on route 16 that crosses the Mumford River is constrained by a combination of physical and environmental constraints due to both the River and the proximity of buildings abutting the roadway.

The current configuration of the intersection of Route 16 and Route 122 in Uxbridge consists of a short jog to the north where the east-west Mendon street/Route 16 crosses route 122/Main Street. Route 16 then resumes an east/west pattern as Douglas Street/Route 16. This creates difficulty with traffic flow through this area, and creates a traffic level of service which is already at level of service F at peak traffic times, including morning commuter times, school dismissal, and evening commuter traffic.

Actions:

- Reexamine, recommit to or revise the recommendations of traffic study to realign Douglas and Mendon Street intersection (Route 16)
- Review realignment and parking strategy created by Blackstone Valley Heritage Corridor Commission in 2003, and the tentative layout discussed by the DPW, Planning Board, and Saver's Bank in 2004
- Work for widespread private and public support of these recommendations
- Create a timeline for implementation
- Investigate the feasibility of implementing traffic calming measures along Main Street
- Actively enforce traffic and parking violations
- Consider acquiring first-right-of-refusal on properties that would be vital to the realignment

The Town should undertake a review of related issues by its public safety professionals. Line of sight issues for aesthetic and public safety issues should be considered. The realignment of Route 16 must be reviewed, and if found to be sound, support should be sought from all parties as a long-term goal. All interim planning should take this realignment into consideration.

IV. Parking and Pedestrian Connections

(2)

If a successful Town Center with viable commercial/retail/employment/community use is to be achieved, making Main Street "walkable" is an important objective. The current volume of truck traffic, and the often excessive speed of vehicles through downtown creates a diminished sense of safety for pedestrians who wish to cross from one side of Main Street to the other.

Close proximity and easy access between parking and centers of pedestrian activity is fundamental to a convenient town center. More and better public parking seems to be a pressing need. The potential to create new public parking is limited by the lack of vacant sites. Only 69 parking spaces were identified in the downtown proper along South Main Street, for an area serving 36 residential units, the Town Hall, the Fire Station, the Senior Center and approximately 20 businesses of various sizes.

The Uxbridge Public (Thayer Memorial) Library also operates with parking constraints, and rents parking from the Unitarian-Universalist Church next door. A library expansion plan put before the voters in 2002 would have acquired additional land for parking, but this project failed to receive support at the polls.

The Bernat Mill complex, on the easterly side of the Mumford River, houses 49 businesses, but operates with only 104 paved parking spaces. The new owners have, however, identified an additional 240 gravel or unpaved spaces, which may be incorporated into total parking in the future.

Actions:

- In accordance with the previous proposed Downtown Master Plan, the Goody-Clancy report, and/or Heritage Corridor Commission recommendations, provide maximum number of parking areas through public and private efforts
- Explore feasibility of building a parking deck or garage at municipal parking lot on Main Street
- Consider demolition of the Senior Center Thrift Store in the old garage building next to the Senior Center
- Examine possible acquisition of or partnership with the Coves on the land behind the Cove Insurance Building and Uxbridge Free Public Library
- Consider increased speed limit enforcement and traffic calming strategies in the areas of business and civic concentration

V. Promoting Uxbridge Center

(1)

A successful town center requires a healthy mix of businesses, residences, and civic spaces that is adaptable to change in economic opportunities.

The major employers in downtown Uxbridge at present are the Town government, Saver's Cooperative Bank, UniBank, and Koopman's Lumber. The Cove Insurance office building next to the Uxbridge Library houses various businesses which also contribute to downtown employment.

Along Main Street there are also hair and nail salons, a pie shop, 3 small restaurants, art and furniture sales businesses, a dry cleaner's, a bookstore, and a women's exercise facility, a bridal shop, a children's clothing consignment store, a sign business, law offices, a monthly newspaper office, an Alternatives human services office with meeting and gallery space, a medical supply shop, and a floor tile business. There are 2 gas/convenience stores, one located on Douglas Street, and one at the intersection of 16 and 122. And there is a wine and spirit shop, and a dentists' office on Douglas Street.

The Bernat Mill Complex contains a wide variety of small businesses, ranging from gymnastics, art classes, massage and yoga, gymnastics, a tack shop, a video store, and a furniture business, to Styrofoam packing and container manufacture and distribution and other light industrial uses.

Although there is a relatively low vacancy rate of 5%, there is a relatively high commercial turnover rate in the downtown overall.

Marketing commercial spaces to selective prospective users, such as retail specialty stores is an important management tool employed by shopping malls to ensure a continuous stream of customers and revenue.

Communities like Uxbridge can also benefit from employing similar techniques to identify and attract the most desirable uses to the downtown business district. Work with the area business owners and local resources, such as the Chamber of Commerce and Blackstone River Valley Heritage Corridor Commission on the following areas:

Actions:

- Develop marketing plan to attract businesses identified as most desirable
- Create a program to maintain the quality of the streetscapes and public open spaces
- Seek alternative sources of funding for capital improvements and technical assistance including public/private partnerships with business owners
- Initiate and continue efforts to retain "anchor" uses in the town center such as banks and mill sites.

- Meet with current business owners to identify impediments to success such as zoning and signage requirements.
- Working from a master list of businesses already located in the community, identify possible “partner” or “feeder” businesses that either compliment or support these already successful enterprises
- Consider signage that would tie the places of historic, architectural and natural history to the efforts being made throughout the Blackstone Valley
- Achieve a better understanding that working with business and property owners is critical to saving the downtown. It is in the Town’s best interest to help address roadblocks to success. Otherwise, more buildings could be lost to demolition.

VI. Mixed Use: A Place to Live, Shop and Visit (3)

The interaction of multiple uses and functions contributes to the perception of a downtown business district as being active and vibrant. Efforts to increase the “livability” of town centers often involve the inclusion of housing or civic spaces in commercial developments and vice versa.

The Uxbridge downtown area includes a mix business, municipal and residential uses in a common area. In Uxbridge Center, several important buildings and properties are in the process of changing use or ownership. These changes represent opportunities for innovation and the attraction of new amenities.

The downtown housing consists of upstairs apartments, and homes configured into separate rental units. There are a total of 36 housing units in downtown Uxbridge at the time of this report. (See appendix.)

Actions:

- Examine the long-term viability of all municipal operations in the Town Center.
- Initiate marketing studies to identify innovative reuse options for building and land in transition
- Research grants and tax abatement programs that may help property owners renovate residential properties adjacent to downtown. Many multi-family properties are in need of repair, and values are climbing since apartments are in short supply.
- Review zoning to identify impediments to attractive multi-use opportunities and impediments to affordable housing within the downtown
- Identify available low-interest rehabilitation loan programs

VII. Funding (1)

An economically viable vision for the Main Street can be achieved through a public-private partnership that involves all constituencies, one that is committed to the group process and to solving the infrastructure challenges that threaten success.

The government assistance utilized by the town thus far in these private initiatives was the establishment of an Economic Opportunity Area (EOA) around the former Uxbridge Inn and the approval of a Tax Increment Financing Plan for the southern corner of the Route 16/Main Street intersection. In addition, in 2001 the Board of Selectmen negotiated a TIF with Koopman’s Lumber, which owns a parcel of land and operates a business within this EOA. This agreement allowed Koopman’s to build a new distribution facility at another location in Town, and dramatically reduce truck traffic at this location.

The Town can work, in accordance with a Downtown Business District Master Plan, to develop strategies to seek state, federal, and private funds, providing technical assistance, and various capital projects including infrastructure improvements, parking, building renovation/construction, landscaping, signage, and façade improvements.

The town is already currently negotiating the possibility of creating a mill overlay district to facilitate the cleanup of Brownfields sites and the adaptive reuse of the Waucantuck, and possibly also the Stanley Woolen Mill. The NelMor Mill on Rivulet Street is currently partially occupied by trucking and light industrial uses, but presents the appearance of being vacant from its front façade on Rivulet Street.

The location of the NelMor on a pond presents environmental constraints that can be further defined and explored in the master planning process.

Actions:

- Obtain funding/technical assistance in order to prepare a grant or loan applications to various State sponsored programs: Some of these programs include Community
- Development Block Grants (CDBG), Community Development Action Grants (CDAG), Historical properties, removal of blighted buildings, connection to the historic Blackstone River Corridor, Ready Resource Fund grants etc.
- Investigate low interest rehabilitation loan programs
- Consider the benefits of establishing an historic district or of expanding the Economic Opportunity Area to provide tax benefits to investors in the downtown. (A historic district bylaw was successfully passed in May 2004)
- Examine the feasibility of putting utilities underground to improve the streetscape.
- Contact the Providence and Worcester Railroad to discuss aesthetic improvements to the overpass, an important entryway into the downtown.
- Continue efforts to raise the funds necessary to conduct repairs to the Mumford River Bridge. (Funding for the bridge and road work has been secured since this study was initiated.)
- Involve government employees, and elected and appointed officials as appropriate in the evaluation and development of programs which support good development as outlined in the recommendations of the report.

RECOMMENDATIONS FOR FURTHER STUDY

Zoning:

The Downtown area studied contains 3 different zoning areas: Residence A, business and industrial. There has historically been business intermixed with residential use in both the business district and in parts of residence A. Are there areas in the district which should be rezoned, or is there a need for clarification of allowed uses in these 2 districts?

The Bernat Mill Complex is currently in an industrial zone, but has switched to a business use. Given its proximity to the Mumford, and to residential areas, would it be appropriate to rezone this area?

Since businesses and residential uses are intermixed or in close proximity in these areas, should there be a further refinement of allowed uses, and definition of space and parking relationships to facilitate improved accessibility and functionality of homes and businesses in these areas. Would it benefit the town to better define the relationship of location and use to existing and projected traffic patterns?

Is it advisable to establish general size parameters for new or replacement buildings going into the existing highly developed area to maintain or create a consistency of use and character?

Which structures, public or private, must be preserved as "anchors" that define the community? What steps would government be willing to take if such structures were at risk? Should the Town consider seeking "first right of refusals" on such properties?

Areas of Municipal Authority or Oversight:

1. Parking and traffic enforcement
2. Creation of additional parking
3. Long-range planning for traffic mitigation through plans to improve traffic flow or create by-passes
4. Examine the long-term viability and future use of all municipal buildings or properties in the downtown district:
 - a. Town Hall
 - b. Fire Station
 - c. Senior center and garage
 - d. Library
 - e. Town Common
 - f. Land at former "Sundeen" building

Municipal Property Utilization:

Town Hall:

Will this building and location remain viable? Will investment in "e-government" reduce the need for the current space? Will the growth of the Town population increase the need for space? How will services be offered in the future? Would the building be better suited to some other purpose such as commercial office space?

Main Fire Station:

Will this location remain viable as the downtown continues to come under pressure from increasing traffic? Considering that this is the primary dispatch area for emergency response, does the Town need to plan for a new location less constrained by traffic congestion?

Senior Center:

Are the needs of senior citizens changing and, if so, how will the services to this population change? Will this facility see increased or decreased use in the next 5 to 10 years?

Senior Center Thrift Shop:

Are there plans to renovate this structure for any municipal use? Should the Town consider demolition to expand parking?

Uxbridge Free Public Library:

Will the Town revisit the plans to renovate and expand this historic building? Will the Town commit to a future that maintains the library as perhaps the last municipal building that offers opportunity for community interaction? If the revitalization of the Town Center is one in which social interaction is a goal, the library could be an integral part of that future provided it has the space to expand its programs and be a center for cultural enrichment.

Town Common:

The Town Common has thrived under the management of the Town Common Committee. This Committee should be included in any discussions about the reshaping of the downtown. How will increased traffic and potential changes in traffic patterns impact the Common? How will it impact the future uses of the Common?

Municipal Lot at former "Sundeen Furniture" site:

The Town should further strategize with Savers' Cooperative Bank, current lessee of the neighboring parcel at the former "Uxbridge Inn" location, on the best long-term use of this parcel.

Farnum House and lot adjacent

The Town's historic colonial property and site of the first Town Meeting is surrounded by property formerly owned by Bernat Mill. Development on this site is likely to affect access to the small historic property, and it is seen as being to the mutual benefit of the Town and any potential developer that there be cooperative planning for use for any future use of the 2 sites.

Other Considerations:

An additional focus for town government employees, boards and commissions is consideration of past patterns in which many innovations or plans have come to be defeated at the point of final presentation to the public. While recent successful bylaw changes and policy updates indicate an increased level of success in implementing new programs and policies, it will be important going forward to coordinate and consistently support the efforts of volunteer boards and committees throughout their working life in order to facilitate the progress of future studies, and the implementation of future planning efforts, whether governmental and public/private initiatives.

Utilizing Opportunities for Municipal/Private Cooperation:

The group assisting in this study, composed of both business and government participants, recommended a process by which private sector would take the lead and the Town government would examine ways in which it can assist and protect the private investment that is already underway.

Private and public cooperation are noted in the process by which the Town Common has undergone a "facelift" through the hard work of the Town Common Committee, made possible by private donations. The attractive common has a reciprocal effect of improving the appeal of whole downtown to visitors and potential customers for local businesses.

The group discussed the need to recognize the renaissance that is actually taking place in Uxbridge. The Bernat Mill has achieved nearly full occupancy. Leadership by property owners along Main Street has stimulated an investment in aesthetics that the community had resisted when first addressed by the Goody-Clancy report in 1996.

Although the Farnum Building was lost to demolition in 2001, other buildings have already been renovated or plans are in process. For example, the Maestoso building has become a jewel in the downtown, creating an aesthetic that has stimulated investment in other properties and that attracts clientele from beyond the region and state.

Both downtown banks are making major investments. Unibank has undertaken a major upgrade of its offices on Main Street. Savers' Bank already owns and operates out of the historically and architecturally significant former railway station. Their investment in the Town continues through their acquisition of the former Uxbridge Inn considered one of the most significant architectural and historical structures in the community. Plans are already underway for a \$5 million renovation.

Resources to Consult:

Future Planning participants are reminded of the resources available through the services of the Central Massachusetts Regional Planning Commission, and the Blackstone Valley Institute of the John H. Chaffee Blackstone River Valley National Heritage Corridor Commission (JHCBRVNHCC) Both have generated planning studies for the Blackstone Valley area of Massachusetts.

Of interest to those engaged in further research and planning in this area is the CMRPC 2020 Growth Strategy: The Development Framework for Central Massachusetts This study is available online at: http://www.cmrpc.org/Downloads/CMRPC_2020GrowthStrategy.pdf

More information about the Blackstone Valley Institute is available at <http://www.nps.gov/blac/who/bvi.htm>

The JHCBRVNHCC website is: <http://www.nps.gov/blac/home.htm>

The Corridor Commission also sponsored a design study called River Visioning, which included Uxbridge as one of the towns focused on by the study. The research for the report, which is being generated by Dodson and Associates, ran concurrent to some of the activities this study conducted in the process of developing this report. This River Visioning study final report is expected to be completed by August of 2004, and will be available through the JHCBRVNHCC Regional Headquarter in Pawtucket, RI. (401-762-0250)

The Corridor Commission and the Blackstone Valley institute offer significant resources for support in business development, and planning for both the town and the greater Blackstone Valley. The Corridor Commission helps sponsor the Blackstone Valley Visitors Center, which is situated at one end of the

Blackstone Canal towpath. The Blackstone Canal towpath is open for foot and bike traffic, and connects Riverbend Farm in North Uxbridge to the Stanley Woolen property near Uxbridge Center.

Future Corridor Commission initiatives, such as a proposed bike path which may bring visitors to central Uxbridge, are important to remember, and town government is encouraged to utilize the resources and information available to Uxbridge as a Blackstone Valley Corridor town.

SUMMARY

Despite a downturn in the state and federal economic picture in the last few years, investment in Uxbridge has been strong. Some of the initiatives have already been mentioned but they include renovation to a large percentage of the buildings in the downtown district:

1. Saver's Bank/Uxbridge Inn
2. Renovation of Unibank
3. Keka Monster/Taft Block
4. Move of long-time tenant Harry's Pizza to a new downtown location with renovation
5. New Subway in remodeled Harry's Pizza site
6. Renovation of Lynch's Package Store to Lynch's Riverview Wine and Spirits
7. Exterior renovation of the Bernat Mill Complex, and new ownership of Bernat Mill Complex
8. Renovation to Koopman's Lumber and relocation of its distribution operations
9. Repainting of Unitarian Church
10. Repainting of the Community House at the Congregational Church
11. Exterior renovation of the Robert Taft House on the Common
12. Repainting of former Jack's Saloon/Taft Printing Building
13. The design and installation of the mosaics on the Bernat Complex walls by resident artist Johl Delorey
14. Relocation of Books and Books into Downtown Uxbridge in location shared with new Curves for Women business which generated updated work to former Post Office Building
15. Opening of new bridal shop in formerly vacant storefront.

These investments signal a belief by investors and property owners that Uxbridge has a bright future. It is also an indicator that the future of downtown is one where the main activity is that of retail and municipal employment, housing, public open space, as well as shared private and municipal space.

The current success of the Bernat Complex, combined with the renovation of the Uxbridge Inn into the new offices of Savers' Cooperative Bank and the renovation of the current Unibank building, all signal a belief by these investors in a positive future for the downtown. This investment will mean employment opportunities at these location and customers.

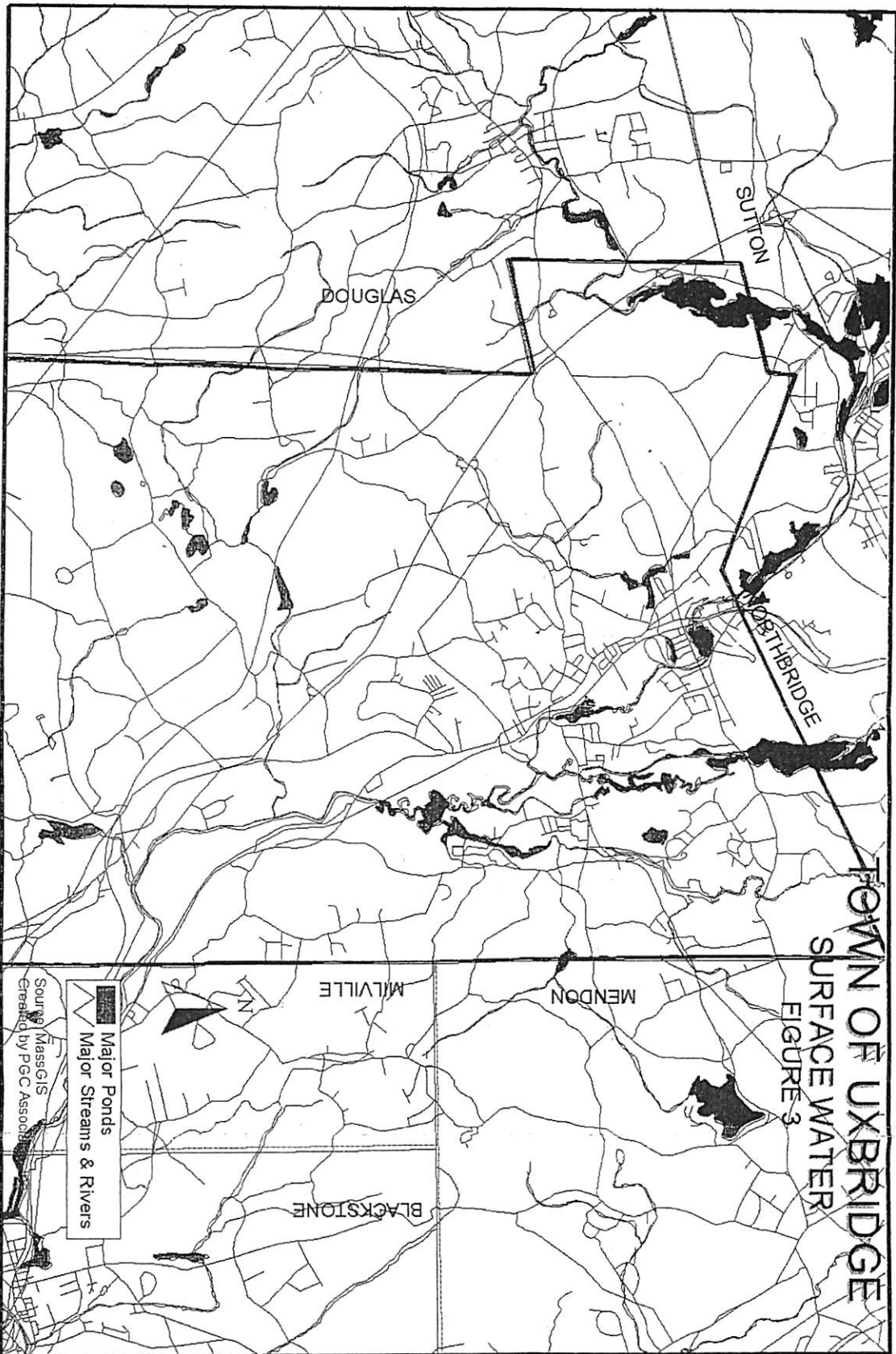
Continued municipal commitment will also lead to ongoing opportunities to provide goods and services to these employees as they come and go from work. Proper planning for this future means ensuring that there are a mix of services and activities appealing to all these sectors.

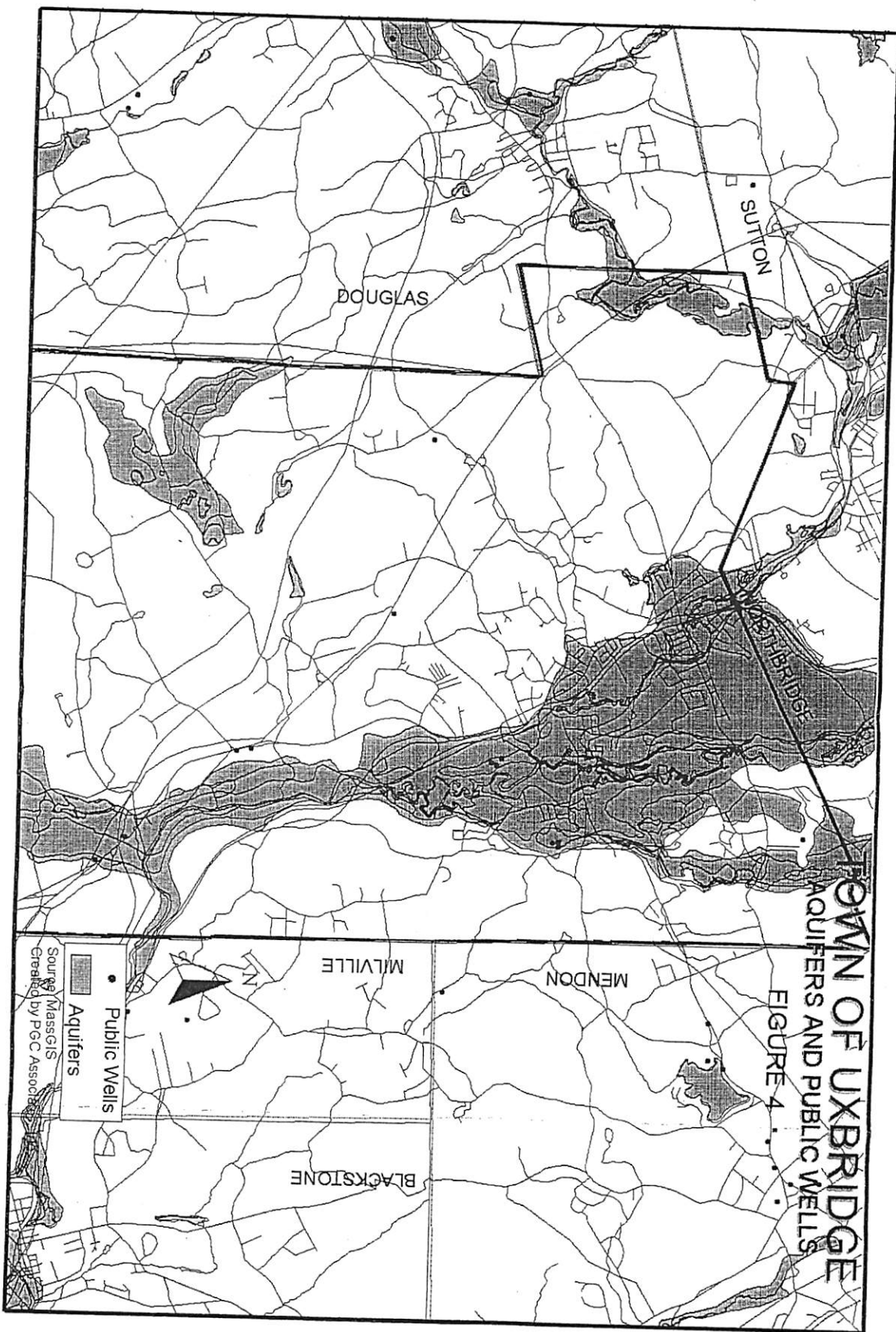
With improved coordination of governmental and private activities and initiatives, as well as utilization of complimentary and supplementary planning assistance available through state and federal resources, the town can embark on a brighter economic future, one which will benefit both residents and current and future local business owners.

The Town can independently examine its municipal resources and responsibilities, and further consider how it can better utilize and implement these in both the service of the citizens and the business community.

Once issues of successful implementation of productive improvement strategies are addressed and resolved, the process of initiating the master planning process is expected to be more successfully addressed to the benefit of the town, the citizenry and the business community.

A strong and consistently functioning town government, with good inter-departmental cooperation and communication, harmony among boards and employees, and an infrastructure which provides services and support to citizens and businesses alike, provide the key to a successful future for this growing former mill community.





Capron Corp.
Bernat Mill Complex
17 Mendon Street
Uxbridge, MA 01569
508-278-9191

July 22, 2004

Paved Spaces 104

Unpaved, gravel
Or unimproved 240
344

22-Jul-04

Capron Corp
Bernat Mill Complex
17 Mendon Street
Uxbridge, MA 01569
508-278-9191

Master Tenant List

Name

Artist's Palette, The

Artist

**August Ceramics
19 Depot St. #3
Uxbridge, MA 01569**

**Ceramic
Manufacturing**

**August Jackson, LLC
19 Depot St.
Uxbridge, MA 01569**

**Furniture
Manufacturing**

**Bernat Mill Video
19 Depot St. #16A
Uxbridge, MA 01569**

Video Rentals

**Blackstone Valley
Distributing Service
19 Depot St. #2B
Uxbridge, MA 01569**

**Parts
Distributor**

Capron Corp.

**Blackstone Valley EMS
19 Depot St. #15B
Uxbridge, MA 01569**

**Paramedic/EMT
Classes**

Same

Books are Fun

Book Storage

**Brookside Driving Academy
19 Depot St. #4B
Uxbridge, MA 01569**

**Driver's Ed.
School**

CBC Painting

Painters

Designer's Workshop

**Designer Window
Treatments**

Capron Corp.

Eric DeYoung

Artist/Music

Diamond Calibration/
Benchmark Ind.
19 Depot St. #11A
Uxbridge, MA 01569

Calibrates
Scales

Dyer Displays, Inc.
19 Depot St. #12B
Uxbridge, MA 01569

Manufactures
Display cases

East Coast Machine

Machine Shop

Flanagan Millworks

Cabinetry Design &
Manufacturing

Capron Corp.

Flutterby Wishes

Women's/Children
Clothing Retail

Foam Concepts, Inc.
27 Mendon St.
PO Box 410
Uxbridge, MA 01569

Manufacture
Foam Products

Framesense

Framing Shop/
Artist

Furniture Fayre

19 Depot St. #5A
Uxbridge, MA 01569

Furniture
Manufacturing

G & W Machine
19 Depot St. S-5B
Uxbridge, MA 01569

Machine Shop

Capron Corp.

Griffin, JoAnn

Psychologist

Guerilla Haus

Design/Retail
Purses/Clothing

Gymnastics Place
19 Depot St. #8B
Uxbridge, MA 01569

Gymnastics School

Haney, Kevin

Artist/Music

Ibis Arts

Artist

Capron Corp.

LC Studios

Jewelry Design
& Teaching

The Mane Place
19 Depot St.
Uxbridge, MA 01569

Western Retail
& Tack Shop

Markee Corp.
19 Depot St.
Uxbridge, MA 01569

Silk Screening

Mile high Productions

Artist/Music

Millwork Emporium

Artist

Capron Corp.

Morgan, JR & Assoc.

Business
Consultant

New World Exhibits
19 Depot St. #15A
Uxbridge, MA 01569

Manufactures
Signs & Trade
Show Exhibits

Newbury Street Partners
19 Depot St. #1A
Uxbridge, MA 01569

Financial
Advisors

Ocean Orthopedics
19 Depot St. #3B
Uxbridge, MA 01569

Manufactures
Prosthetics

Capron Corp.

Peak Heating
and Air Conditioning

Heating & Air
Conditioning
Repair

Photo Phocus

Photography
Studio

Polly Products
49 Mendon St.
Mendon, MA 01569

Warehouse

Prime Materials Assoc.
19 Depot St. #14A
Uxbridge, MA 01569

Office &
Distributors of
Plastic materials

Marazine

Artist/Music

Capron Corp.

Rogers, Scott

Artist/Music

Royer, Jon-Paul

Artist/Music

Rug Doctor
19 Depot St. #16B
Uxbridge, MA 01569

Rug Cleaning
Rentals

Samson Plastics Corp.

Wholesale
Distributor Plastics

Smokestack Studios
See Uxbridge Youth Center
No Phone

Artists

GOAL 3: Protect important habitat areas

Objectives:

- Increase public awareness of important habitat areas
- Identify unprotected lands within designated Estimated and Priority Habitat Areas of Rare and Endangered Species Areas
- Identify unprotected lands within state BioMap areas.
- Formulate appropriate protective measures
- Identify and protect wildlife corridors
- Acquire and/or protect important habitat areas
- Consider the potential role of the Community Preservation Act to achieve this goal.

GOAL 4: Preserve agriculture

Objectives:

- Encourage use of Chapter 61A
- Consider agricultural zoning to protect and enhance agriculture
- Consider purchase or transfer of development rights on lands used for agriculture

GOAL 5: Provide well-balanced recreation and conservation opportunities

Objectives:

- Inventory and evaluate available conservation and recreation funding programs.
- Provide all neighborhoods with appropriate recreation, park and/or playground facilities.
- Establish a cost-effective maintenance schedule for municipal recreation and conservation facilities.
- Use reliable and durable equipment when developing or redeveloping parks and playgrounds.

GOAL 6: Maintain historical character

Objectives:

- Continue to inventory, evaluate and define the Town's historical features.
- Monitor new historic district bylaw and make adjustments as necessary
- Increase awareness and benefits of new historic district
- Protect scenic roads.

Capron Corp.

Uxbridge Youth Center
Office of the Superintendent
62 Capron St.
Uxbridge, MA 01569
Attn: Accounts Payable

Visiting Artists Studio
See Uxbridge Youth Center

Artist's Studio
& Gallery

WISE Painting
19 Depot St. #9A
Uxbridge, MA 01569

Painters

Yarn Shop
27 Mendon Street
Uxbridge, MA 01569

Retail Shop

Yogaworks

Yoga Studio

CENTRAL MASSACHUSETTS REGIONAL PLANNING COMMISSION

Age of the Population: 1990 and 2000

Geographic Area	1990 Total Pop.	2000 Total Pop.	1990 Under 5 years	2000 Under 5 years	1990 5 to 9 years	2000 5 to 9 years	1990 10 to 14 years	2000 10 to 14 years
Massachusetts	6,016,425	6,349,097	412,473	397,268	378,035	430,861	348,093	431,247
Worcester County	709,705	750,963	53,250	50,027	48,887	56,007	44,582	55,707
Auburn	15,005	15,901	900	847	851	1,071	899	1,088
Barre	4,546	5,113	381	320	365	428	342	448
Berlin	2,293	2,380	169	172	141	158	138	177
Blackstone	8,023	8,804	700	557	622	692	579	772
Boylston	3,517	4,008	240	238	204	299	209	282
Brookfield	2,968	3,051	238	178	236	211	203	241
Charlton	9,576	11,263	867	810	867	1,020	714	979
Douglas	5,438	7,045	469	581	475	595	410	564
Dudley	9,540	10,036	605	588	660	697	591	744
East Brookfield	2,033	2,097	127	124	159	158	177	161
Grafton	13,035	14,894	909	1,086	883	1,065	801	997
Hardwick	2,385	2,622	182	139	210	210	152	232
Holden	14,628	15,621	1,041	1,004	1,070	1,156	992	1,326
Hopedale	5,666	5,907	480	428	456	427	352	443
Leicester	10,191	10,471	710	617	731	788	678	859
Mendon	4,010	5,286	312	416	296	473	303	443
Millbury	12,228	12,784	783	750	705	882	705	860
Millville	2,236	2,724	204	222	178	263	138	238
New Braintree	881	927	77	57	81	59	72	95
Northborough	11,929	14,013	917	1,028	897	1,280	851	1,229
Northbridge	13,371	13,182	1,066	975	1,026	1,060	957	1,037
North Brookfield	4,708	4,683	405	260	382	353	330	418
Oakham	1,503	1,673	139	91	138	148	137	170
Oxford	12,588	13,352	920	845	959	1,003	991	1,026
Paxton	4,047	4,386	273	219	263	321	233	344
Princeton	3,189	3,353	249	191	299	298	243	305
Rutland	4,936	6,353	400	506	391	567	428	581
Shrewsbury	24,146	31,640	1,491	2,483	1,524	2,474	1,449	2,119
Southbridge	17,816	17,214	1,362	1,138	1,247	1,284	1,165	1,228
Spencer	11,645	11,691	893	743	861	763	854	843
Sturbridge	7,775	7,837	613	468	601	554	570	626
Sutton	6,824	8,250	537	629	541	744	534	694
Upton	4,677	5,642	333	558	290	514	310	382
Uxbridge	10,415	11,156	824	889	778	971	712	931
Warren	4,437	4,776	378	279	334	388	322	422
Webster	16,196	16,415	1,287	1,081	999	1,058	861	1,095
Westborough	14,133	17,997	891	1,303	853	1,452	865	1,458
West Boylston	6,611	7,481	356	325	364	482	327	516
West Brookfield	3,532	3,804	255	193	265	204	219	300
Worcester	169,759	172,648	12,475	11,142	10,611	11,854	9,250	11,381
CMRPC Region	482,436	518,480	35,458	34,480	32,813	38,424	30,063	38,054

Prepared by MISER
 Edited by CMRPC

CENTRAL MASSACHUSETTS REGIONAL PLANNING COMMISSION

Age of the Population: 1990 and 2000

Geographic Area	1990 15 to 19 years	2000 15 to 19 years	1990 20 to 24 years	2000 20 to 24 years	1990 25 to 34 years	2000 25 to 34 years	1990 35 to 44 years
Massachusetts	409,934	415,737	513,639	404,279	1,101,361	926,788	918,456
Worcester County	49,989	50,924	56,216	42,610	127,062	102,868	107,407
Auburn	1,003	892	973	571	2,243	1,919	2,425
Barre	256	350	261	195	758	651	766
Berlin	144	132	155	82	367	261	399
Blackstone	518	619	552	462	1,656	1,225	1,310
Boylston	236	206	202	124	568	476	684
Brookfield	165	227	167	110	526	339	464
Charlton	650	812	564	412	1,958	1,519	1,732
Douglas	384	513	336	264	1,040	1,129	967
Dudley	862	825	886	687	1,472	1,335	1,483
East Brookfield	140	136	112	91	332	233	313
Grafton	945	1,036	919	724	2,485	2,234	2,164
Hardwick	130	226	138	109	425	284	367
Holden	963	1,080	699	461	1,909	1,495	2,623
Hopedale	292	358	305	192	1,075	715	988
Leicester	975	808	817	606	1,704	1,325	1,607
Mendon	263	319	249	170	615	563	816
Millbury	796	718	913	546	2,198	1,768	1,734
Millville	135	189	156	102	524	425	344
New Braintree	64	87	49	28	151	96	168
Northborough	816	793	694	427	1,955	1,561	2,388
Northbridge	887	820	934	531	2,320	1,846	2,002
North Brookfield	297	338	321	236	875	589	706
Oakham	82	125	57	63	267	148	334
Oxford	924	938	797	672	2,366	1,812	2,148
Paxton	373	409	317	352	468	375	639
Princeton	211	253	141	83	443	265	763
Rutland	398	441	299	247	815	883	935
Shrewsbury	1,403	1,499	1,559	1,126	4,208	4,460	3,995
Southbridge	1,165	1,127	1,458	1,064	3,099	2,576	2,344
Spencer	803	830	859	715	2,086	1,564	1,857
Sturbridge	525	497	426	264	1,210	953	1,397
Sutton	511	521	398	300	1,072	1,012	1,339
Upton	254	274	237	154	814	663	965
Uxbridge	657	666	682	448	1,941	1,597	1,662
Warren	266	304	295	221	757	625	642
Webster	980	884	1,213	905	2,872	2,370	2,157
Westborough	833	1,189	933	643	2,518	2,344	2,521
West Boylston	417	463	490	450	1,120	1,047	1,097
West Brookfield	217	262	166	116	517	346	586
Worcester	13,225	13,769	17,626	15,622	31,353	26,781	20,817
CMRPC Region	34,165	35,935	38,355	30,575	85,082	71,809	72,648

Prepared by MISER
 Edited by CMRPC

CENTRAL MASSACHUSETTS REGIONAL PLANNING COMMISSION

Age of the Population: 1990 and 2000

Geographic Area	2000 35 to 44 years	1990 45 to 54 years	2000 45 to 54 years	1990 55 to 59 years	2000 55 to 59 years	1990 60 to 64 years	2000 60 to 64 years
Massachusetts	1,062,995	600,095	873,353	253,458	310,002	261,597	236,405
Worcester County	130,804	67,768	102,867	27,846	35,003	29,432	26,177
Auburn	2,627	1,683	2,369	772	901	822	734
Barre	934	433	756	147	223	183	161
Berlin	458	283	395	117	152	120	98
Blackstone	1,744	757	1,171	249	352	253	320
Boylston	779	448	693	195	245	161	175
Brookfield	551	279	465	107	171	134	146
Charlton	2,354	908	1,668	291	484	246	338
Douglas	1,438	466	972	177	289	165	157
Dudley	1,664	917	1,392	406	467	434	353
East Brookfield	397	237	307	76	120	85	91
Grafton	2,756	1,354	2,109	507	725	504	491
Hardwick	467	221	363	100	142	84	91
Holden	2,707	1,816	2,583	700	931	627	660
Hopedale	1,107	466	883	219	272	236	169
Leicester	1,819	1,005	1,488	400	517	437	348
Mendon	1,166	462	866	167	262	148	165
Millbury	2,221	1,350	1,752	594	717	638	521
Millville	586	195	324	82	90	87	64
New Braintree	179	98	159	24	59	24	29
Northborough	2,828	1,507	2,284	496	711	473	502
Northbridge	2,274	1,220	1,767	471	615	524	436
North Brookfield	788	476	689	144	218	176	189
Oakham	338	132	343	41	77	41	40
Oxford	2,511	1,157	1,977	455	599	516	473
Paxton	675	510	641	218	258	216	152
Princeton	668	407	703	113	191	98	110
Rutland	1,265	514	891	163	306	134	179
Shrewsbury	6,105	2,748	4,406	1,190	1,573	1,207	1,121
Southbridge	2,642	1,511	2,156	653	797	711	602
Spencer	1,928	1,189	1,788	465	611	442	458
Sturbridge	1,355	866	1,248	290	451	329	369
Sutton	1,585	811	1,366	233	450	225	279
Upton	1,309	524	838	200	246	181	169
Uxbridge	2,319	997	1,441	413	462	437	327
Warren	856	447	606	226	227	186	218
Webster	2,645	1,468	2,172	611	813	710	658
Westborough	3,498	1,685	2,697	591	794	563	534
West Boylston	1,399	720	1,074	298	379	341	245
West Brookfield	633	416	569	154	219	143	167
Worcester	25,578	13,502	19,711	6,454	6,756	7,159	5,665
CMRPC Region	89,153	46,185	70,082	19,209	23,872	20,200	18,004

Prepared by MISER
Edited by CMRPC

CENTRAL MASSACHUSETTS REGIONAL PLANNING COMMISSION

Age of the Population: 1990 and 2000

Geographic Area	1990	2000	1990	2000	1990	2000
	65 to 74 years	65 to 74 years	75 to 84 years	75 to 84 years	85 years and over	85 years and over
Massachusetts	459,881	427,830	267,194	315,640	92,209	116,692
Worcester County	54,412	46,961	31,832	37,275	11,022	13,733
Auburn	1,513	1,386	752	1,122	169	374
Barre	404	295	207	279	43	73
Berlin	146	180	85	86	29	29
Blackstone	516	459	236	341	75	90
Boylston	227	288	116	164	27	39
Brookfield	301	197	124	185	24	30
Charlton	375	424	257	266	147	177
Douglas	312	279	184	198	53	66
Dudley	756	646	394	501	74	137
East Brookfield	173	139	88	107	14	33
Grafton	998	860	427	664	139	147
Hardwick	225	169	112	151	39	39
Holden	1,211	1,067	747	865	230	286
Hopedale	432	417	263	354	102	142
Leicester	686	663	353	457	88	176
Mendon	205	245	132	144	42	54
Millbury	951	1,016	630	717	231	316
Millville	119	126	56	80	18	15
New Braintree	56	30	16	44	1	5
Northborough	515	833	307	400	113	137
Northbridge	1,003	763	656	699	305	359
North Brookfield	367	281	188	266	41	58
Oakham	85	72	41	46	9	12
Oxford	817	821	403	531	135	144
Paxton	353	334	154	251	30	55
Princeton	125	169	78	89	19	28
Rutland	248	251	144	171	67	65
Shrewsbury	2,008	2,156	1,039	1,571	325	547
Southbridge	1,591	1,114	1,056	1,090	454	396
Spencer	807	757	416	557	113	134
Sturbridge	624	530	275	419	49	103
Sutton	360	386	211	221	52	63
Upton	329	275	167	190	73	70
Uxbridge	763	571	428	413	121	121
Warren	357	342	191	218	36	70
Webster	1,615	1,160	1,069	1,144	354	430
Westborough	893	893	670	739	317	453
West Boylston	663	510	314	452	104	139
West Brookfield	268	274	199	275	127	246
Worcester	14,538	10,956	9,283	9,582	3,466	3,851
CMRPC Region	37,935	32,334	22,468	26,049	7,855	9,709

Prepared by MISER
 Edited by CMRPC

CENTRAL MASSACHUSETTS REGIONAL PLANNING COMMISSION
Place of Work of Workers Age 16 and Older: 1990 and 2000

Municipality of Residence	Total Workers		# Worked in Municipality of Residence		% Worked in Municipality of Residence		# Worked outside Municipality of Residence		% Worked outside Municipality of Residence	
	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000
Auburn	7,913	8,067	2,077	1,746	26.2	21.6	5,836	6,321	73.8	78.4
Barre	2,098	2,452	754	669	35.9	27.3	1,344	1,783	64.1	72.7
Berlin	1,282	1,240	204	236	15.9	19.0	1,078	1,004	84.1	81.0
Blackstone	3,999	4,658	439	481	11.0	10.3	3,560	4,177	89.0	89.7
Boylston	1,789	2,058	285	194	15.9	9.4	1,504	1,864	84.1	90.6
Brookfield	1,388	1,583	227	202	16.4	12.8	1,161	1,381	83.6	87.2
Charlton	4,859	5,790	815	1,099	16.8	19.0	4,044	4,691	83.2	81.0
Douglas	2,692	3,822	469	451	17.4	11.8	2,223	3,371	82.6	88.2
Dudley	4,841	5,205	1,043	924	21.5	17.8	3,798	4,281	78.5	82.2
East Brookfield	980	1,105	146	101	14.9	9.1	834	1,004	85.1	90.9
Grafton	6,680	7,838	1,496	1,357	22.4	17.3	5,184	6,481	77.6	82.7
Hardwick	1,081	1,225	311	157	28.8	12.8	770	1,068	71.2	87.2
Holden	7,430	7,856	1,630	1,099	21.9	14.0	5,800	6,757	78.1	86.0
Hopedale	2,722	2,993	396	358	14.5	12.0	2,326	2,635	85.5	88.0
Leicester	5,162	5,510	936	936	18.1	17.0	4,226	4,574	81.9	83.0
Mendon	2,090	2,818	277	461	13.3	16.4	1,813	2,357	86.7	83.6
Millbury	6,277	6,696	1,340	1,465	21.3	21.9	4,937	5,231	78.7	78.1
Millville	1,135	1,391	86	95	7.6	6.8	1,049	1,296	92.4	93.2
New Braintree	436	507	71	81	16.3	16.0	365	426	83.7	84.0
Northborough	6,633	7,425	1,213	1,357	18.3	18.3	5,420	6,068	81.7	81.7
Northbridge	6,278	6,389	1,791	1,449	28.5	22.7	4,487	4,940	71.5	77.3
North Brookfield	2,322	2,284	490	517	21.1	22.6	1,832	1,767	78.9	77.4
Oakham	715	878	89	63	12.4	7.2	626	815	87.6	92.8
Oxford	6,176	7,035	1,045	1,294	16.9	18.4	5,131	5,741	83.1	81.6
Paxton	2,145	2,193	255	313	11.9	14.3	1,890	1,880	88.1	85.7
Princeton	1,805	1,790	313	218	17.3	12.2	1,492	1,572	82.7	87.8
Rutland	2,622	3,355	439	419	16.7	12.5	2,183	2,936	83.3	87.5
Shrewsbury	12,520	15,791	2,930	2,820	23.4	17.9	9,590	12,971	76.6	82.1
Southbridge	8,004	7,530	4,103	2,830	51.3	37.6	3,901	4,700	48.7	62.4
Spencer	5,679	6,137	1,486	1,400	26.2	22.8	4,193	4,737	73.8	77.2
Sturbridge	3,941	4,125	1,420	1,052	36.0	25.5	2,521	3,073	64.0	74.5
Sutton	3,496	4,291	500	544	14.3	12.7	2,996	3,747	85.7	87.3
Upton	2,470	2,725	371	388	15.0	14.2	2,099	2,337	85.0	85.8
Uxbridge	5,108	5,839	1,152	1,065	22.6	18.2	3,956	4,774	77.4	81.8
Warren	2,093	2,143	706	453	33.7	21.1	1,387	1,690	66.3	78.9
Webster	7,643	7,549	3,204	2,072	41.9	27.4	4,439	5,477	58.1	72.6
Westborough	7,732	8,553	2,283	2,389	29.5	27.9	5,449	6,164	70.5	72.1
West Boylston	2,950	3,071	648	740	22.0	24.1	2,302	2,331	78.0	75.9
West Brookfield	1,612	1,748	444	322	27.5	18.4	1,168	1,426	72.5	81.6
Worcester	73,981	75,537	51,411	42,835	69.5	56.7	22,570	32,702	30.5	43.3
Total-Region	230,779	249,202	89,295	76,652	38.7	30.8	141,484	172,550	61.3	69.2

Source: U.S. Census Bureau

CENTRAL MASSACHUSETTS REGIONAL PLANNING COMMISSION
Per Capita Income (in 1999 dollars): 1989 and 1999

Municipality	Per Capita Income 1989 (1989 Dollars)	Per Capita Income 1989 (1999 Dollars)	Per Capita Income 1999 (1999 Dollars)	# Change	% Change
Auburn	17,500	22,713	23,802	1,089	4.8
Barre	14,012	18,186	20,476	2,290	12.6
Berlin	19,118	24,813	28,915	4,102	16.5
Blackstone	15,791	20,495	20,936	441	2.2
Boylston	22,571	29,294	32,274	2,980	10.2
Brookfield	12,368	16,052	20,144	4,092	25.5
Charlton	15,128	19,634	23,626	3,992	20.3
Douglas	14,860	19,027	23,036	4,009	21.1
Dudley	13,708	17,791	21,546	3,755	21.1
East Brookfield	14,988	19,452	22,629	3,177	16.3
Grafton	17,313	22,470	26,952	4,482	19.9
Hardwick	13,387	17,374	20,824	3,450	19.9
Holden	20,974	27,221	27,971	750	2.8
Hopedale	16,677	21,644	24,791	3,147	14.5
Leicester	15,806	20,514	20,822	308	1.5
Mendon	19,823	25,727	27,693	1,966	7.6
Milbury	15,474	20,083	23,531	3,448	17.2
Milville	15,125	19,630	20,497	867	4.4
New Braintree	15,409	19,999	21,072	1,073	5.4
North Brookfield	13,710	17,794	20,205	2,411	13.6
Northborough	22,795	29,585	32,889	3,304	11.2
Northbridge	14,159	18,376	22,515	4,139	22.5
Oakham	15,162	19,678	23,175	3,497	17.8
Oxford	14,337	18,607	21,828	3,221	17.3
Paxton	20,893	27,116	29,573	2,457	9.1
Princeton	21,386	27,756	32,232	4,476	16.1
Rutland	16,661	21,624	23,311	1,687	7.8
Shrewsbury	20,508	26,817	31,570	4,953	18.6
Southbridge	12,924	16,774	18,514	1,740	10.4
Spencer	14,222	18,458	21,017	2,559	13.9
Sturbridge	16,642	21,599	25,559	3,960	18.3
Sutton	16,937	21,982	27,490	5,508	25.1
Upton	20,292	26,336	34,924	8,588	32.6
Uxbridge	16,531	21,455	24,540	3,085	14.4
Warren	12,805	16,619	17,192	573	3.4
Webster	14,624	18,980	20,410	1,430	7.5
West Boylston	17,416	22,604	22,899	295	1.3
West Brookfield	14,238	18,479	21,501	3,022	16.4
Westborough	20,922	27,154	35,063	7,909	29.1
Worcester	13,393	17,382	18,614	1,232	7.1
Worcester PMSA	15,657	20,321	22,997	2,676	13.2
Worcester County	15,500	20,117	22,983	2,866	14.2
Massachusetts	17,224	22,354	25,952	3,598	16.1

Source: U.S. Census Bureau

CENTRAL MASSACHUSETTS REGIONAL PLANNING COMMISSION
Median Household and Family Income: 1999

Municipality	Census Tract	Median Household Income	Median Family Income
Millville	7481	57,000	61,513
Uxbridge	7491	70,253	72,763
	7492	48,214	60,179
Northbridge	7501	42,321	54,715
	7502	60,265	68,556
	7503	48,973	56,136
Sutton	7511	75,141	81,000
Douglas	7521	60,529	67,210
Oxford	7531	53,913	60,032
	7532	50,810	57,852
Webster	7541	50,143	57,344
	7542	27,679	44,063
	7543	26,742	32,255
	7544	42,107	49,142
Dudley	7551	35,802	44,889
	7552	56,587	65,150
Charlton	7561.01	54,840	65,917
	7561.02	67,204	71,151
Southbridge	7571	40,901	43,547
	7572	19,877	23,894
	7573	25,539	29,375
	7574	44,821	53,162
	7575	42,882	54,375
Sturbridge	7581	56,519	64,455
East Brookfield	7591	51,860	57,500
Brookfield	7601	45,655	54,519
Warren	7611	34,583	39,598
Worcester PMSA		47,949	58,926
Massachusetts		50,502	61,664

Source: U.S. Bureau of the Census

**Town of Uxbridge, MA
Downtown Property Values
FY 2003**

Property	Total Value
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North Main Street

1	Esper	\$219,700
6	Savers Coop	\$316,400
9	Cove Realty	\$435,300
15	Town of Uxbridge	\$909,800
20	Town of Uxbridge	\$63,400
21	Unitarian Church	\$325,900
25	Ux. Savings Bank	\$710,200
33	D.A.R	\$45,900
62	Carob-Tree	\$117,000

Court Street

2	Glas	\$175,900
6	Jason	\$180,200
8	Church	\$269,600
16	AT&T	\$163,000
20	Lodge	\$44,400

South Main Street

2	AKA Monster	\$309,200
3	Saver's Coop.	\$160,500
5	Keean	\$407,800
6	Konstantinos	\$320,100
10	Savers Coop	\$41,400
11	Keean	\$231,700
13	Khariaols	\$136,300
15	Methodist Church	\$51,900
20	Savers Coop.	\$374,100
21	Town	\$1,317,700
28	Keegan	\$102,900
31	Donato	\$191,600
32	Bedard	\$293,800
36	Town	\$329,900
37	Town	\$90,900
42	Keegan	\$139,800
43	Maloney	\$144,800
46	Ajac	\$251,400
47	Johnson	\$131,300
50	Foley	\$188,500
53	Smith	\$180,000
56	White	\$141,700
60	Grant	\$128,900

Total Value	\$9,642,900
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MISSION STATEMENT: WHY DO YOU EXIST?

VISION STATEMENT: WHEN YOU GET THERE, WHAT WILL IT BE LIKE?

- **MUST BE CLEAR AND POWERFUL**
- **GIVE A SHARED VIEW OF THE FUTURE AND A SENSE OF DIRECTION THAT IT IS POSSIBLE TO ACHIEVE SAFELY**
- **GIVE ORGANIZATION MEMEBES A SENSE OF PRIDE AS TO WHY YOU BELONG.**
- **INSTILLS A LEVEL OF PERSONAL MOTIVATION THAT ENABLES THE ORGANIZATION TO FUNCTION AT A HIGHER LEVEL THAN WAS PREVIOUSLY THOUGHT POSSIBLE**
- **REFLECTS THE ESSENTIAL VALUES OF THE ORGANIZATION**
- **FOCUS IS ON THE END GOAL— THE DESIRED FUTURE STATE— NOT THE MEANS TO REACH THE GOAL (ACTION PLAN)**

**Massachusetts Department of Revenue
Division of Local Services
Municipal Databank/Local Aid Section**

Four Measures of Property and Income Wealth

Municipality	DOR Code	2002 Equalized Valuation Per Capita	Ran k	1999 Income Per Capita	Ran k	1999 Median Household Income	Ran k	1999 Median Family Income	Ran k
ABINGTON	1	75,649	230	23,380	220	57,100	149	68,826	129
ACTON	2	135,296	89	41,901	24	91,624	21	108,189	17
ACUSHNET	3	63,956	276	21,753	266	51,500	206	58,722	231
ADAMS	4	39,770	337	18,572	328	32,161	342	40,559	340
AGAWAM	5	68,070	260	22,562	246	49,390	236	59,088	226
ALFORD	6	320,175	18	40,412	34	49,632	233	62,344	186
AMESBURY	7	85,549	196	24,103	198	51,906	199	62,875	181
AMHERST	8	37,386	343	17,427	335	40,017	317	61,237	199
ANDOVER	9	178,886	52	41,133	31	87,683	27	104,820	21
ARLINGTON	10	121,827	106	34,399	54	64,344	97	78,741	74
ASHBURNHAM	11	70,945	253	21,659	267	55,568	160	58,993	227
ASHBY	12	71,318	249	21,648	269	61,000	120	64,900	164
ASHFIELD	13	75,860	228	26,483	138	52,875	189	56,739	250
ASHLAND	14	105,318	142	31,641	73	68,392	78	77,611	80
ATHOL	15	37,179	345	16,845	342	33,475	339	41,061	339
ATTLEBORO	16	58,868	294	22,660	240	50,807	215	59,112	225
AUBURN	17	80,143	210	23,802	204	51,753	204	60,805	202
AVON	18	123,779	101	24,410	190	50,305	225	60,625	203
AYER	19	104,583	145	26,400	140	46,619	260	61,968	189
BARNSTABLE	20	192,122	40	25,554	163	46,811	257	54,026	269
BARRE	21	51,759	321	20,476	294	50,553	220	56,069	253
BECKET	22	148,778	74	21,861	259	46,806	258	53,417	275
BEDFORD	23	180,288	50	39,212	37	87,962	26	101,081	27
BELCHERTOWN	24	57,315	299	21,938	257	52,467	193	60,830	201
BELLINGHAM	25	104,513	146	25,047	172	64,496	96	72,074	107
BELMONT	26	160,313	67	42,485	23	80,295	40	95,057	35
BERKLEY	27	76,364	223	21,652	268	66,295	85	69,222	126
BERLIN	28	138,125	83	28,915	99	65,667	87	76,419	87
BERNARDSTON	29	60,381	289	20,959	285	45,259	275	53,125	278
BEVERLY	30	103,015	150	28,626	105	53,984	178	66,486	148
BILLERICA	31	104,319	147	24,953	175	67,799	79	72,102	106
BLACKSTONE	32	83,792	203	20,936	286	55,163	166	61,633	194
BLANDFORD	33	74,208	234	24,285	193	52,935	188	59,375	221
BOLTON	34	166,776	60	42,542	22	102,798	10	108,967	15
BOSTON	35	108,830	135	23,353	223	39,629	319	44,151	332
BOURNE	36	123,138	103	22,092	254	45,113	279	51,603	292
BOXBOROUGH	37	150,529	71	40,794	33	87,618	28	110,572	13
BOXFORD	38	170,868	57	48,846	12	113,212	7	119,491	7

BOYLSTON	39	108,928	134	32,274	68	67,703	80	77,604	81
BRAINTREE	40	120,579	110	28,683	104	61,790	113	73,417	100
BREWSTER	41	198,538	37	24,638	185	49,276	238	57,174	242
BRIDGEWATER	42	65,011	272	23,105	230	65,318	90	73,953	97
BRIMFIELD	43	71,371	248	23,711	210	50,181	227	59,943	212
BROCKTON	44	46,637	330	17,163	340	39,507	320	46,235	323
BROOKFIELD	45	47,618	328	20,144	301	45,655	269	54,519	266
BROOKLINE	46	169,326	59	44,327	18	66,711	83	92,993	39
BUCKLAND	47	58,947	293	20,033	303	45,833	267	51,420	293
BURLINGTON	48	164,112	62	30,732	84	75,240	51	82,072	66
CAMBRIDGE	49	178,096	53	31,156	78	47,979	248	59,423	220
CANTON	50	136,404	86	33,510	59	69,260	74	82,904	62
CARLISLE	51	219,203	31	59,559	3	129,811	3	142,350	3
CARVER	52	64,500	274	20,398	296	53,508	181	61,738	193
CHARLEMONT	53	59,263	292	19,577	312	46,548	263	50,962	302
CHARLTON	54	75,802	229	23,626	214	63,033	104	70,208	117
CHATHAM	55	522,775	9	28,594	106	45,519	272	56,750	249
CHELMSFORD	56	115,249	123	30,465	87	70,207	70	82,676	64
CHELSEA	57	39,550	338	14,628	349	30,161	345	32,130	348
CHESHIRE	58	50,796	322	19,156	316	41,981	302	53,885	271
CHESTER	59	56,502	304	18,098	331	43,816	288	51,932	287
CHESTERFIELD	60	71,156	251	19,220	315	49,063	240	57,361	241
CHICOPEE	61	40,995	336	18,646	324	35,672	333	44,136	333
CHILMARK	62	2,406,012	1	30,029	92	41,917	304	63,750	175
CLARKSBURG	63	42,659	333	19,389	313	43,362	291	47,411	316
CLINTON	64	51,937	319	22,764	237	44,740	282	53,308	276
COHASSET	65	218,942	32	42,909	20	84,156	34	100,137	28
COLRAIN	66	54,777	308	18,948	318	40,076	315	46,518	320
CONCORD	67	248,646	26	51,477	8	95,897	18	115,839	10
CONWAY	68	82,885	204	25,605	160	56,094	157	62,917	179
CUMMINGTON	69	76,198	224	21,553	271	42,250	298	48,750	313
DALTON	70	57,163	300	23,634	212	47,891	249	59,717	216
DANVERS	71	120,915	109	26,852	134	58,779	137	70,565	115
DARTMOUTH	72	99,615	155	24,326	192	50,742	217	60,401	206
DEDHAM	73	120,122	113	28,199	108	61,899	115	72,330	104
DEERFIELD	74	93,496	170	24,555	187	49,764	230	64,909	163
DENNIS	75	224,780	27	25,428	168	41,598	307	50,478	305
DIGHTON	76	76,525	221	22,600	245	58,600	139	64,792	166
DOUGLAS	77	80,969	207	23,036	234	60,529	125	67,210	140
DOVER	78	292,600	19	64,899	2	141,818	2	157,168	2
DRACUT	79	68,039	261	23,750	205	57,676	146	65,633	156
DUDLEY	80	54,502	310	21,546	272	48,602	244	59,309	222
DUNSTABLE	81	122,779	104	30,608	86	86,633	31	92,270	40
DUXBURY	82	179,989	51	40,242	35	97,124	14	106,245	19
EAST BRIDGEWATER	83	74,556	233	23,532	216	60,311	128	67,307	139
EAST BROOKFIELD	84	64,225	275	22,629	243	51,860	201	57,500	238
EAST LONGMEADOW	85	86,654	193	27,659	118	62,680	109	70,571	114
EASTHAM	86	285,811	21	24,642	184	42,618	295	51,269	296
EASTHAMPTON	87	50,532	323	21,922	258	45,185	278	54,312	268

EASTON	88	88,080	187	30,732	85	69,144	76	82,190	65
EDGARTOWN	89	908,312	6	25,740	156	50,407	223	55,153	263
EGREMONT	90	184,601	47	41,702	27	50,000	228	60,104	209
ERVING	91	415,365	13	19,107	317	40,039	316	47,212	317
ESSEX	92	165,024	61	31,613	74	59,554	133	70,152	119
EVERETT	93	87,013	190	19,845	307	40,661	312	49,876	309
FAIRHAVEN	94	69,404	257	20,986	283	41,686	306	52,298	285
FALL RIVER	95	34,073	348	16,118	344	29,014	346	37,671	343
FALMOUTH	96	200,020	36	27,548	122	48,191	247	57,422	240
FITCHBURG	97	38,152	340	17,256	338	37,004	330	43,291	335
FLORIDA	98	155,053	69	16,979	341	43,000	292	52,500	282
FOXBOROUGH	99	102,791	152	32,294	67	64,323	98	78,811	73
FRAMINGHAM	100	97,049	161	27,758	115	54,288	175	67,420	138
FRANKLIN	101	107,138	139	27,849	113	71,174	64	81,826	67
FREETOWN	102	80,736	208	24,237	194	64,576	95	69,368	124
GARDNER	103	37,618	341	18,624	326	37,334	325	47,164	318
GAY HEAD	104	1,218,083	3	21,420	275	45,208	277	46,458	321
GEORGETOWN	105	110,046	132	28,846	100	76,260	49	79,649	71
GILL	106	61,824	286	23,381	219	50,750	216	61,339	198
GLOUCESTER	107	123,730	102	25,595	161	47,722	251	58,459	234
GOSHEN	108	81,293	205	22,221	253	49,583	235	58,750	230
GOSNOLD	109	1,553,721	2	15,265	347	22,344	351	27,500	350
GRAFTON	110	77,504	220	26,952	132	56,020	158	66,396	149
GRANBY	111	60,355	290	23,209	228	54,293	174	57,632	237
GRANVILLE	112	72,552	241	22,315	250	53,148	183	59,219	223
GREAT BARRINGTON	113	88,780	186	22,655	242	45,490	273	53,135	277
GREENFIELD	114	47,879	327	18,830	320	33,110	340	46,412	322
GROTON	115	120,130	112	33,877	58	82,869	36	92,014	41
GROVELAND	116	93,266	172	25,430	167	69,167	75	73,996	95
HADLEY	117	108,817	136	24,945	176	51,851	202	61,897	191
HALIFAX	118	72,973	236	23,738	207	57,015	150	65,461	159
HAMILTON	119	125,161	100	33,222	61	72,000	62	79,886	70
HAMPDEN	120	67,553	262	26,690	136	65,662	88	75,407	90
HANCOCK	121	145,435	75	22,250	252	45,347	274	50,625	304
HANOVER	122	120,188	111	30,268	90	73,838	57	86,835	52
HANSON	123	83,822	202	23,727	209	62,687	108	68,560	132
HARDWICK	124	52,718	315	20,824	287	45,742	268	54,667	264
HARVARD	125	143,815	77	40,867	32	107,934	8	119,352	9
HARWICH	126	257,769	25	23,063	233	41,552	309	51,070	300
HATFIELD	127	99,443	156	24,813	180	50,238	226	61,607	195
HAVERHILL	128	63,566	278	23,280	225	49,833	229	59,772	214
HAWLEY	129	71,809	243	17,333	337	38,125	323	46,875	319
HEATH	130	65,056	270	24,777	182	50,536	221	55,938	254
HINGHAM	131	173,518	56	41,703	26	83,018	35	98,598	32
HINSDALE	132	67,242	264	19,797	309	42,500	297	51,118	298
HOLBROOK	133	71,416	247	23,379	221	54,419	173	62,532	183
HOLDEN	134	79,066	213	27,971	111	64,297	99	73,614	99
HOLLAND	135	74,596	232	21,770	263	52,073	197	57,024	244
HOLLISTON	136	106,553	141	32,116	71	78,092	45	84,878	57

HOLYOKE	137	37,400	342	15,913	345	30,441	343	36,130	346
HOPEDALE	138	75,379	231	24,791	181	60,176	130	68,571	131
HOPKINTON	139	162,064	64	41,469	29	89,281	23	102,550	25
HUBBARDSTON	140	69,270	258	23,072	231	61,462	116	66,058	153
HUDSON	141	92,031	176	26,679	137	58,549	141	70,145	120
HULL	142	113,959	126	26,331	142	52,377	194	62,294	187
HUNTINGTON	143	54,581	309	19,385	314	48,958	241	52,308	284
IPSWICH	144	134,709	93	32,516	64	57,284	147	74,931	93
KINGSTON	145	102,092	153	23,370	222	53,780	179	65,101	161
LAKEVILLE	146	95,201	163	26,046	148	70,495	69	75,838	88
LANCASTER	147	73,027	235	21,010	282	60,752	123	66,490	146
LANESBOROUGH	148	85,107	198	21,106	279	46,496	264	51,887	288
LAWRENCE	149	27,279	351	13,360	350	27,983	347	31,809	349
LEE	150	95,107	164	19,799	308	41,556	308	49,630	310
LEICESTER	151	52,501	316	20,822	288	55,039	167	64,202	172
LENOX	152	136,360	87	23,263	226	45,581	271	61,413	197
LEOMINSTER	153	57,142	301	21,769	264	44,893	281	54,660	265
LEVERETT	154	109,413	133	31,891	72	63,203	103	73,333	101
LEXINGTON	155	200,804	35	46,119	15	96,825	15	111,899	12
LEYDEN	156	67,179	265	26,076	147	50,385	224	53,750	273
LINCOLN	157	186,539	45	49,095	11	79,003	42	87,842	49
LITTLETON	158	131,907	96	31,070	79	71,384	63	83,365	61
LONGMEADOW	159	94,335	167	38,949	38	75,461	50	87,742	50
LOWELL	160	39,254	339	17,557	333	39,192	321	45,901	326
LUDLOW	161	53,614	314	20,105	302	47,002	254	55,717	257
LUNENBURG	162	87,067	189	26,986	131	56,813	153	63,981	174
LYNN	163	46,110	331	17,492	334	37,364	324	45,295	331
LYNNFIELD	164	149,238	72	39,560	36	80,626	39	91,869	43
MALDEN	165	62,144	284	22,004	255	45,654	270	55,557	259
MANCHESTER	166	286,899	20	47,910	13	73,467	58	93,609	38
MANSFIELD	167	98,216	157	27,441	124	66,925	82	78,058	77
MARBLEHEAD	168	187,223	44	46,738	14	73,968	56	99,892	29
MARION	169	183,257	48	37,265	42	61,250	118	74,265	94
MARLBOROUGH	170	96,522	162	28,723	103	56,879	152	70,385	116
MARSHFIELD	171	111,066	129	28,768	102	66,508	84	76,541	85
MASHPEE	172	209,947	33	25,215	171	50,871	213	56,702	251
MATTAPOISETT	173	134,981	91	28,050	110	58,466	142	68,246	134
MAYNARD	174	88,956	184	27,016	130	60,812	122	71,875	109
MEDFIELD	175	138,705	82	42,891	21	97,748	13	108,926	16
MEDFORD	176	88,007	188	24,707	183	52,476	192	62,409	184
MEDWAY	177	97,061	160	27,578	121	75,135	53	85,627	56
MELROSE	178	90,698	181	30,347	89	62,811	106	78,144	76
MENDON	179	111,051	130	27,693	117	71,164	65	79,337	72
MERRIMAC	180	75,985	225	24,869	178	58,692	138	69,118	127
METHUEN	181	63,170	280	22,305	251	49,627	234	59,831	213
MIDDLEBOROUGH	182	70,610	254	20,246	298	52,755	190	59,173	224
MIDDLEFIELD	183	71,658	244	24,137	197	50,938	212	53,889	270
MIDDLETON	184	130,898	97	29,031	98	81,395	37	87,605	51
MILFORD	185	79,467	211	23,742	206	50,856	214	61,029	200

MILLBURY	186	62,451	281	23,531	217	51,415	208	62,564	182
MILLIS	187	93,045	173	27,957	112	62,806	107	72,171	105
MILLVILLE	188	62,292	283	20,497	293	57,000	151	61,513	196
MILTON	189	121,881	105	37,138	44	78,985	43	94,359	37
MONROE	190	207,075	34	12,400	351	25,500	350	21,250	351
MONSON	191	53,619	313	22,519	247	52,030	198	58,607	233
MONTAGUE	192	54,853	307	17,794	332	33,750	338	43,194	336
MONTEREY	193	261,489	24	30,992	81	49,750	231	59,643	217
MONTGOMERY	194	85,627	195	25,942	152	59,063	135	66,250	151
MOUNT WASHINGTON	195	404,760	15	50,149	10	53,125	184	55,750	256
NAHANT	196	154,670	70	41,807	25	64,052	101	76,926	83
NANTUCKET	197	1,069,988	5	31,314	77	55,522	161	66,786	143
NATICK	198	141,098	79	36,358	46	69,755	73	85,715	55
NEEDHAM	199	177,781	54	44,549	17	88,079	25	107,570	18
NEW ASHFORD	200	91,943	177	28,323	107	51,250	210	58,125	235
NEW BEDFORD	201	34,772	347	15,602	346	27,569	349	35,708	347
NEW BRAINTREE	202	66,390	267	21,072	280	54,844	169	60,417	205
NEW MARLBOROUGH	203	158,916	68	25,658	159	46,875	255	56,944	245
NEW SALEM	204	62,046	285	23,234	227	48,688	243	54,500	267
NEWBURY	205	135,978	88	34,640	53	74,836	54	83,428	60
NEWBURYPORT	206	134,749	92	34,187	56	58,557	140	73,306	102
NEWTON	207	188,994	42	45,708	16	86,052	33	105,289	20
NORFOLK	208	93,770	169	32,454	66	86,153	32	92,001	42
NORTH ADAMS	209	32,442	349	16,381	343	27,601	348	37,635	344
NORTH ANDOVER	210	118,647	117	34,335	55	72,728	60	91,105	44
NORTH ATTLEBOROUGH	211	86,687	192	25,974	151	59,371	134	69,461	123
NORTH BROOKFIELD	212	51,902	320	20,205	300	44,286	285	51,750	290
NORTH READING	213	133,431	95	30,902	82	76,962	48	86,341	53
NORTHAMPTON	214	66,729	266	24,022	200	41,808	305	56,844	246
NORTHBOROUGH	215	113,906	127	32,889	62	79,781	41	90,480	45
NORTHBRIDGE	216	65,428	269	22,515	248	50,457	222	62,095	188
NORTHFIELD	217	92,494	174	21,517	273	49,141	239	56,816	247
NORTON	218	77,971	217	23,876	201	64,818	94	71,848	110
NORWELL	219	160,620	66	37,222	43	87,397	29	96,771	34
NORWOOD	220	106,561	140	27,720	116	58,421	143	70,164	118
OAK BLUFFS	221	439,317	11	23,829	203	42,044	301	53,841	272
OAKHAM	222	71,085	252	23,175	229	60,729	124	63,487	177
ORANGE	223	41,075	335	17,361	336	36,849	332	44,128	334
ORLEANS	224	367,376	16	29,553	96	42,594	296	62,909	180
OTIS	225	220,741	28	25,029	173	51,488	207	55,455	260
OXFORD	226	57,653	298	21,828	260	52,233	196	58,973	228
PALMER	227	48,922	325	18,664	323	41,443	311	49,358	311
PAXTON	228	75,924	227	29,573	95	72,039	61	80,498	69
PEABODY	229	104,959	143	24,827	179	54,829	170	65,483	158
PELHAM	230	72,871	239	29,821	94	61,339	117	71,667	111
PEMBROKE	231	92,396	175	27,066	128	65,050	92	74,985	92
PEPPERELL	232	77,567	219	25,722	157	65,163	91	73,967	96
PERU	233	56,736	303	18,636	325	44,531	283	51,071	299
PETERSHAM	234	89,659	182	24,222	195	47,833	250	58,125	236

PHILLIPSTON	235	67,354	263	18,706	322	46,845	256	52,011	286
PITTSFIELD	236	48,563	326	20,549	292	35,655	334	46,228	324
PLAINFIELD	237	85,000	199	20,785	289	37,250	326	46,042	325
PLAINVILLE	238	84,593	200	25,816	154	57,155	148	68,640	130
PLYMOUTH	239	107,483	138	23,732	208	54,677	171	63,266	178
PLYMPTON	240	103,100	149	24,344	191	70,045	71	75,000	91
PRINCETON	241	115,504	122	32,232	69	80,993	38	84,300	59
PROVINCETOWN	242	408,649	14	26,109	146	32,716	341	39,679	341
QUINCY	243	86,972	191	26,001	150	47,121	253	59,735	215
RANDOLPH	244	71,540	246	23,413	218	55,255	165	61,942	190
RAYNHAM	245	99,673	154	24,476	189	60,449	126	68,354	133
READING	246	113,586	128	32,888	63	77,059	47	89,076	47
REHOBOTH	247	94,505	166	26,467	139	65,373	89	71,992	108
REVERE	248	62,335	282	19,698	311	37,067	328	45,865	327
RICHMOND	249	161,161	65	35,568	47	60,917	121	72,500	103
ROCHESTER	250	94,813	165	24,630	186	63,289	102	67,031	142
ROCKLAND	251	70,340	255	23,088	232	50,613	219	60,088	210
ROCKPORT	252	173,980	55	29,294	97	50,661	218	69,263	125
ROWE	253	1,200,439	4	28,134	109	41,944	303	53,750	274
ROWLEY	254	119,380	114	27,413	125	62,130	110	75,527	89
ROYALSTON	255	61,418	288	18,297	330	44,444	284	51,818	289
RUSSELL	256	53,690	312	21,318	276	46,600	261	48,641	314
RUTLAND	257	65,016	271	23,311	224	62,846	105	70,889	113
SALEM	258	77,908	218	23,857	202	44,033	286	55,835	258
SALISBURY	259	97,930	158	21,608	270	49,310	237	56,327	252
SANDISFIELD	260	162,637	63	27,628	119	45,972	266	57,083	243
SANDWICH	261	130,488	98	26,895	133	61,250	119	66,553	145
SAUGUS	262	108,684	137	25,524	164	55,301	164	65,782	154
SAVOY	263	57,841	297	20,223	299	41,477	310	50,114	307
SCITUATE	264	143,620	78	33,940	57	70,868	67	86,058	54
SEEKONK	265	93,390	171	24,058	199	56,364	156	62,361	185
SHARON	266	118,855	116	41,323	30	89,256	24	99,015	31
SHEFFIELD	267	116,197	120	25,492	165	45,082	280	50,944	303
SHELBURNE	268	71,609	245	20,329	297	42,054	300	51,364	295
SHERBORN	269	220,020	30	58,055	4	121,693	4	136,211	4
SHIRLEY	270	63,627	277	20,556	291	53,344	182	66,250	152
SHREWSBURY	271	102,967	151	31,570	75	64,237	100	77,674	79
SHUTESBURY	272	78,583	216	26,260	143	60,438	127	65,521	157
SOMERSET	273	90,895	179	22,420	249	51,770	203	60,067	211
SOMERVILLE	274	71,204	250	23,628	213	46,315	265	51,243	297
SOUTH HADLEY	275	55,975	306	22,732	238	46,678	259	58,693	232
SOUTHAMPTON	276	65,879	268	26,205	145	61,831	112	64,960	162
SOUTHBOROUGH	277	188,340	43	44,310	19	102,986	9	119,454	8
SOUTHBRIDGE	278	37,269	344	18,514	329	33,913	337	41,863	338
SOUTHWICK	279	70,046	256	21,756	265	52,296	195	64,456	170
SPENCER	280	56,306	305	21,017	281	46,598	262	56,763	248
SPRINGFIELD	281	31,119	350	15,232	348	30,417	344	36,285	345
STERLING	282	97,140	159	28,844	101	67,188	81	76,943	82
STOCKBRIDGE	283	193,602	39	32,499	65	48,571	245	59,556	218

STONEHAM	284	104,885	144	27,599	120	56,605	154	71,334	112
STOUGHTON	285	85,139	197	25,480	166	57,838	144	69,942	122
STOW	286	136,413	85	38,260	39	96,290	17	102,530	26
STURBRIDGE	287	91,247	178	25,559	162	56,519	155	64,455	171
SUDBURY	288	182,191	49	53,285	5	118,579	5	130,399	6
SUNDERLAND	289	59,315	291	20,024	304	37,147	327	53,021	280
SUTTON	290	88,841	185	27,490	123	75,141	52	81,000	68
SWAMPSCOTT	291	134,294	94	35,487	49	71,089	66	82,795	63
SWANSEA	292	79,369	212	21,776	262	52,524	191	60,567	204
TAUNTON	293	56,949	302	19,899	306	42,932	294	52,433	283
TEMPLETON	294	52,201	317	21,994	256	48,482	246	52,936	281
TEWKSBURY	295	104,119	148	27,031	129	68,800	77	76,443	88
TISBURY	296	437,891	12	26,783	135	37,041	329	53,051	279
TOLLAND	297	220,548	29	30,126	91	53,125	185	65,417	160
TOPSFIELD	298	140,313	81	37,770	41	96,430	16	104,475	22
TOWNSEND	299	68,159	259	22,658	241	61,745	114	67,173	141
TRURO	300	597,774	8	22,608	244	42,981	293	51,389	294
TYNGSBOROUGH	301	90,865	180	27,249	127	69,818	72	78,680	75
TYRINGHAM	302	271,966	22	35,503	48	60,250	129	67,679	135
UPTON	303	119,076	115	34,924	52	78,595	44	89,251	46
UXBRIDGE	304	80,283	209	24,540	188	61,855	111	70,068	121
WAKEFIELD	305	114,445	125	30,369	88	66,117	86	77,834	78
WALES	306	58,054	295	21,267	278	48,906	242	51,629	291
WALPOLE	307	110,811	131	32,117	70	74,757	55	84,458	58
WALTHAM	308	125,734	99	26,364	141	54,010	177	64,595	167
WARE	309	46,879	329	18,908	319	36,875	331	45,505	330
WAREHAM	310	94,248	168	21,312	277	40,422	313	45,750	329
WARREN	311	43,117	332	17,192	339	34,583	336	39,598	342
WARWICK	312	64,800	273	19,989	305	42,083	299	45,795	328
WASHINGTON	313	72,957	238	23,610	215	54,583	172	55,357	261
WATERTOWN	314	121,740	107	33,262	60	59,764	132	67,441	137
WAYLAND	315	185,416	46	52,717	7	101,036	11	113,671	11
WEBSTER	316	53,868	311	20,410	295	38,169	322	48,898	312
WELLESLEY	317	268,806	23	52,866	6	113,686	6	134,769	5
WELLFLEET	318	507,650	10	25,712	158	43,558	290	50,990	301
WENDELL	319	50,073	324	19,701	310	43,846	287	60,147	207
WENHAM	320	140,740	80	36,812	45	90,524	22	98,004	33
WEST BOYLSTON	321	72,711	240	22,899	236	53,777	180	69,100	128
WEST BRIDGEWATER	322	114,979	124	23,701	211	55,958	159	64,815	165
WEST BROOKFIELD	323	63,559	279	21,501	274	49,722	232	58,750	229
WEST NEWBURY	324	136,656	84	35,323	50	92,828	20	99,050	30
WEST SPRINGFIELD	325	57,992	296	20,982	284	40,266	314	50,282	306
WEST STOCKBRIDGE	326	169,610	58	31,425	76	51,000	211	64,464	169
WEST TISBURY	327	669,781	7	31,021	80	54,077	176	59,514	219
WESTBOROUGH	328	148,959	73	35,063	51	73,418	59	94,610	36
WESTFIELD	329	52,068	318	20,600	290	45,240	276	55,327	262
WESTFORD	330	135,071	90	37,979	40	98,272	12	104,029	23
WESTHAMPTON	331	81,018	206	25,360	169	60,089	131	66,625	144
WESTMINSTER	332	89,267	183	24,913	177	57,755	145	61,835	192

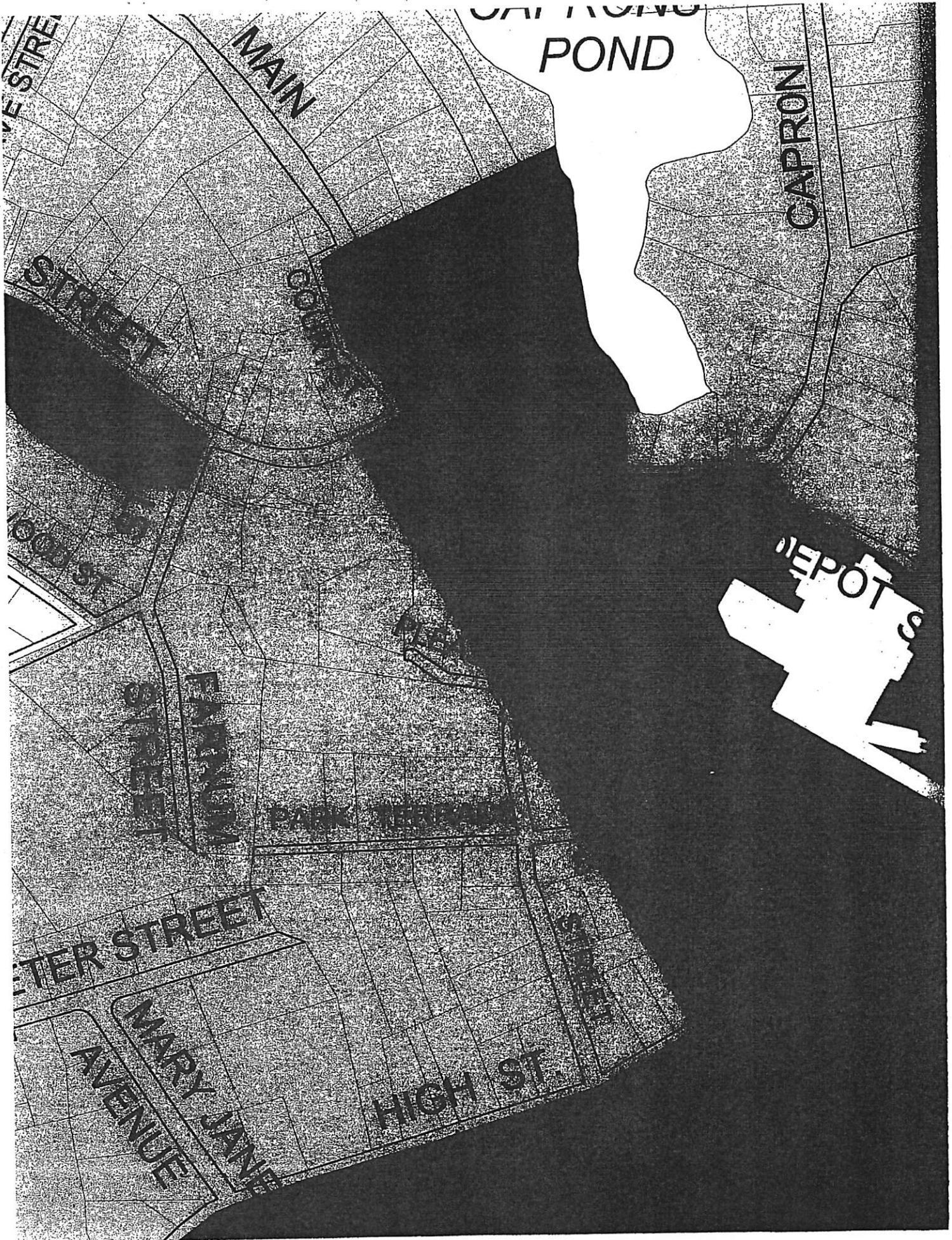
WESTON	333	332,951	17	79,640	1	153,918	1	181,041	1
WESTPORT	334	116,166	121	25,281	170	55,436	162	64,568	168
WESTWOOD	335	197,989	38	41,553	28	87,394	30	103,242	24
WEYMOUTH	336	78,923	215	24,976	174	51,665	205	64,083	173
WHATELY	337	86,284	194	27,826	114	58,929	136	66,488	147
WHITMAN	338	61,802	287	23,002	235	55,303	163	63,706	176
WILBRAHAM	339	84,204	201	29,854	93	65,014	93	73,825	98
WILLIAMSBURG	340	72,243	242	25,813	155	47,250	252	55,833	255
WILLIAMSTOWN	341	76,419	222	26,039	149	51,875	200	67,589	136
WILMINGTON	342	117,488	119	25,835	153	70,652	68	76,760	84
WINCHENDON	343	36,624	346	18,798	321	43,750	289	50,086	308
WINCHESTER	344	190,904	41	50,414	9	94,049	19	110,226	14
WINDSOR	345	75,973	226	21,794	261	51,389	209	57,500	239
WINTHROP	346	72,965	237	27,374	126	53,122	186	65,696	155
WOBURN	347	118,216	118	26,207	144	54,897	168	66,364	150
WORCESTER	348	41,679	334	18,614	327	35,623	335	42,988	337
WORTHINGTON	349	79,024	214	24,190	196	53,047	187	60,132	208
WRENTHAM	350	121,502	108	30,792	83	78,043	46	89,058	48
YARMOUTH	351	145,407	76	22,731	239	39,808	318	48,148	315

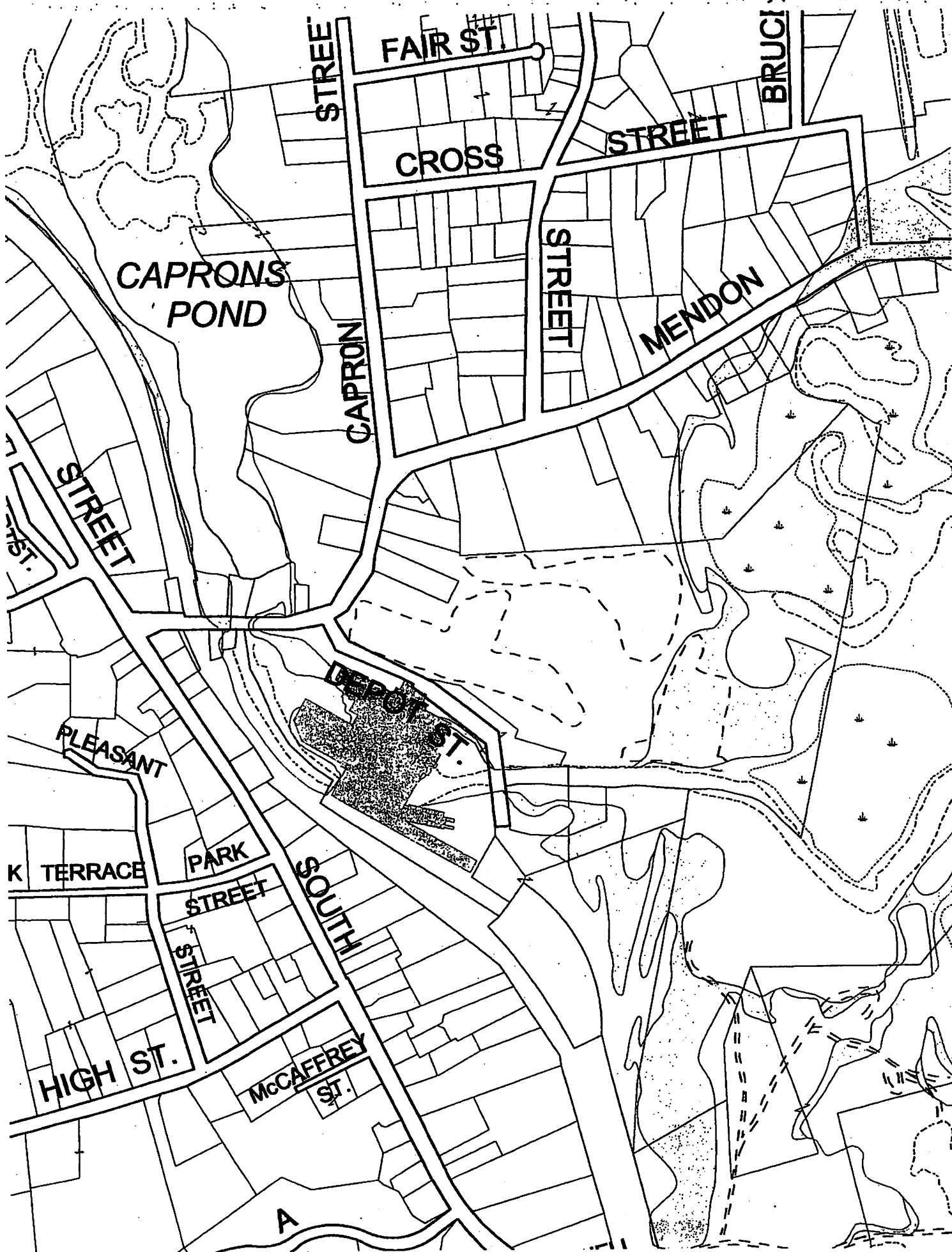
State Median

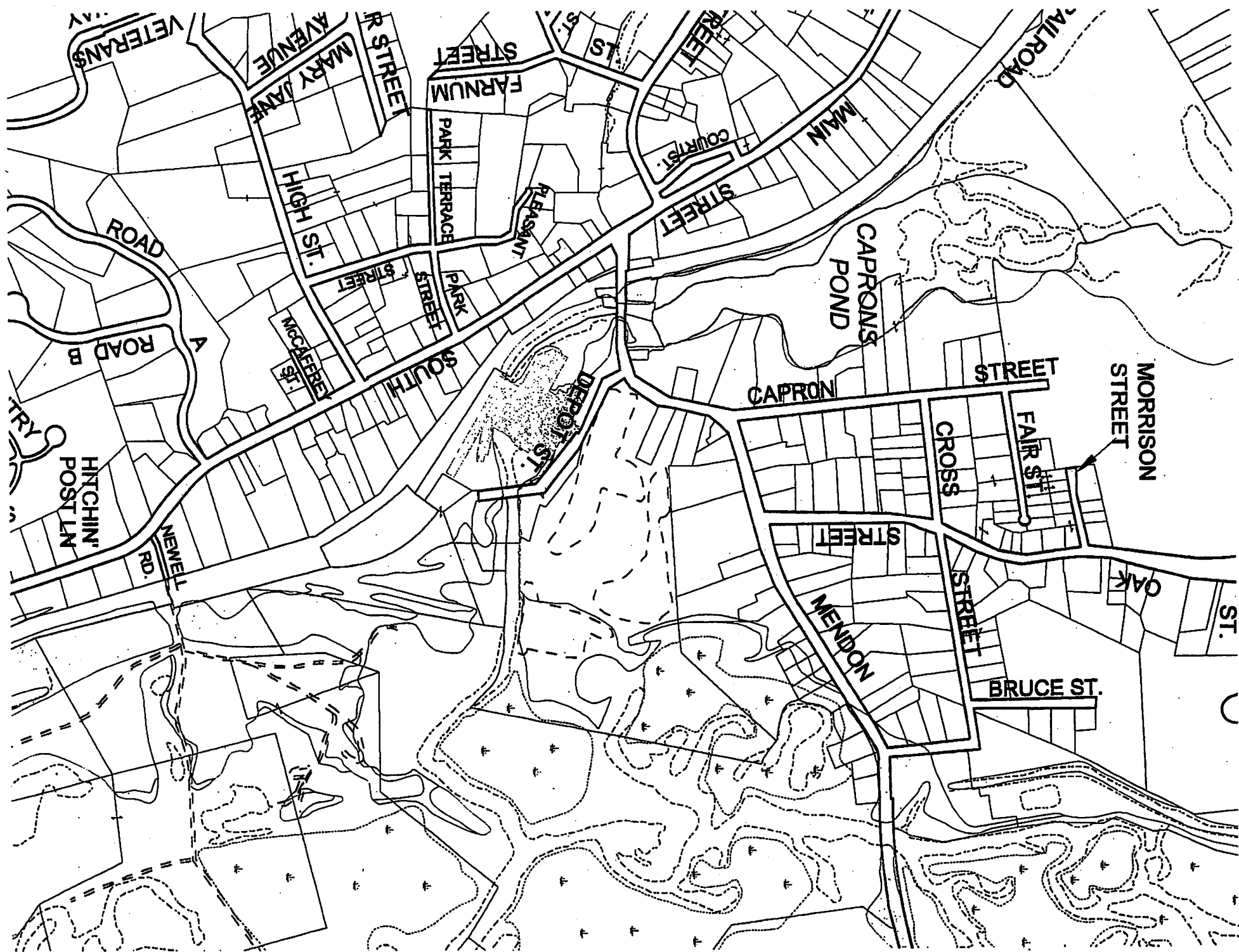
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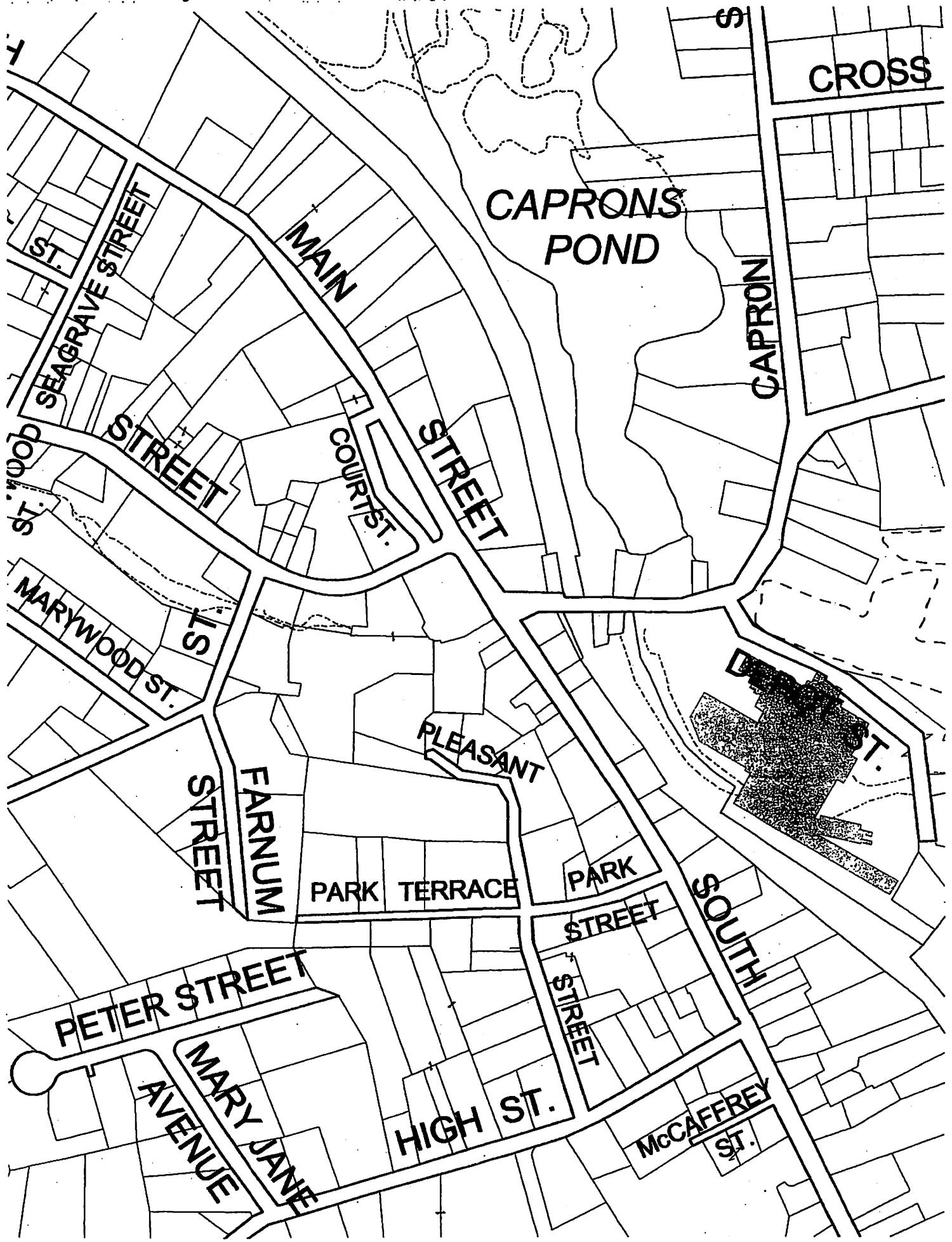
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63,706









CROSS

CAPRONS
POND

CAPRON

MAIN

COURT ST.

STREET

SEAGRAVE STREET

ST. WOOD

MARYWOOD ST.

FARNUM
STREET

PLEASANT

PARK TERRACE

PARK
STREET

SOUTH

PETER STREET

MARY JANE
AVENUE

HIGH ST.

McCAFFREY
ST.

Town of Uxbridge, MA
Downtown Housing Profile

Location	# of Housing Units
2 South Main Street	2
5 South Main Street	8
11 South Main Street	8
13 South Main Street	2
32 South Main Street	7
43 South Main Street	4
46 South Main Street	2
47 South Main Street	3
Total	36

**Town of Uxbridge, MA
Downtown Analysis**

	Strength	Weakness	Opportunity	Threat
Employment		40%	60%	
Jobs		34%	50%	16%
Demographics	34%		66%	
Income			80%	20%
Vacancy Rate	16%	33%	18%	33%
Parking		83%		17%
Transportation	20%	20%	20%	40%
Environment	66%			34%
Zoning	34%		66%	
Housing	50%	25%	25%	
Recreation	25%	50%	25%	

Employment: Town is the largest single employer. Banks and Bernat Mill complex are primary anchors in the downtown

Jobs: Bernat Mill is a potential model for development of other mills

Demographics: New people moving to town is a strength

Income: New people have more disposable income

Vacancy Rate: Low vacancy rate (5%). High core commercial turnover.

Parking: 69 units; not well-defined; location of parking.

Transportation: Lack of traffic control, high truck volume; lack of mass transportation; no linkage to mills

Environment: Past use of mills a concern; proximity to river an opportunity

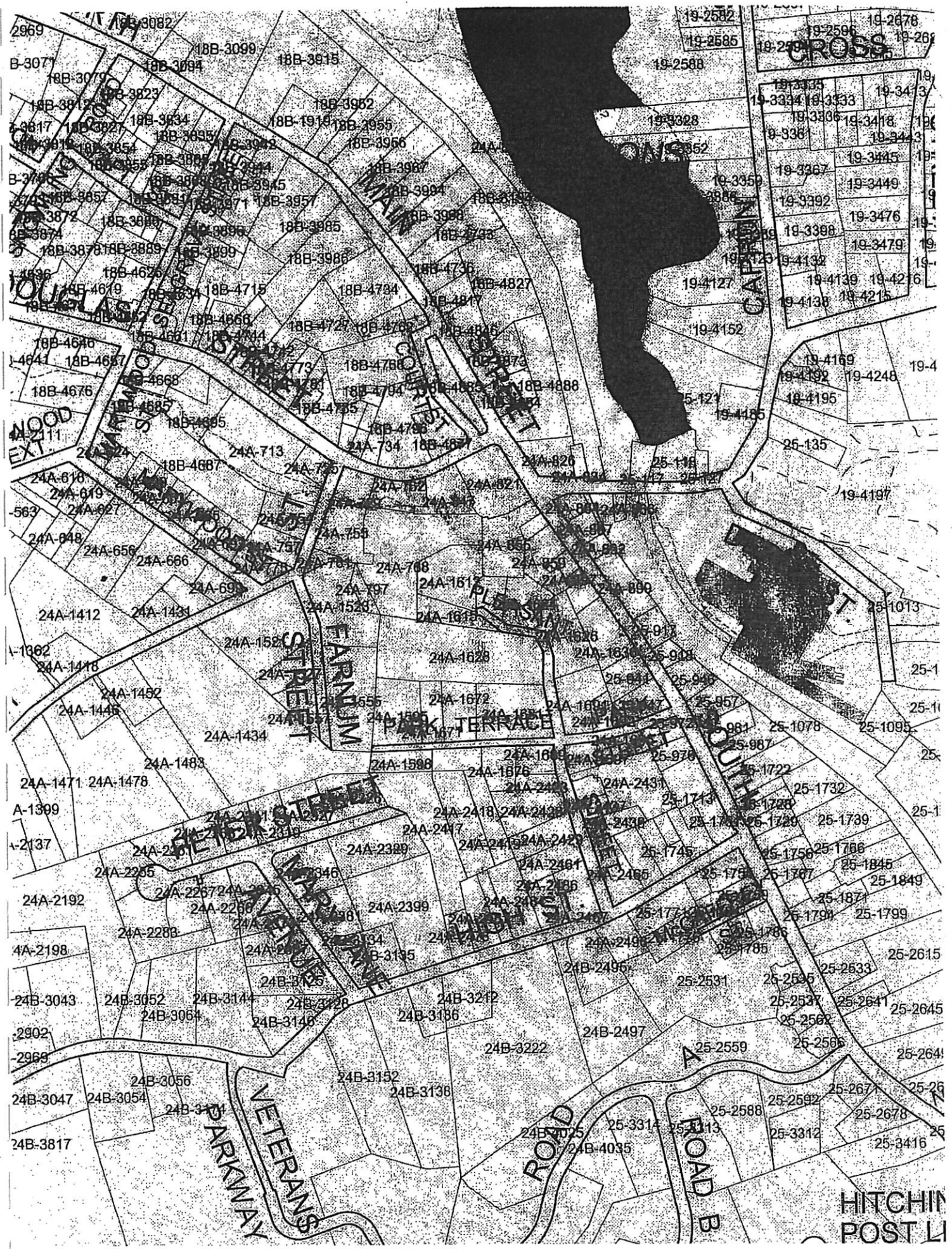
Zoning: Current zoning allows multiple use (commercial, housing)

Housing: 38 units. Overnight parking a weakness; Scarcity of affordable and/or rental housing.

Recreation: Proximity to Blackstone River Valley Heritage Corridor; Limited Chamber of Commerce support and activities; beautifying downtown to establish a "welcoming" downtown".

**Town of Uxbridge, MA
Downtown Property Values
FY 2003**

Property	Total Value
North Main Street	
1 Esper	\$219,700
6 Savers Coop	\$316,400
9 Cove Realty	\$435,300
15 Town of Uxbridge	\$909,800
20 Town of Uxbridge	\$63,400
21 Unitarian Church	\$325,800
25 Ux. Savings Bank	\$710,200
33 D.A.R	\$45,900
62 Carob-Tree	\$117,000
Court Street	
2 Glas	\$175,900
6 Jason	\$180,200
8 Church	\$269,600
16 AT&T	\$163,000
20 Lodge	\$44,400
South Main Street	
2 AKA Monster	\$309,200
3 Saver's Coop.	\$180,500
5 Kean	\$407,800
6 Konstantinos	\$320,100
10 Savers Coop	\$41,400
11 Kean	\$231,700
13 Khariaois	\$136,300
15 Methodist Church	\$51,900
20 Savers Coop.	\$374,100
21 Town	\$1,317,700
28 Keegan	\$102,900
31 Donato	\$191,600
32 Bedard	\$293,800
36 Town	\$329,900
37 Town	\$90,900
42 Keegan	\$139,800
43 Maloney	\$144,800
46 Ajac	\$251,400
47 Johnson	\$131,300
50 Foley	\$188,500
53 Smith	\$180,000
56 White	\$141,700
60 Grant	\$128,900
Total Value	\$9,642,900



HITCHIN
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Uxbridge Community Development Plan

Section 6 – Transportation

(Prepared by the BETA Group Inc., June 2004)

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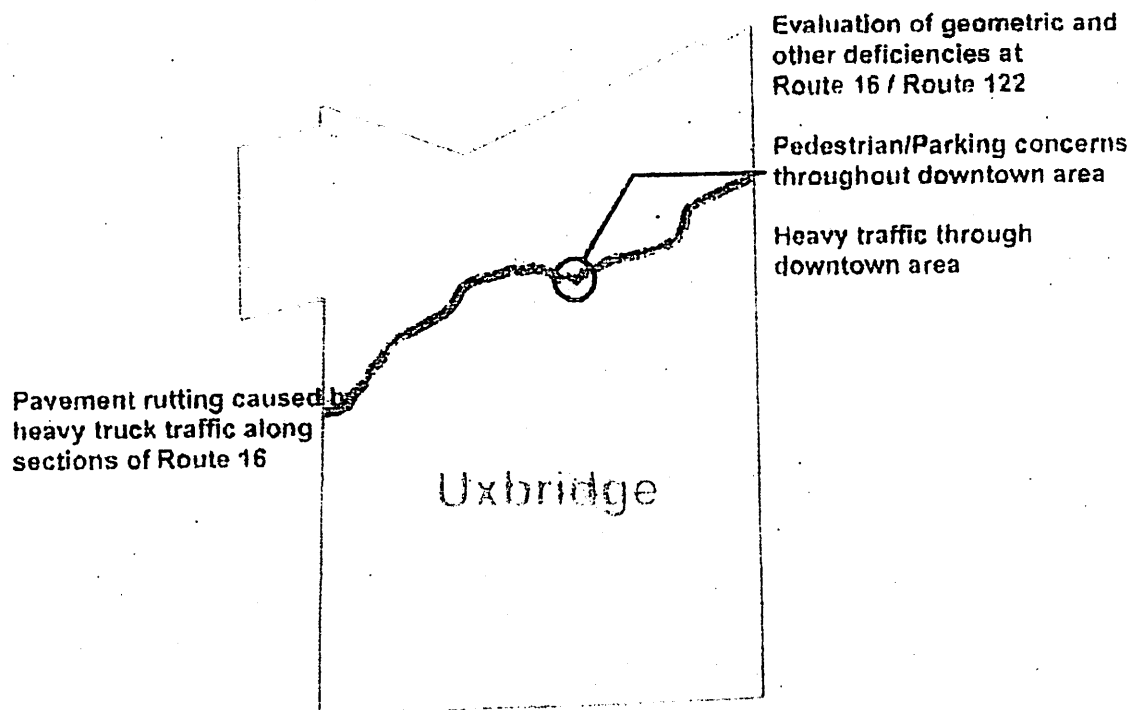
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Transportation

Introduction

This document is part of a Community Development Plan funded under Executive Order 418. EO-418 establishes a planning process that includes open space and recreation, economic development, housing and transportation elements. This section of the Comprehensive Plan focuses on the transportation conditions in the town of Uxbridge and works to establish goals, make recommendations and provide action plans which will serve as a base for future transportation work within the town.

Under guidelines established by the EO-418 program, this section contains information on both existing and future conditions. Based on input and scope of services development with the town of Uxbridge and the Central Massachusetts Regional Planning Commission (CMRPC), the consultant, BETA Group, Inc. was directed to focus on the elements, shown below:



CMRPC is currently working on the *Blackstone Valley Corridor Planning Study* which is in response to indications that congestion is increasingly restricting movements within the CMRPC region. Much of the study's long range planning involves a transportation model which includes the town of Uxbridge and ten other towns within the Blackstone Valley. Information from the existing and future build-out conditions of the *Blackstone Valley Corridor Planning Study* has been used in this document.

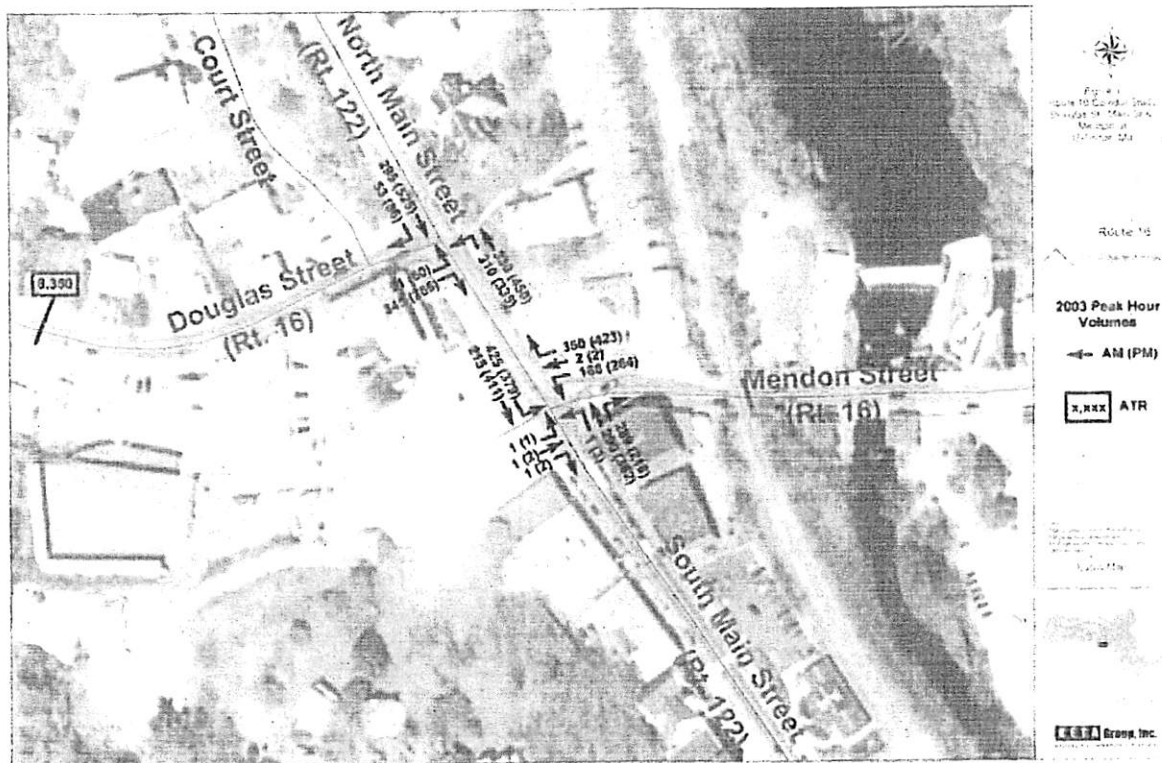
1. EXISTING TRANSPORTATION CONDITIONS

Existing Volumes

Traffic data was recorded in late June and early July of 2003. The data collection process focused on the study intersection of Route 16 and Route 122. This signalized intersection is in actuality two intersections spaced closely together and controlled by the same controller. A seven day speed, volume and classification ATR (automatic traffic recorder) was placed west of the intersection on Route 16 to acquire

volumes, speeds and vehicle classification. The 2003 ATR recorded 8,350 vehicles/day with an average speed of 25 mph comprised of 11% heavy vehicles. The average speed is low due to the placement of the ATR in close proximity to the study intersection and a horizontal curve, it is not indicative of average operating speeds elsewhere on Route 16 in Uxbridge.

In addition, a turning movement count (TMC) was performed at the study intersection for both the AM peak (6-10AM) and PM peak (3-7PM) to determine the flow pattern of traffic through the intersection. Furthermore, the origins and destinations of all vehicles passing through the intersection were observed. During the peak periods, approximately 90% of vehicles traveling eastbound on Route 16, continued along Route 16 and approximately 60% of all vehicles traveling westbound on Route 16, continued along Route 16. Because of the geometry of the offset intersections, vehicles remaining on Route 16 must make two turns, one right and one left. The figure below shows the average daily traffic (ADT) along with the turning movement count at the intersection.



In addition to the volumes collected by BETA, the CMRPC also provided historical traffic count information. This data is useful for comparison purposes and determining growth rates over the past two decades. Table 1 shows a summary of the traffic count information available from CMRPC for Uxbridge.

Table 1 Traffic Count Information Provided by CMRPC

Date	Street/Highway	Location	Direction	NB/EB	SB/WB	Total
08/19/99	Blackstone St	N of Route 122 (Millville Rd)	NB	661	666	1327
08/12/99	East St	E of Blackstone St	EB	466	467	933
10/07/02	Fisher St	At Millville TL	EB	135	123	258
08/19/97	Hartford Ave	Between Rt 146 and North Uxbridge	EB	2165	2179	4344
04/27/87	Hartford Ave	E of Route 122 (N Main St)	EB	2270	2256	4526

Date	Street/Highway	Location	Direction	NB/EB	SB/WB	Total
11/04/96	Hartford Ave	E of Route 122 (N Main St)	EB	3832	3611	7443
08/17/99	Hartford Ave	E of Route 122 (N Main St)	EB	3489	3726	7215
07/15/02	Hartford Ave	E of Route 122 (N Main St)	EB	3581	3457	7038
05/15/90	Hartford Ave	W of Route 122 (N Main St)	EB	2603	2429	5032
11/04/96	Hartford Ave	W of Route 122 (N Main St)	EB	2999	2686	5685
08/17/99	Hartford Ave	W of Route 122 (N Main St)	EB	2986	3105	6091
07/15/02	Hartford Ave	W of Route 122 (N Main St)	EB	4469	3963	8432
08/04/87	Hartford Ave	W of Route 146 (Providence Pike)	EB	1450	1414	2864
10/09/86	Lackey Dam Rd	At Douglas TL	NB	2599	2630	5229
04/12/89	Lackey Dam Rd	At Douglas TL	NB	2771	2711	5482
05/10/90	Lackey Dam Rd	At Douglas TL	NB	2824	2831	5655
09/17/91	Lackey Dam Rd	At Douglas TL	NB	2905	2815	5720
08/20/92	Lackey Dam Rd	At Douglas TL	NB	3113	3092	6205
08/01/95	Lackey Dam Rd	At Douglas TL	NB	3514	3449	6963
08/17/99	Lackey Dam Rd	At Douglas TL	NB	4172	3868	8040
06/05/01	Lackey Dam Rd	At Douglas TL	NB	4620	4450	9070
09/17/91	Lackey Dam Rd	N of Route 146 (Providence Pike)	NB	1735	2431	4166
08/17/99	Lackey Dam Rd	N of Route 146 (Providence Pike)	NB	2616	2486	5102
09/02/02	Lackey Dam Rd	N of Route 146 (Providence Pike)	NB	2820	2921	5741
10/14/02	River Rd	At Millville TL	EB	755	721	1476
07/24/85	Route 122 (Main St)	Btwn Route 16 (Douglas St & Mendon St)	NB	7387	6053	13440
07/23/96	Route 122 (Main St)	Btwn Route 16 (Douglas St & Mendon St)	NB	8365	9400	17765
11/04/92	Route 122 (Millville Rd)	At Millville TL	NB	1231	1095	2326
10/31/95	Route 122 (Millville Rd)	At Millville TL	NB	1273	1302	2575
07/23/96	Route 122 (Millville Rd)	At Millville TL	NB	1201	1241	2442
08/19/99	Route 122 (Millville Rd)	At Millville TL	NB	1388	1443	2831
10/14/02	Route 122 (Millville Rd)	At Millville TL	NB	1171	1198	2369
07/23/96	Route 122 (N Main St)	At Northbridge TL	NB	5567	5643	11210
08/16/99	Route 122 (N Main St)	At Northbridge TL	NB	6250	6117	12367
08/12/02	Route 122 (N Main St)	At Northbridge TL	NB	6091	5314	11405
07/18/85	Route 122 (N Main St)	N of Route 16 (Douglas St)	NB	5416	5786	11202
08/01/95	Route 122 (N Main St)	N of Route 16 (Douglas St)	NB	5387	5388	10775
08/19/99	Route 122 (N Main St)	N of Route 16 (Douglas St)	NB	5862	6603	12465
09/09/02	Route 122 (N Main St)	N of Route 16 (Douglas St)	NB	5622	5769	11391
04/27/87	Route 122 (N Main St)	S of Hartford Ave	NB	5402	4950	10352
09/27/90	Route 122 (N Main St)	S of Hartford Ave	NB	5388	5680	11068
08/01/95	Route 122 (N Main St)	S of Hartford Ave	NB	5273	5695	10968
08/12/02	Route 122 (N Main St)	S of Hartford Ave	NB	5699	5704	11403
07/23/96	Route 122 (N Main St)	S of Rivulet St	NB	6727	6765	13492
04/26/88	Route 122 (S Main St)	S of High St	NB	4541	4745	9286
05/15/90	Route 122 (S Main St)	S of High St	NB	4394	4347	8741
08/19/99	Route 122 (S Main St)	S of High St	NB	5371	5710	11081
09/09/02	Route 122 (S Main St)	S of High St	NB	5497	5169	10666
11/02/95	Route 122 (S Main St)	S of Route 146A (Quaker Hwy)	NB	1606	1555	3161
07/25/85	Route 122 (S Main St)	S of Route 16 (Mendon St)	NB	4321	4413	8734
11/02/95	Route 122 (S Main St)	S of Route 16 (Mendon St)	NB	5191	5446	10637
06/25/91	Route 146 (Providence Pike)	N of Route 98 (Aldrich St)	NB	6963	7065	14028

Date	Street/Highway	Location	Direction	NB/EB	SB/WB	Total
09/17/91	Route 146 (Providence Pike)	S of Lackey Dam Rd	NB	7381	7544	14925
11/04/86	Route 146 (Providence Pike)	S of Mill St	NB	7254	6942	14196
05/05/87	Route 146 (Providence Pike)	S of Mill St	NB	6170	5657	11827
11/04/86	Route 146 (Providence Pike)	S of Route 146A (Quaker Hwy)	NB	5786	5430	11216
02/20/92	Route 146 (Providence Pike)	S of Route 146A (Quaker Hwy)	NB	8177	8502	16679
09/12/91	Route 146 (Providence Pike)	S of Route 16 (Douglas St)	NB	7827	7820	15647
02/20/92	Route 146 (Providence Pike)	S of Route 16 (Douglas St)	NB	7883	9383	17266
06/11/91	Route 146A (Quaker Hwy)	At Rhode Island SL	NB	2304	2013	4317
09/09/02	Route 146A (Quaker Hwy)	At Rhode Island SL	NB	1788	1943	3731
07/23/85	Route 146A (Quaker Hwy)	S of Route 122 (S Main St)	NB	2876	2785	5661
05/15/90	Route 146A (Quaker Hwy)	S of Route 122 (S Main St)	NB	3182	3019	6201
08/19/99	Route 146A (Quaker Hwy)	S of Route 122 (S Main St)	NB	3882	3432	7314
08/12/02	Route 146A (Quaker Hwy)	S of Route 122 (S Main St)	NB	4214	3564	7778
04/12/88	Route 16 (Douglas St)	At Douglas TL	EB	1557	1594	3151
05/10/90	Route 16 (Douglas St)	At Douglas TL	EB	1699	1681	3380
08/19/97	Route 16 (Douglas St)	Between Rt 146 and Rt 122	EB	3812	3841	7653
10/15/87	Route 16 (Douglas St)	E of Cross Rd (Clarke St)	EB	2546	2600	5146
04/26/88	Route 16 (Douglas St)	E of Cross Rd (Clarke St)	EB	2558	2732	5290
05/08/90	Route 16 (Douglas St)	E of Cross Rd (Clarke St)	EB	2736	2809	5545
08/17/99	Route 16 (Douglas St)	E of Cross Rd (Clarke St)	EB	3442	3702	7144
09/09/02	Route 16 (Douglas St)	E of Cross Rd (Clarke St)	EB	3276	3452	6728
09/12/91	Route 16 (Douglas St)	E of Route 146 (Providence Pike)	EB	2394	3013	5407
11/12/96	Route 16 (Douglas St)	E of Route 146 (Providence Pike)	EB	2745	2564	5309
09/09/02	Route 16 (Douglas St)	E of Route 146 (Providence Pike)	EB	3363	3504	6867
07/18/85	Route 16 (Douglas St)	W of Route 122 (N Main St)	EB	3206	2889	6095
05/15/90	Route 16 (Douglas St)	W of Route 122 (N Main St)	EB	3116	3246	6362
11/12/96	Route 16 (Douglas St)	W of Route 122 (N Main St)	EB	3412	2969	6381
09/12/91	Route 16 (Douglas St)	W of Route 146 (Providence Pike)	EB	2122	2094	4216
10/25/01	Route 16 (Douglas St)	W of Route 146 (Providence Pike)	EB	1469	3114	4583
07/22/99	Route 16 (Mendon St)	At Mendon TL	EB	5161	5369	10530
10/07/02	Route 16 (Mendon St)	At Mendon TL	EB	4825	4777	9602
04/28/87	Route 16 (Mendon St)	E of Route 122 (S Main St)	EB	6052	6512	12564
09/25/90	Route 16 (Mendon St)	E of Route 122 (S Main St)	EB	5157	6204	11361
08/17/99	Route 16 (Mendon St)	E of Route 122 (S Main St)	EB	6619	5743	12362
09/09/02	Route 16 (Mendon St)	E of Route 122 (S Main St)	EB	7111	6115	13226
08/19/97	Route 98 (Aldrich St)	Between Rhode Island SL and Rt 146	NB	295	257	552
08/17/99	Route 98 (Aldrich St)	W of Route 146A (Quaker Hwy)	EB	1614	1558	3172
06/27/91	Route 98 (Sherman Rd)	At Rhode Island SL	NB	1043	968	2011
08/12/02	Route 98 (Sherman Rd)	At Rhode Island SL	NB	821	736	1557
09/25/84	W River Rd	N of Route 16 (Mendon St)	NB	280	334	614

Source: Central Massachusetts Regional Planning Commission

Route 16 runs in a general east-west direction from Route 395 in Webster to beyond Route 495, a distance of well over 10 miles. It is the only State-numbered highway running east-west in this area. Within Uxbridge, Hartford Avenue runs parallel to Route 16, approximately one mile to the north. Based on the CMRPC volumes, the volumes on Hartford Avenue and Douglas Road (Route 16), west of Route 122, are very similar. However, east of Route 122, the volumes along Route 16 (Mendon Street) are significantly higher than on Hartford Avenue.

Truck Traffic

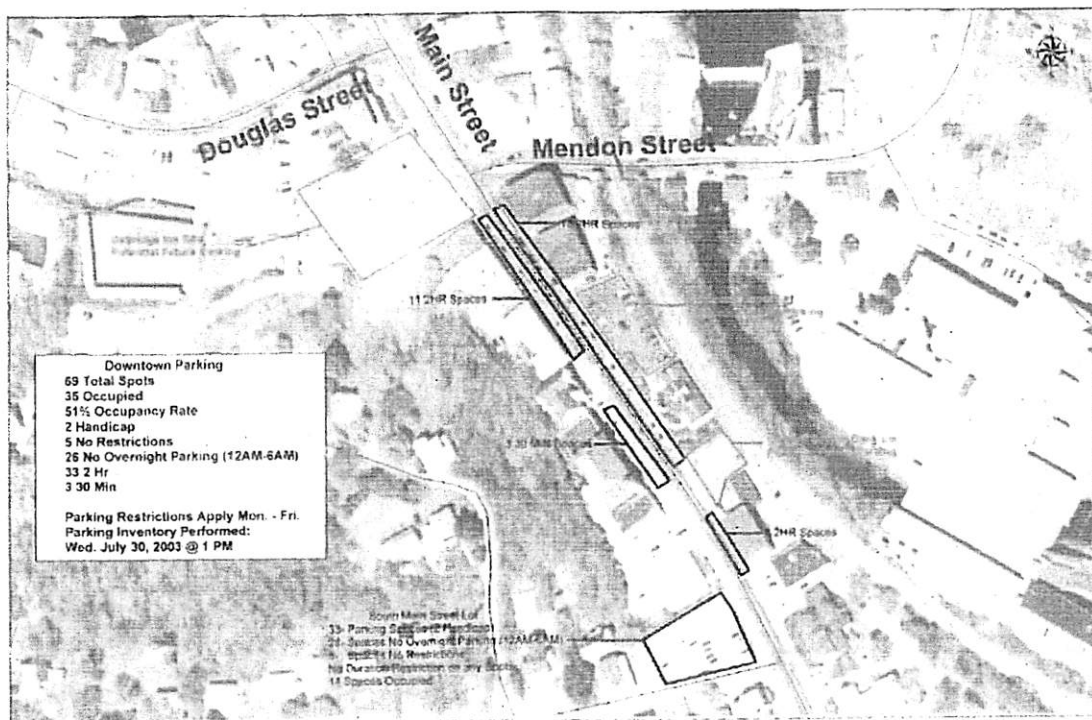
Truck traffic is relatively high, as this is an intersection of principle east/west and north south arterials servicing the area. The percentage of heavy vehicles on Route 16, determined by the ATR, is 11% over the course of an average weekday. Based on the manual turning movement counts the morning peak hour has a higher percentage of heavy truck traffic than does the evening peak hour (about a 3:2 ratio). Observations were made midday as well and the amount of truck traffic was sizable. Trucks traveling on Route 16 entering the intersection tend to stay on Route 16 leaving the intersection. At locations with restricted or tight geometry, this high level of truck activity has impacts on the overall traffic flow operation. This will be discussed later in this report.

Pedestrian Accommodation

Pedestrian activity within and around the study intersection is of concern because the intersection is located within the downtown area. Based on discussions, generated for the Economic Development component of the EO-418 study, it is desirous for this intersection to be pedestrian friendly as a draw to the downtown businesses. The level of pedestrian traffic within the intersection is relatively low, as most pedestrians cross the street midblock on South Main Street where the downtown businesses are located. There are pedestrian push-buttons to activate an exclusive pedestrian phase for pedestrians crossing within the intersection. At the time of our counts and observations, the pedestrian indication in the southwestern side of South Main Street was rotated and not visible to pedestrians attempting to cross the street). In addition, there are two crosswalks, located 75 and 150 yards south of the intersection on South Main Street (Route 122), the latter of which has a pedestrian signal activated by a push-button for crossing. Most of the observed pedestrian activity occurred between parked car and businesses within the downtown.

Downtown Parking Activity

In discussing the Economic Development component to EO-418, the town officials have indicated that convenient and adequate parking is a concern in the downtown area and is a necessary component to economic development. To investigate this concern a parking inventory was performed. On-street municipal parking is provided on South Main Street from Mendon Street south through the downtown area. These 36 spaces provide 2-hour parking with the exception of three 30-minute parking spaces immediately adjacent to the town hall. There is a municipal lot located adjacent to the fire station just south of the downtown area on South Main Street. This lot contains 26 spaces with no time limit other than prohibiting overnight parking (12AM – 6 AM). There are an additional 5 spaces that have no time limit but do allow overnight parking. In addition, there are 2 handicap spaces. This totals 69 parking spaces. At the time of the parking inventory (1:00 PM on Wednesday July 30, 2003) 35 spaces were occupied for a 51% occupancy rate. In addition to these spaces additional parking is available in private parking areas, such as Savers Bank and the soon to be redeveloped Uxbridge Inn site. Just north of the Route 16/Route 122 intersection, technically out of the study area for this project, is the Uxbridge public library. Currently the library leases 22 spaces from the Unibank site adjacent to the library, however plans to expand the bank dictate recalling some of these spaces. On street parking is also available in front of the library but the concern is that the remaining spaces combined with the on-street parking will not be enough to accommodate library patrons. The library is interested in an evaluation of the need for additional dedicated library parking spaces.



Crash Records

In order to evaluate the safety of the Route 16/Route 122 intersection, crash records were compiled and evaluated. Records were obtained from the MassHighway database, which provides information on type and severity of crashes throughout the state. The 1999-2001 crash records were evaluated for crashes that occur at the study intersection and are summarized in Table 2. This intersection averages more than six crashes per year, the calculated crash rate is lower than both the state and district average, although the reader should be cautioned that the crash rate was determined by assuming one intersection (rather than two) and including only the external volumes approaching the intersection.

Table 2 Intersection Crash Data Summary 1999-2001 at Route 16 / Route 122

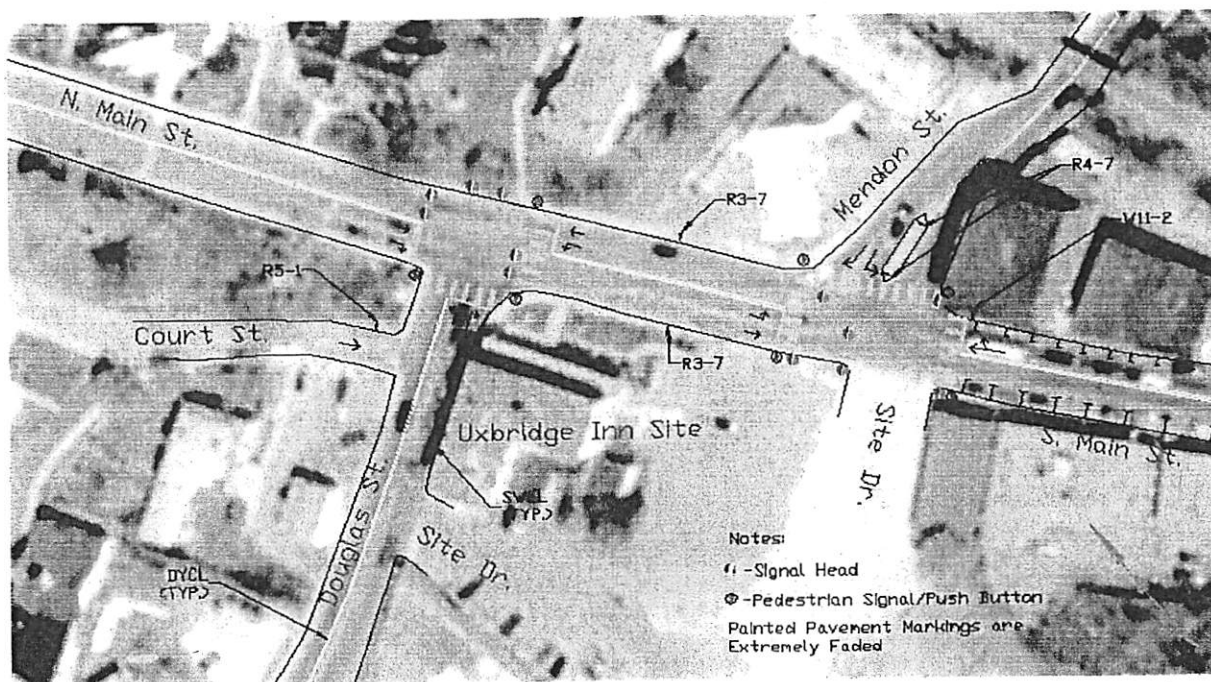
	Totals	Angle	Rear End	Head On	Other/ Unknown	Property	Injury	Fatality	Crash Rate
1999	9	4	4	0	1	8	1	0	0.70*
2000	6	5	0	0	1	3	3	0	
2001	4	1	2	0	1	1	3	0	
Total	19	10	6	0	3	12	7	0	
Statewide Average Crash Rates: Signalized = 0.87, Unsignalized = 0.66 District 3 Average Crash Rates: Signalized = 0.83, Unsignalized = 0.80 *The crash rate was calculated by assuming one intersection and using the external volumes. This may not be a fair representation of one intersection since it is actually two offset intersections.									

Source: Massachusetts Highway Department

Roadway and Intersection Geometric and Operating Conditions

Route 16 traverses the entire town of Uxbridge. Speed limits are clearly marked and range from 25 mph (at the Route 16/Route 122 intersection) to 40 mph. Grades along the corridor are relatively flat and do not effect vehicle operations.

Pavement condition along the corridor varies from poor to good. West of the intersection to the Douglas town line much of the pavement is in good condition, east of the intersection to the Mendon town line pavement conditions range from adequate to poor. At its worst the pavement has large amounts of patching and moderate to severe linear and alligator cracks. The town is planning to resurface the stretch of roadway from the study intersection to Blackstone Street in the near future. As stated earlier the intersection of Route 16 and Route 122 is actually two closely-spaced signalized intersections running on the same controller, North Main Street /Douglas Street and South Main Street /Mendon Street. Several years ago, the intersections were studied and the coordination was optimized. The figure below is a schematic of the current intersection geometry.



The intersection of Route 16 and Route 122 experiences a large percentage of trucks. The current intersection geometry makes truck turning movements difficult to complete. For instance a large tractor trailer (WB-50) making a right turn from Route 122 north onto Mendon Street must exercise skill in completing the tight turn so as not to encroach on opposing traffic. Other turns within the intersection are also tight. If a truck miscalculates its approach into the intersection it may have to stop and realign itself, causing an increased period of delay for other vehicles wishing to enter the intersection. Concern has also been expressed about trucks traveling on Route 16 not having enough clearance to pass under the railroad bridge, just east of the intersection.

Existing Roadway and Intersection Capacity Analysis

As stated earlier, the Route 16/Route 122 intersection consists of two closely spaced intersections operating on the same controller. The timing was established to minimize the internal queues and optimize coordination while maximizing the operating efficiency of each intersection. At the Mendon Street/South Main Street intersection there is also a site drive to the west of Route 122, just opposite Mendon Street that

is not under traffic signal control. This site drive experiences little activity (less than 10 vehicles per hour) and is mostly used by trucks exiting the lumber store. However, there are plans to redevelop the adjacent, now vacant, Uxbridge Inn into a bank/office/restaurant. Development plans call for signalizing the site drive and increasing vehicular activity on this approach. The site-related traffic for this proposed development will be included in the future 2025 conditions and will be discussed in greater detail later in this report.

In order to evaluate the intersection, a level of service (LOS) analysis was performed for the study intersections using the Synchro software, a standard analysis tool in the transportation industry. The methodology from the *Highway Capacity Manual* (HCM)¹, for signalized levels of service (A-F) was used and is based solely on calculated average delay. The program also provides detailed queuing results (both average and 95th percentile). The LOS results for the intersection are summarized in the table below. During the traffic counts, vehicle queues and delays were recorded on the approaches as a way to verify the results of the Synchro model. It should be noted that due to the length of the queues on the northbound and westbound approaches the delays could not be accurately recorded but certainly appear to be longer than those based on the Synchro results. A summary of the field measured data is included in the table as well. The Synchro model does not reflect the tight geometry and the turning difficulty for trucks. Therefore the observed delay and queues were longer than the computer results.

Table 3 Existing Operation of the Douglas Street / North Main Street (Northern) Intersection

Approach	LOS	AM Peak Hour				LOS	PM Peak Hour			
		Computer Delay	Observed Delay (resulting LOS)	Computer 95% Queue	Observed max. Queue		Computer Delay	Observed Delay (resulting LOS)	Computer 95% Queue	Observed max. Queue
Route 16 (Douglas St.) Eastbound left	D	35.2	24.8 (C)	3	6	D	42.4	41.1 (D)	4	2
Route 16 (Douglas St.) Eastbound right	A	1.5	15.0 (B)	1	3	A	3.6	20.5 (C)	2	7
Route 122 (N. Main St.) Southbound	B	15.6	11.1	5	6	B	15.4	12.7	6	8
Route 16/122 Northbound through	A	2.4	14.4 (B)	m	m	A	2.2	16.7 (B)	m	m
Route 16/122 Northbound right	A	2.1	14.6 (B)			A	1.4	12.2 (B)		

Delay is in seconds and queue is in number of vehicles
m = queue metered by upstream signal
* = queue extends beyond line of sight therefore observed queues and delays are unavailable
**= the two lane approach narrows to one lane after stacking approximately 5 vehicles. During the peak hours, the queue extended well beyond the stacking lane making it impossible to measure queue length and delay specific to the right turn only.

¹ *Highway Capacity Manual*; Transportation Research Board, 2000

Table 4 Existing Operation of the Mendon Street / South Main Street (Southern) Intersection

Approach	LOS	AM Peak Hour				LOS	PM Peak Hour			
		Computer Delay	Observed Delay (resulting LOS)	Computer 95% Queue	Observed max. Queue		Computer Delay	Observed Delay (resulting LOS)	Computer 95% Queue	Observed max. Queue
Route 16 (Mendon St.) Westbound left	F	94.8	*	12	*	E	59.2	*	16	*
Route 16 (Mendon St.) Westbound right	A	1.5	**	2	**	A	4.1	**	5	**
Route 122 (S. Main St.) Northbound	E	67.1	*	31	*	C	29.6	*	26	*
Route 16/122 Southbound	B	17.7	11.8	m	m	D	39.1	12.9 (B)	m	m
	A	3.3	3.3			A	5.7	8.7		

Delay is in seconds and queue is in number of vehicles
m = queue metered by upstream signal
* = queue extends beyond line of sight therefore observed queues and delays are unavailable
**= the two lane approach narrows to one lane after stacking approximately 5 vehicles. During the peak hours, the queue extended well beyond the stacking lane making it impossible to measure queue length and delay specific to the right turn only.

2. 2025 TRAFFIC VOLUMES

Development of Future Year Volumes

The CMRPC corridor study evaluated a future condition of 2025. To be consistent with the regional corridor study, a future year condition of 2025 was selected. The CMRPC model contains networks for both existing and 2025 future traffic volumes. The rate of growth between the two networks was used to increase the 2003 traffic conditions to 2025 conditions. The increase in volume at the Route 16 / Route 122 intersection, according to the CMRPC model, ranged from 15% to 69% between 2000 and 2025. The Douglas Street / North Main Street intersection experiences a much higher growth over the 25 year period than does Mendon Street / South Main St. The growth rate on various links within the model is not uniform because the model factors in specific potential development locations. Relative to the growth projections for employees, residents and housing units, increases, as used in the model appear reasonable.

Table 5 Changes in Employees and Population in Uxbridge and in Region

Measure	Area	2000	2025	% Change
Population	Town of Uxbridge	11,156	15,723	40.9%
	Blackstone Valley Region	95,674	127,860	33.6%
Employees	Town of Uxbridge	2,871	3,356	16.9%
	Blackstone Valley Region	24,484	27,256	11.3%
Municipal Housing Units	Town of Uxbridge	3,988	5,882	47.5%
	Blackstone Valley Region	35,433	48,916	38.1%

Source: CMRPC – 2003 Regional Transportation Plan Interim Update

2025 Future Traffic Volumes

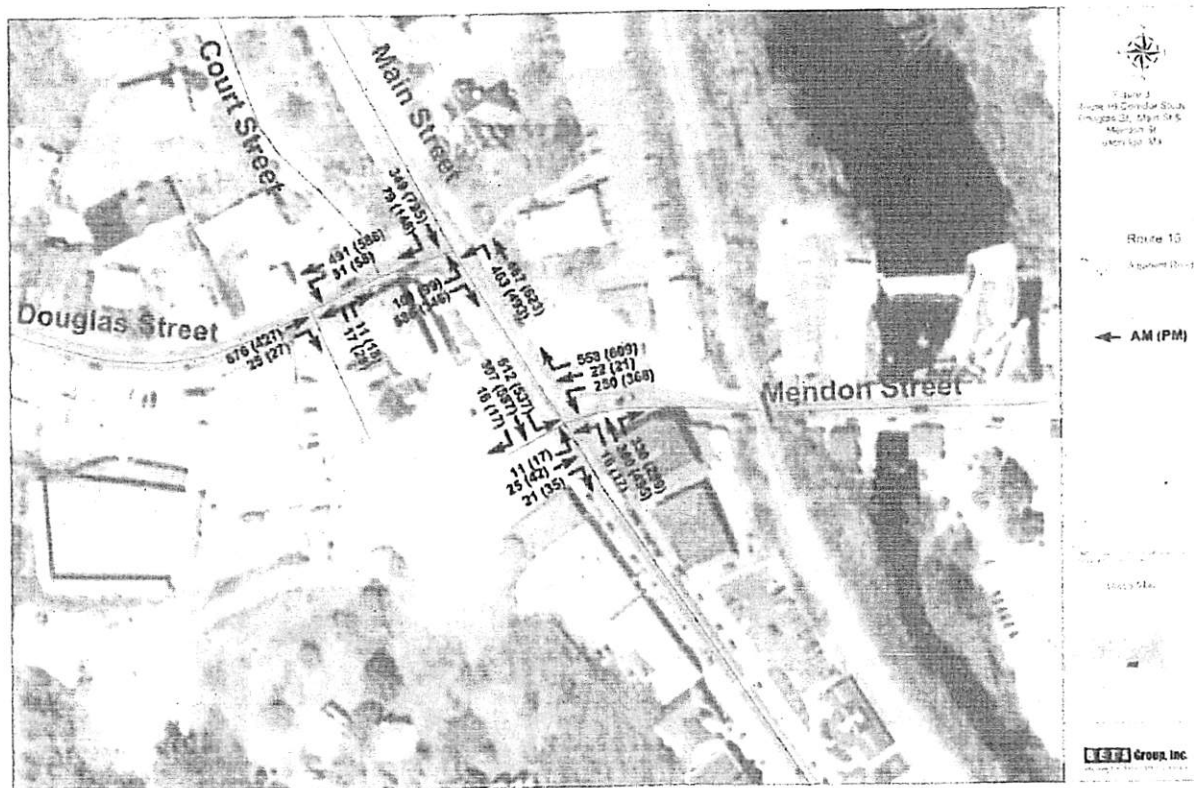
The projected 2025 traffic volumes at Route 16 / Route 122 were determined by applying the rate of change between the two CMRPC traffic models for existing conditions and 2025 future conditions to the turning movement volumes recently collected at this intersection. Table 6 shows the existing conditions, the growth rate applied to each movement (determined from the CMRPC model) and the resulting 2025 volumes. To this, the projected Uxbridge Inn redevelopment site-related trips were added to the network. The site-related trips were based on the Traffic Impact Assessment for Savers Bank Renovation², details of the calculation are included in the Appendix. Two site drives are presumed to be provided, one is via an unsignalized intersection on Douglas Street, just west of the intersection and the second is via a signalized site drive, creating the fourth leg to the South Main Street / Mendon Street intersection, just opposite Mendon Street. The trip assignment was based on conversations with the town to determine the access/egress scheme for the redevelopment.

Table 6 Route 16 / Route 122 Intersection Existing and 2025 Future Volumes with Associated Growth Rates

Movement	2003 AM Existing Volumes	2003 PM Existing Volumes	Total % Change AM	Total % Change PM	2025 AM Future Conditions Volumes	2025 PM Future Conditions Volumes
Douglas St Left to N. Main St	51	60	77.0%	34.9%	90	81
Douglas St Right to S Main St	345	265			586	346
N Main St Straight to S Main St	295	525	19.0%	52.1%	333	778
N Main St Right to Douglas St	53	86			63	131
S Main St Left to Douglas St	310	335	42.7%	35.1%	428	455
S Main St Straight to N Main St	330	450			456	612
S Main St Left to Mendon St	425	379	37.0%	38.4%	612	537
S Main St Straight to S Main St SB	215	411			307	587
S Main St Straight to S Main St NB	290	362	14.4%	32.7%	344	478
S Main St Right to Mendon St	289	218			330	289
Mendon St Left to S Main St	166	264	50.5%	39.6%	250	368
Mendon St Right to N Main St	350	423			539	588

The following figure illustrates the 2025 AM and PM peak hour volumes that were used to analyze future conditions including the site-specific traffic from the redevelopment of the Uxbridge Inn.

² Traffic Impact Assessment for Savers Bank Renovation, Gillon Associates, June 2003



2025 Future Traffic Conditions

A LOS analysis was performed on the intersection under 2025 conditions using the Synchro software. The following table summarizes the future condition, based on the Synchro analysis. As can be seen, the operation of the intersection will degrade considerably. During both peak hours the southern intersection will operate deficiently and the westbound left turn approach will fail, as well as the northbound approach during the AM peak hour.

Table 7 Route 16 / Route 122 Intersection Future 2025 LOS Conditions

Approach	AM Peak Hour			PM Peak Hour		
	LOS	Delay	95 th %ile Queue	LOS	Delay	95 th %ile Queue
Overall Northern Intersection	B	10.8	-	B	13.6	-
Overall Southern Intersection	F	89.0	-	E	72.2	-
Route 16 (Douglas St.) Eastbound	B	13.0	17	C	20.9	14
Route 122 (N. Main St.) Southbound	C	22.0	6	B	17.2	11
Route 16/122 Northbound	A	4.0	m	A	7.7	M
Route 16 (Mendon St.) Westbound	F	91.2	23	F	133.3	39
Route 122 (S. Main St.) Northbound	F	190.4	40	D	51.7	31
Route 16/122 Southbound	B	14.4	26	D	36.9	23
Delay is in seconds and queue is in number of vehicles m = queue metered by upstream signal						

3. PROPOSED GOAL

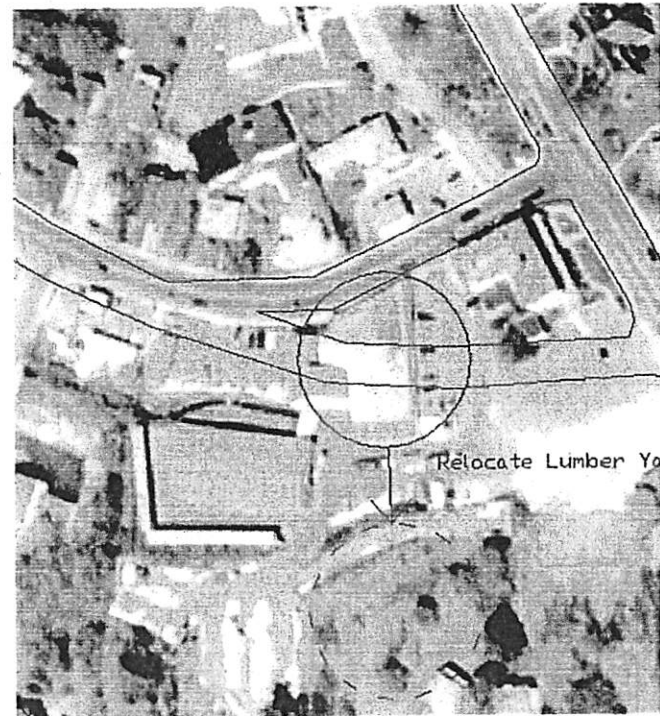
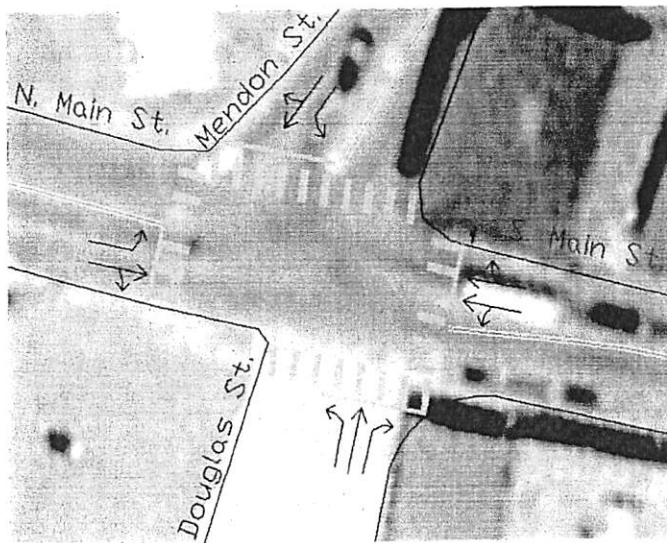
The goal of the transportation element is to gain an understanding of the existing areas of concern and to seek ways to mitigate traffic congestion and improve safety. Improved mobility, for passenger cars, trucks and pedestrians enables economic development and greater livability.

4. POTENTIAL ACTION ITEMS

Investigate Intersection Improvements for the Route 16 / Route 122 Intersection Short and Long Term

The Blackstone Valley Corridor Planning Study developed a preliminary catalog of problem statements and suggested solutions in Chapter 4-Development of Alternatives, Alternatives Analysis. One of the problem statements indicated that intersection delays are causing queuing problems at several intersections along the Route 16 corridor, including the Route 16/Route 122 intersection. A statement was made to investigate intersection improvements at this location. The corridor planning study continued with the general recommendation that "optimization of the signal timing and phasing at the intersection of Route 16 and 122, in Uxbridge, should be pursued, as soon as possible, as this is a major congestion point on one of the few east-west access roads. Consideration should also be given to studying ways to reduce truck traffic through the town center in Uxbridge, and also Northridge. While the study recognized that other improvements in the town center would be difficult given the constraints on reconfiguration of the full intersection, discussions with Uxbridge should continue."

A significant part of the problem at the Route 122 / Route 16 intersection is the offset configuration that creates the need to set the signal phasing and timing to prevent internal gridlock between the two closely spaced intersections. Furthermore, the offset forces vehicles to make a series of turns to travel along Route 16 between Douglas Street and Mendon Street. Due to the geometric constraints, heavy vehicles often back up or block adjacent lanes of traffic in order to maneuver through the intersection. If the intersections were reconfigured to create a single, four legged intersection, whereby travel along Route 16 would be straight through the intersection, a significant operational improvement could be realized. Access / egress schemes and parking for the proposed redevelopment of the Uxbridge Inn may even be improved. A portion of the Koopman Lumber store and its associated shed storage would need to be relocated to make room for the realignment of Douglas Street. A conceptual plan is shown below.



The 2025 intersection operation was evaluated for a single, four legged intersection configuration and the results presented in the table below. There are great overall operational improvements (Even though the approaches are projected to operate at LOS D, it should be kept in mind that this is a 20-25 year growth projection).. Furthermore, the issue of deficient turning radii for trucks has been dramatically improved because Route 16 is a through movement rather than a series of turns.

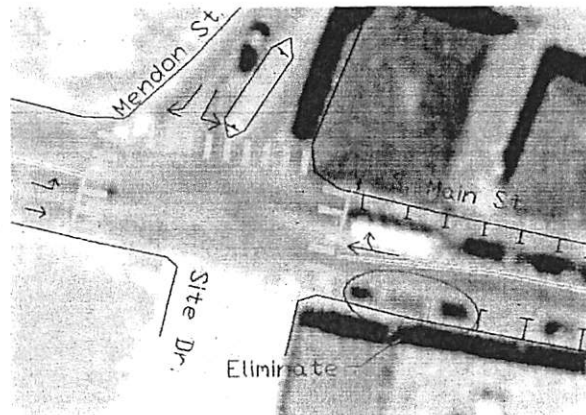
Table 8 LOS Conditions for Reconfigured Route 16 / Route 122 (Single Intersection)

Approach	LOS	AM Peak Hour		LOS	PM Peak Hour	
		Delay (seconds)	95 th %ile Queue (# vehicles)		Delay (seconds)	95 th %ile Queue (# vehicles)
OVERALL	C	31.9	NA	D	39.8	NA
Route 16 (Douglas St.) Eastbound	D	48.9	21	D	39.3	15
Route 16 (Mendon St.) Westbound	C	32.4	21	D	36.0	30
Route 122 (N. Main St.) Southbound	D	38.3	12	D	48.0	26
Route 122 (S. Main St.) Northbound	B	11.3	6	D	35.9	12

Delay is in seconds and queue is in number of vehicles

The first step in this long range improvement plan is to perform a feasibility study to evaluate the potential environmental impacts and to confirm that this is indeed a potentially viable project. A feasibility study will cost approximately \$35,000 to \$40,000 and will help determine the more detailed costs and benefits to this long range improvement. It is clear that land takings or land swaps will be essential to construct this improvement. The cost of the long range plan is greatly dependent upon the environmental issues. Once the feasibility study has been performed, a cost estimate can be prepared.

It is recognized that there may be environmental impacts, land takings and/or other factors which make realigning the intersection a long term solution. The existing signal timing and phasing are near optimal given the need for coordination between the two closely spaced intersections. After the Uxbridge Inn has been redeveloped, the timing and phasing should be reevaluated to minimize impacts by the added movements. This will ensure optimal phasing and timing until a long term solution can be implemented.



In the short term with the redevelopment of the Uxbridge Inn, in addition to signal timing and phasing changes, other short term improvements can be made. Eliminating three parking spaces on the westerly side of Route 122 (South Main Street), just south of Mendon Street, and moving the double yellow center line slightly west will provide a wider northbound approach. This will marginally improve traffic flow. The three parking spaces should be relocated on the site of the Uxbridge Inn. The improvements described above will help mitigate some of the impacts of the redevelopment of the Uxbridge Inn. Therefore, costs of these improvements should be borne by the developers.

Another potential consideration included in the corridor planning study, was the construction of a new, four lane highway from Route 395 to Route 495, parallel to Route 16. This would remove some operational pressure on Route 16 and the study intersection. However, based on further investigation by CMRPC, the level of traffic "was not sufficient now or within the current planning horizon to warrant a newly constructed east-west road in that area."

Investigate Possibilities of Truck Route Alternatives

The Blackstone Valley Corridor Planning Study also included the suggestions to investigate truck route alternatives (for a segment of the Central Turnpike in Sutton). The concept of alternative truck routes is consistent with town concerns that the heavy truck traffic through the downtown Uxbridge area and the Route 122/Route 16 intersection is having a negative impact on the traffic operations and the vitality of the downtown area. The alternative truck route for the Central Turnpike was rejected from further study because at least one of the criteria for MassHighway's acceptance of a truck exclusion could not be met, availability of an alternative route through the same community or an alternative route within a neighboring community which has granted its approval for the truck route. For the same reason, there is no viable alternative route for Route 16, a truck exclusion would most likely not be granted within the downtown area. However, roadway geometry improvements should be considered to ease mobility of truck traffic through the area and minimize truck traffic impacts.

Resurfacing Route 16

The town, through MassHighway, is planning on resurfacing Route 16, from Route 122 to Blackstone Street. Furthermore, the town is planning on installing a sewer main from the police station to Route 146. Because of the heavy truck traffic, both the pavement and the substructure of the roadways should be considered when planning repairs and/or reconstruction.

Shoulder widths along the corridor range from eight feet wide to no viable shoulder. When resurfacing Route 16, the town should consider constructing or widening shoulders where substandard shoulders presently exist.

Mumford River Bridge

Route 16 travels over the Mumford River just east of the Route 16/Route 122 intersection. Upstream from the bridge and visible from the roadway is a scenic view of the Mumford River Falls. This view and the proximity to the downtown area make this a pedestrian friendly spot. Currently the pedestrian rail on the north side of the bridge is damaged and blocked off by jersey barriers. To optimize the scenic quality of the bridge the town should finish these repairs as soon as possible.

Downtown Pedestrian Activity

Presently, the pedestrian indication on the southwestern quadrant of South Main Street / Mendon Street intersection has been rotated so that it is not visible to pedestrians. All of the pavement markings indicating the crosswalk locations in the vicinity of the Route 122 / Route 16 intersection are faded. These problems should be corrected. Any improvements made to the Route 122 / Route 16 intersection should ensure safe and convenient pedestrian crossings. Any future changes to the downtown should be made with pedestrians in mind because a viable downtown is one in which pedestrians can safely be accommodated

Downtown Parking Activity

It is well understood that a viable downtown is one that has convenient and adequate parking. While the present occupancy rate appears to indicate that the current parking situation is adequate, future developments will increase the demand for parking. Plans are underway to relocate the Savers Bank from South Main Street into the renovated Uxbridge Inn. Redevelopment of the existing Savers Bank may impact the parking situation. In order to provide economic development and a viable downtown area, the adequacy of parking should be considered with any review of new development or changes to existing uses in the downtown area.