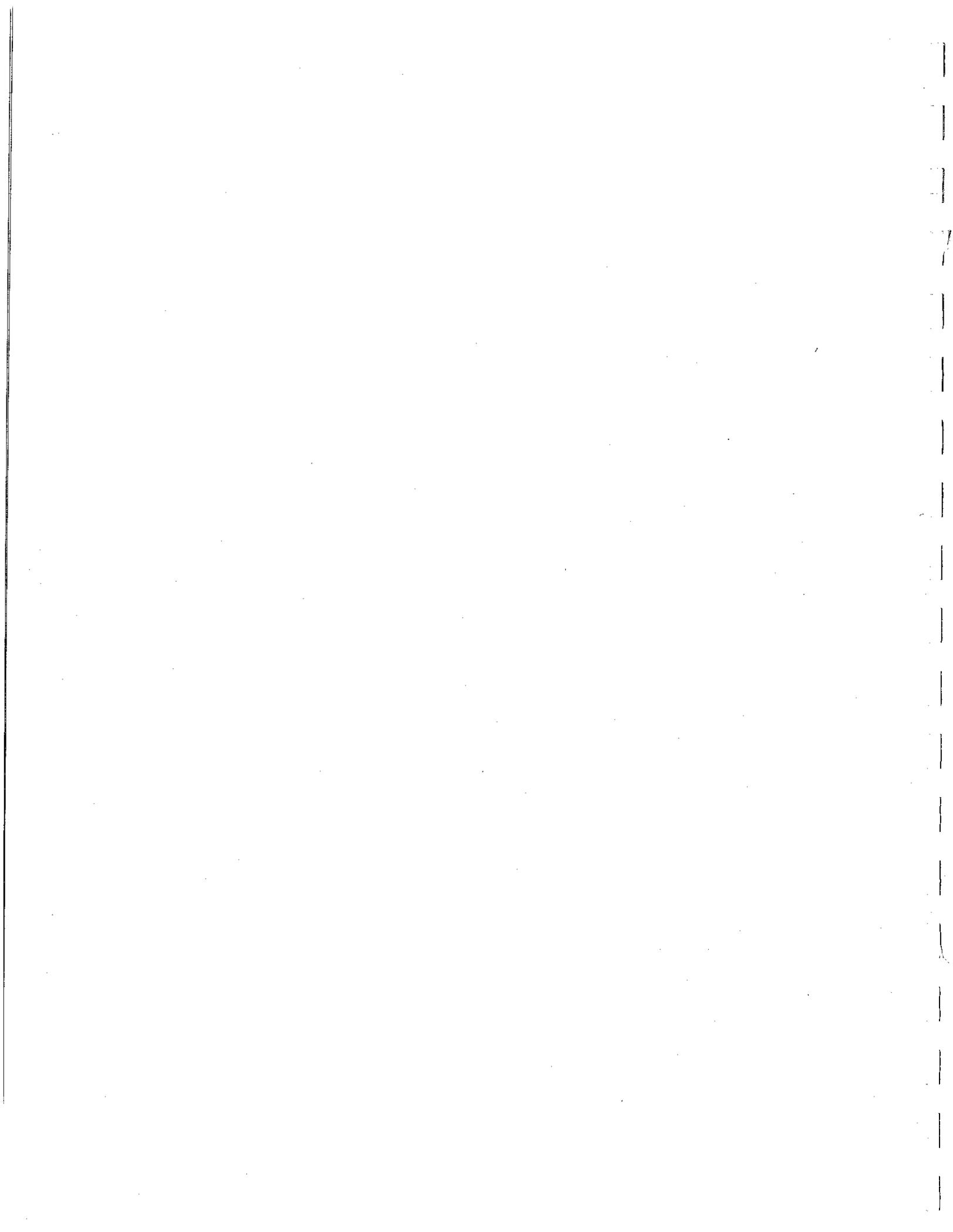


5.0 IMPLEMENTATION PLAN



Haverhill
Massachusetts



5.0 IMPLEMENTATION PLAN

5.1 ILLUSTRATIVE CAPITAL IMPROVEMENTS PROGRAM

5.1.1 Introduction

In order to finance the proposals which are recommended in the Guide Plan, the City must raise funds either from the annual budget or through a program of bonding. A capital improvements program is a systematic scheduling of large-scale expenditures (capital expenditures) normally requiring bonding over a period of years. The capital improvements covered by such a program are those which are substantial improvements of a non-recurring nature and do not include maintenance and normal replacement of equipment. Items which are of a recurring nature should be included in the City's annual budget. The City of Haverhill has been utilizing capital planning for a number of years but not on a formalized basis. It is recommended that Haverhill adopt a five-year capital improvements program upon completion of the Guide Plan. Such a program should then be updated annually.

An annual review of the capital improvements program is essential in order to make adjustments in accordance with changes in the City's needs and financial capacity. The program which is recommended is called "illustrative" because it deals primarily with proposals evolving from the Guide Plan and requires further study by the City Auditor, Mayor, and City Council before integration into the City's formal capital improvements program. Its primary purpose will be to demonstrate the general feasibility of implementing capital projects recommended in the Comprehensive Guide Plan.

5.1.2 Fiscal Analysis

The capital improvements program involves advanced fiscal planning. It is necessary to evaluate the ability of the City to raise funds to meet the debt service payments resulting from the financing of capital improvements. An analysis of the City's outstanding indebtedness is required to ascertain that the borrowing for new improvements will come within the financial capacity of the City.

Tables 5-1 through 5-3 present financial data for the City of Haverhill.

TABLE 3-1
 EXPENDITURES AND RECEIPTS
 CITY OF HAVERHILL
 (FY 1984 - FY 1988)

Year	EXPENDITURES				RECEIPTS			Total
	General Operations	Hale Hospital	Debt Service	Total Expenditures	Local Taxes	Hale Hospital	Other Receipts	
FY 84	\$38,053,633	\$19,702,407	\$1,236,409	\$58,992,449	\$18,009,675	\$23,526,772	\$29,193,039	\$70,729,486
FY 85	43,518,485	26,543,178	1,470,451	71,532,114	19,781,547	26,844,540	22,923,865	69,549,952
FY 86	47,419,014	(1)	1,121,230	48,540,244	21,248,714	(1)	25,078,732	46,327,446
FY 87	52,209,535	(1)	1,174,097	53,383,632	23,156,602	(1)	26,630,324	49,786,926
FY 88	57,245,823	(1)	1,354,795	60,300,688	24,839,429	(1)	30,215,890	55,660,230

Sources: Financial Reports, City of Haverhill
 Bond Issue dated January 25, 1988
 Bond Issue dated August 17, 1989

(1) Beginning in FY 1986, hospital operations are accounted for in the enterprise funds.

TABLE 5.2
 TAX BASE SUMMARY
 CITY OF HAVERHILL
 (FY 1982 - FY 1989)

Year	Assessed Valuation		Population		Tax Levy		Tax Rate/LMM
	Total	% Incr./Year	Per Capita	Total	Per Capita	% Incr./Year	
FY 82	\$629,796,400	-	\$14,185	\$17,319,910	\$390		\$25.00
FY 83	699,415,900	11.1%	15,941	17,485,397	399	2.3%	30.00 CI 22.84 R
FY 84	845,769,521	20.9%	18,047	18,199,584	388	-2.8%	25.83 CI 20.05 R
FY 85	856,118,394	1.2%	18,268	19,009,495	406	4.6%	29.97 CI 19.61 R
FY 86	884,340,294	3.3%	18,870	20,042,761	428	5.4%	31.71 CI 19.61 R
FY 87	1,708,204,791	93.2%	36,221	22,431,193	476	11.2%	18.39 CI 11.54 R
FY 88	1,790,565,672	4.8%	37,577	24,261,619	509	6.9%	18.96 CI 11.99 R
FY 89	1,892,090,721	5.7%	37,827	26,452,668	529	3.9%	19.58 CI 12.43 R

Source: Fiscal Reports, City of Haverhill

CI = Commercial and Industrial Rate
 R = Residential Rate

2302/ENV/1405

TABLE 5-3
 SCHEDULE OF MATURING PERMANENT DEBT
 HAVERHILL, MASSACHUSETTS
 JUNE 30, 1989

Description-Year	Original Balance	6/30/89 Balance	Annual Debt Service Payments				6/30/95 Balance	
			FY1988	FY1989	FY1990	FY1991		
School-1972	\$6,445,000	\$1,280,000	\$377,120	\$360,800	\$344,480	\$328,160	\$0	
Urban Renewal-1975	542,000	120,000	38,250	36,188	19,125	18,094	\$17,063	
Water-1980	1,750,000	800,000	174,000	164,750	155,500	146,250	137,000	
Water-1983	2,035,000	1,250,000	243,764	231,421	219,063	206,688	194,313	
Water-1980	5,050,000	2,350,000	504,900	479,100	453,300	427,500	401,700	
School-1983	918,000	340,000	142,925	131,568	115,445	0	75,150	
Sewer-1983	822,000	505,000	107,402	101,477	95,545	80,100	75,150	
Composite-1983	1,865,000	845,000	250,327	233,046	210,990	80,100	75,150	
Nursing Home-1986	225,000	55,000	59,194	0	0	0	0	
Sewer-1975	2,205,000	660,000	155,375	147,813	140,250	132,688	125,125	
Sewer-1977	1,220,000	500,000	87,000	83,760	80,520	77,280	74,040	
Sewer-1987	80,000	20,000	6,000	0	0	0	0	
Mun. Pur.-1988	4,035,000	3,435,000	818,305	783,805	682,805	614,100	481,600	
Hospital-1982	30,230,000	25,025,000	4,999,269	4,341,788	4,184,306	4,048,106	3,909,869	
Hospital-1985	36,020,000	33,020,000	4,116,548	4,315,770	4,152,915	3,990,060	3,848,590	
TOTAL		70,285,000	11,580,458	11,411,285	10,854,244	10,149,125	9,338,799	8,960,594
TOTAL EXCLUDING HOSPITAL		\$12,160,000	\$2,964,642	\$2,753,727	\$2,517,023	\$2,110,959	\$1,581,140	\$1,476,882

- Continued -

TABLE 5-3 (Continued)

Outstanding Debt, By Categories, June 30, 1989 (Total = \$70,205,000)

Water:	School:	Sewer:	Hospital:	Nursing Home:
\$2,350,000	\$1,455,000*	\$895,000*	\$25,025,000	\$45,000*
1,250,000	340,000	20,000	33,020,000	55,000
800,000	1,280,000	500,000	\$58,045,000	\$100,000
\$4,400,000	\$3,075,000	660,000		
		845,000		
		505,000		
		\$3,425,000		

Urban Renewal:	Recreation:	Equipment:	Payment:
\$120,000	\$115,000*	\$775,000*	\$130,000*

* Part of municipal purpose re-issue of 1/25/88.

NOTES: 1) The amounts shown in this table are approximate figures for capital planning purposes. See the City's audited financial statements for exact figures.

2) The Municipal Purpose Bond Issue of August 17, 1989 increased outstanding debt by \$8,725,000 for the following purposes:

Glynn Memorial Nursing Home	\$2,765,000
Hospital Funding Loan	3,075,000
Smiley & Burnham School Remodeling	800,000
School Remodeling	425,000
Lincobush Drainage	275,000
Alpha Street Sewer	245,000
Ward Hill Sewer	465,000
Five Station Renovation	225,000
	\$8,275,000

Receipts and Expenditures (See Table 5-1)

In Fiscal Year (FY) 1988 Haverhill had receipts of approximately \$55,055,000. Expenditures in Fiscal Year 1988 totaled approximately \$58,600,000, paralleling the receipts, with fluctuations year to year. Fiscal year 1988 expenditures represented an increase of about 49% over 1984 (4 years) and receipts represented an increase of about 17% during the same period. Since FY 1986, Hale Hospital operations have been accounted for in the enterprise funds.

Tax Base (See Table 5-2)

The principal source of funds to finance improvements in Haverhill is the tax on real and personal property. The assessed valuation of these properties, which form the basis for tax income, is the City's "tax base." The FY 1989 assessed valuation in Haverhill was approximately \$1.892 billion, representing an increase of about 200% over FY 1982 (7 years). The largest increase was in FY 1987, when assessed valuation increased by 93.2%. This happened primarily because of new development in the city.

It is expected that the tax base will continue to grow during the period of the City's capital improvements program, with the resultant tax revenues helping to pay for the proposed improvements.

Existing Debt (See Table 5-3)

As of August 17, 1989, the total bonded indebtedness of Haverhill was \$19,890,000 (excluding Hale Hospital debt of approximately \$60 million). This includes the municipal purpose bonds issued on August 17, 1989.

In addition to bonded debt, the City occasionally issues notes in anticipation of future authorized bonds or grants. On August 17, 1989, such notes totalled approximately \$2,372,392, bringing total direct debt to approximately \$22,262,000.

Under present scheduling the existing total bonded indebtedness of \$19.9 million will be reduced to \$8,860,000 by FY 1995 (a decrease of \$11,130,000 from the current debt).

The legislatively imposed debt limit of the City consists of a normal debt limit and a double debt limit. The normal debt limit is 2 1/2% of the valuation of taxable property as last equalized by the State Department of Revenue. The City can authorize debt up to this amount without State approval. It can authorize debt up to twice this amount (the double debt limit) with the approval of the State Emergency Finance Board.

As of August 11, 1989, the City had a total outstanding and authorized unissued debt of \$64,314,000 of which \$49,097,500 was outside and \$15,216,900 was subject to its general debt limit. This figure includes \$33,020,000 in outstanding hospital bonds but excludes about \$27 million in hospital bonds refunded. The additional debt which could be authorized within the normal 2.5% limit was \$44,805,100. The additional debt (including the above) which could be authorized within the double debt limit was \$104,827,100. After the municipal purpose issue of \$8,275,000 on August 17, 1989, the available bonding capacity of the City remains at about \$96,500,000.

At the start of FY 1989 the City's existing bonded debt of \$11.6 million (excluding Hale Hospital bonds) represented approximately 0.6% of the City's total equalized assessed valuation. The current bonded debt per capita is approximately \$398 (based on an estimated debt of \$19,890,000 and an estimated FY 1989 population of 50,019).

Based on the above analysis, the illustrative capital improvements program is designed so as not to increase the debt/assessed valuation ratio or the per capita debt beyond levels considered reasonable for a community such as Haverhill.

5.1.3 Fiscal Concerns

Our analysis reveals that the manner in which major capital expenditures in Haverhill are financed should be reconsidered. A number of improvements such as water and sewer projects should be undertaken on a self-liquidating basis through the use of revenue bonds and user or impact fees. This concept may also be expanded to other types of improvements.

In addition, every effort should be made to separate the finances of Hale Hospital from the finances of the City. This has been done to some extent through the refunding of Hale Hospital bonds but further study of this matter is needed. This is important for both the functioning of the hospital and for the protection of the City's financial ratings and fiscal capacity.

Our current analysis further indicates that few opportunities for bonding major projects will occur within the next 4-5 years due to the budget limitations mandated by Proposition 2½. Since the City is urgently in need of some major capital improvements (specifically schools) it may be appropriate to consider seeking approval of debt exemptions from the provisions of Proposition 2½ to undertake these improvements. Our review of the City's economic base and fiscal structure indicates that this would appear to be a prudent action to take since improved schools and other capital improvements will contribute to the future economic base and livability of the city.

5.1.4 Illustrative Capital Improvements Program

Table 5-4 includes those foreseeable capital improvements to be undertaken during the period FY 1991 to FY 1995. It is contemplated that the sale of bonds would be used to finance the recommended improvements. It is stressed that the proposed program reflects current estimates of costs and needs. The City, during its annual review, may wish to modify this program by deferring or advancing certain projects, or adding other projects as necessary in the years ahead.

Table 5-4 presents the total bonded debt that would result during the next five years from the addition of the proposed program to the existing bonded debt. The projected debt level is within both the City's legal debt limit and the guidelines for municipal debt for a city such as Haverhill. The proposed bonding may, however, require exemption from the provisions of Proposition 2½ in specific years.

Table 5-5 indicates the annual debt service payments (principal and interest) that would be required by the proposed program. This table assumes a 10 year bond term and an interest rate of 6.4% per annum.

As these tables show, the City's bonded debt will hold steady at approximately \$20 million over the five year period. Debt per capita is expected to remain at about \$500. Both the amount of debt service and debt service per capita could be reduced by financing the proposed bonds for terms of longer than 10 years.

It is projected that the City's "tax base" and the population will increase during the period of the proposed program and that the net effect of the proposed program will not increase the financial burden on the City beyond levels considered reasonable for Haverhill and levels mandated by state law.

In view of the capital requirements of the City and the potential impact of future improvements, it is recommended that efforts be continued to expand the sources of income to the City which are not accompanied by like increases in required services.

Tables 5-6 through 5-8 illustrate proposed intersection and roadway section improvements with cost estimates based on project prioritization.

(Worksheets and supporting documentation to illustrative capital improvements program are contained in Technical Appendix 3 on file in the Office of the City Clerk.)

TABLE 5-4
 ILLUSTRATIVE CAPITAL IMPROVEMENTS PROGRAM
 (EXCLUDING HOSPITAL DEBT)
 FY 1991 TO FY 1995

Improvement	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	After FY 1995
Sewer(2)						
Area 1 - Broadway						
Area 2 - Hilldale Avenue		\$210,000	\$930,000	\$485,000	\$830,000	
Area 3 - Amersbury Road (I)						
Area 4 - Amersbury Road (II)						
Water						
Intersection Impr.(2)		115,000	500,000		205,000	\$72,000
Roadways & Circul.(2)			145,000		200,000	1,380,000
Transit(2)				100,000		900,000
Schools(1)						
New K-5		2,385,000		2,385,000		4,770,000
Police Station	\$2,000,000					
Fire Station						2,200,000
Open Space Acquis. (\$200,000 per year from free cash; appropriation)						
Total New Bonding	\$2,000,000	\$2,710,000	\$2,775,000	\$2,970,000	\$1,748,000	\$9,322,000
Cumulative New Debt	2,000,000	5,230,000	7,482,000	9,703,800	10,481,420	
(less debt repayments)	18,010,000	15,475,000	13,025,000	10,730,000	8,860,000	
Pror. Excess Debt	\$20,810,000	\$20,705,000	\$20,507,000	\$20,433,800	\$19,341,420	
Total Bonded Debt	\$494.37	\$483.57	\$470.99	\$461.00	\$429.96	
Debt Per Capita						

(1) City costs only, total cost is higher but will be paid with federal or state funds.
 (2) Some of these costs may be eligible for State or Federal aid, if available (See attached for further description of improvements proposed)
 Source: John Brown Associates, Inc. and HMM Associates, Inc.
 2302/ENV-1405

TABLE 5-5
 PROJECTED DEBT SERVICE, FY 1992 - FY 1996
 (EXCLUDING HOSPITAL DEBT)

Improvement	Estimated Bond Cost	FY Issued	Annual Debt Service Payments				
			FY 1992	FY 1993	FY 1994	FY 1995	
Sewers: Area 1	\$210,000	1992		34,440	33,096	31,752	10,408
Area 2	930,000	1993			152,520	146,568	140,616
Area 3	485,000	1994				79,540	76,436
Area 4	830,000	1995					142,520
Water	115,000	1992		18,860	18,124	17,388	16,652
	205,000	1995					20,500
Intersection Impr.	500,000	1993			82,000	78,800	75,600
	513,000	1995					51,300
Roadways & Circul.	145,000	1993			23,780	22,852	21,924
	200,000	1995					20,000
Transit	100,000	1994				16,400	15,760
Schools: New K-5	2,385,000	1992		391,140	375,876	360,612	345,348
New K-5	2,385,000	1994				391,140	375,876
Police Station	2,800,000	1991	459,200	441,280	423,360	405,440	387,520
	1,200,000	1993			196,800	189,120	181,440
Fire Station		(after FY 1995)					
Open Space Acquis.	(\$200,000 per year from free cash; appropriation)						
New Debt Service			\$459,200	\$885,720	\$1,305,556	\$1,739,612	\$1,901,900
Exist. Debt Service (excl. hospital)			3,123,833	2,598,612	2,477,418	2,236,864	
Total Annual Debt Service			\$3,991,882	\$4,009,553	\$3,904,168	\$4,217,030	\$4,118,764
Projected Annual Budget			80,859,300	87,732,341	95,189,589	103,280,705	112,059,564
D.S. as % of Annual Budget			4.9%	4.6%	4.1%	4.1%	3.7%
D.S. Per Capita			\$79.81	\$80.16	\$78.05	\$84.31	\$82.74

Assuming new bond issues - 10 year term at 6.4%.
 Source: John Brown Associates, Inc.
 2102/ENV-1405

TABLE 5-6
RECOMMENDED INTERSECTION IMPROVEMENTS,
COST ESTIMATES, AND PROJECT PRIORITIZATION
CITY OF HAVERHILL

Location	Priority Designation*	TYPE OF IMPROVEMENT REQUIRED					Cost Estimates (\$) (1990 dollars)
		Signal-ization	Channel-ization	Align-ment	Strip-ing	Sign-age	
1. Main St. at Primrose Street**	1	X			X	X	\$ 344,000 (194,000)***
2. Broadway at Hilldale Ave.	1	X		X	X	X	244,000 (150,000)***
3. Washington St. at Essex Street	1				X		27,000
4. Main Street at North Avenue	1		X		X	X	24,000
5. Main St. at Salem and S. Elm Sts.	1	X	X	X	X	X	336,000 (200,000)***
6. Hilldale Ave. at Monument and Bennington St.	1		X		X	X	38,000
7. Water St. at Groveland St.	2				X	X	21,000
8. Water & Lincoln St. at Riverside and Keeley St.	2				X	X	13,000
9. Lake St. at Broadway	2				X	X	21,000
10. Broadway at North Broadway	2		X		X	X	17,000
TOTAL							\$1,085,000

* Priority 1 = Immediate action required.
 Priority 2 = Action required within five to ten years.

** Cost estimate for improvements at this location includes coordinated signal system (e.g., with future signal installation at Marsh Avenue).

*** Originally proposed for signalization. Cost estimates shown in parentheses are for implementation of recommended improvements independent of signal installations.

TABLE 5-7
ROADWAY SECTION IMPROVEMENTS
COST ESTIMATES AND PROJECT PRIORITIZATION
CITY OF HAVERHILL*

<u>Location</u>	<u>Priority Designation**</u>	<u>Cost Estimates (\$)</u> (1990 dollars)
1. Broadway - Between Hilldale Ave. and Lake St.	2	123,000
2. N. Broadway - Between Broadway and Lake St.	2	150,000
3. Rosemont St. - Between Main St. and Hilldale Ave.	2	55,000
4. Rte 125 (Main St.) - Between Marsh Ave. and N.H. State Line	1	145,000
5. Newton Rd. (Rte. 108) - Between Amesbury Rd. (Rte. 110) and N.H. State Line	2	68,000
6. Amesbury Rd. (Rte. 110) - Between Newton Rd. (Rte. 108) and Rte. I-495	2	82,000
7. Lake St. - Between Lowell Ave. and N. Broadway	3	143,000
8. Monument St. - Between Hilldale Ave. and N. Broadway	3	41,000
9. Vale St. - Between N. Broadway and Hilldale Ave.	3	50,000
10. Hilldale Ave. - Between Broadway and N.H. State Line	3	246,000
11. Marsh Ave. - Between Main St. and Gile St.	3	48,000
12. Gile St. - Between Newton Rd. (Rte. 108) and Marsh Ave.	3	74,000
TOTAL		\$1,225,000

* Improvements at all locations consist of widening (i.e., within limits of existing right-of-way), re-alignment, resurfacing, restriping, and sidewalk construction (i.e., where necessary).

** Priority 1 = Immediate action required.
 Priority 2 = Action required within five to ten years.
 Priority 3 = Action required within ten to fifteen years.

TABLE 5-8
SUMMARY OF COST ESTIMATES FOR
TRANSPORTATION RECOMMENDATIONS*
ILLUSTRATIVE CAPITAL IMPROVEMENTS PROGRAM

<u>Improvement Category</u>	<u>Cost Estimate</u> (1990 dollars)
o INTERSECTIONS	
0 - 5 years	\$1,013,000
5 - 10 years	72,000
10 - 15 years	0
TOTAL	<u>\$1,085,000</u>
o ROADWAY SEGMENTS	
0 - 5 years	\$ 145,000
5 - 10 years	478,000
10 - 15 years	602,000
TOTAL	<u>\$1,225,000</u>
o CIRCULATION (ONE-WAY LOOP)	
0 - 5 years (Construction of emergency vehicle access road)	\$200,000
5 - 10 years (Remaining preparation and implementation)	300,000
TOTAL	<u>\$500,000</u>

- Continued -

* Based on recommended Guide Plan and Intersections Study Recommendations.

TABLE 5-8 (Continued)

<u>Improvement Category</u>	<u>Cost Estimate</u> (1990 dollars)
o TRANSIT	
0 - 5 years (Monitoring, passenger surveys, etc.)	\$ 100,000
5 - 10 years (Continued monitoring, feasibility studies, aesthetic improvements)	400,000
10 - 15 years (Continued monitoring, service upgrades, infrastructure improvements/upgrades, aesthetic improvements)	500,000
TOTAL	<u>\$1,000,000</u>
<u>TOTALS FOR ALL CATEGORIES</u>	
0 - 5 years	\$1,460,000
5 - 10 years	1,250,000
10 - 15 years	<u>1,100,000</u>
TOTAL	\$3,810,000

* Based on recommended Guide Plan (Section 4.2) and Intersection Improvements (Section 4.4.3) recommendations.

5.2 SUMMARY OF ZONING ORDINANCE RECOMMENDATIONS

5.2.1 Introduction

The Guide Plan for the Year 2005 discussed in Section 4.0 outlines a series of land use and development policy recommendations to be followed by the City over the next 15 years. One of the planning tools to implement the Guide Plan policies is zoning. Through zoning text and map amendments, much of the Guide Plan can be translated into Haverhill's current zoning ordinance. There are, however, some planning recommendations such as the open space designation which cannot be entirely implemented through zoning, but may require land purchases, easements, or other non-zoning public or private actions to be accomplished. Also, the economic market condition may fluctuate over time, and not immediately support the type of new development presented by the revised zoning. Finally, environmental or transportation issues may need to be initially resolved before a specific development proposal can be approved despite the proper zoning being in place.

The zoning ordinance recommendations are generally of three major types. These are:

- 1) Proposed ordinance changes to help implement Guide Plan recommendations;
- 2) Proposed zoning district boundary map changes to implement Guide Plan recommendations or to correct map irregularities as required by the Master Plan Review Committee; and
- 3) Recommendations for structural or other improvements to the ordinance to make it a more effective document for land use regulation.

In the following summary, we will review the first two types of recommendations and also those additional major recommendations of a structural nature that have been the subject of community debate. Appendix 1 contains zoning text and district boundary map amendments as recommended by the Master Plan Review Committee for submission to the Planning Board and City Council. Appendix 1 also includes detailed tables showing recommended changes to Table 1, Table of Use and Parking Regulations, and Table 2, Table of Dimensional and Density Regulations.

With the exception of these zoning ordinance text and map recommendations, the underlying ordinance is assumed to be unchanged.

1. Proposed Zoning Ordinance Changes to Help Implement Guide Plan Recommendations

1-1 The recommended zoning districts and major use and dimensional changes proposed are the following (Tables 1 and 2, described above, identify specific changes recommended):

Rural Density Residential (RR) District

- Multi-family dwellings proposed to be eliminated.
- Planned unit development proposed to be eliminated.
- No changes in dimensional regulations.

Low Density Residential (RL) District

- No significant changes in use or dimensional regulations.

Medium Density Residential (RM) District

- Planned unit development proposed to be allowed on sites of ten (10) or more acres (reduced from 50 acres), with special permit. Density and height not to exceed that of underlying district.
- No other significant changes in use or dimensional regulations.

High Density Residential (RH) District

- Three-family dwellings now proposed to be allowed as-of-right (11,700 sf minimum lot size).
- Minimum lot size for multi-family: 40,000 sf.

- Proposed density of multi-family: 10,000 sf for first unit (reduced from 40,000 sf); 3,000 sf for each additional unit.
- Professional offices by special permit proposed to be eliminated.

Urban Density Residential (RU) District

- Three-family dwellings now proposed to be permitted as-of-right (11,700 sf minimum lot size).
- Minimum lot size proposed for multi-family: 25,000 sf.
- Proposed density of multi-family: 7,500 sf for first unit; 2,000 sf for each additional unit (same as current).

Commercial Neighborhood (CN) District

- Proposed to allow only uses compatible with nearby residential uses, including small scale retail and service uses of professional offices.
- Proposed to reduce floor area ratio (FAR) from 0.75 to 0.50.

Commercial Highway (CH) District

- Additional retail, service and office uses proposed to be allowed.
- Yard requirements proposed to be reduced slightly.
- Height proposed to be increased from 2.5 stories to 3 stories.

Commercial General (CG) District

- Very few changes proposed in permitted uses.
- Proposed to reduce maximum height to 6 stories for multi-family use and 3 stories for other uses (currently there is no height limit).
- Minimum lot size proposed for multi-family: 20,000 sf.
- Proposed density for multi-family: 2,000 sf for first unit; 1,000 sf for each additional unit (same as current).

Commercial Central (CC) District

- This is a proposed new zoning district for the Central Business District (CBD). Uses allowed would be related to the desire to upgrade the CBD, and would include a mix of residential, commercial, and office uses. Dimensional controls would allow a maximum height of 6 stories and a maximum FAR of 3.0 (now 2.0). Height could be increased an additional four stories or to a maximum of 110 feet, with a special permit under specific conditions.
- This new district will now include the Merrimack Street/Central Business District and Washington Street Historic Area.

Industrial General (IG) District

- Multi-family uses proposed to be eliminated.
- Floor area ratio (FAR) proposed to be reduced from 2.0 to 1.25. Most current industrial uses have a FAR of from 0.40 to 0.60.

Industrial Park (IP) District

- Frontage proposed to be reduced from 200 feet to 150 feet.
- Maximum height proposed to be reduced from 6 stories to 4 stories.
- FAR proposed to be limited to 1.25 (currently there is no FAR limit)

Office Park (OP) District

- This is a proposed new zoning district to provide specific areas for office, research and development, and industrial service activities (as described in Appendix 1, Table of Use and Parking Regulations).
- Maximum height is proposed to be 5 stories and FAR is proposed as 1.25.

Special Conservation (SC) District

- No changes are proposed to the Special Conservation (SC) District.

1-2 Multi-Family Dwellings

As indicated in the previous section, multi-family dwellings are recommended not to be permitted in the Rural Residential (RR) District. Minimum lot sizes and densities for multi-family dwellings in the various districts would be as follows:

District	Maximum Height (Stories)	Minimum Lot Size	Lot Area for 1st Unit	Lot Area for Additional Units	Approximate Units Per Acre**
RH	2.5	40,000 sf	10,000 sf	3,000 sf	13/acre
RU	2.5*	25,000 sf	7,500 sf	2,000 sf	20/acre
CG	6.0	20,000 sf	2,000 sf	1,000 sf	43/acre
CC	6.0*	none	2,000 sf	1,000 sf	43/acre

* Up to 10 stories in certain situations.

** For information purposes only - not a part of the zoning ordinance.

1-3 Three-Family Dwellings

Three-family dwellings are proposed to be permitted as-of-right in the following districts with the following minimum lot sizes:

RH	12,600 sf
RU	11,000 sf
CG	5,000 sf
CC	5,000 sf

1-4 Planned Unit Developments (PUD)

- Not to be allowed in RR District (currently allowed by special permit).
- Proposed at densities not greater than permitted in the underlying district (or with a unit density bonus not to exceed 15%, if special amenities such as additional open space or affordable housing are provided).
- Proposed to be allowed in the RM District, with special permit (now not permitted).
- Proposed to be allowed on tracts of 10 acres or larger (now 50 acres or larger).

-
- Height proposed to be limited to that of the underlying district (six (6) stories or eighty (80) feet in height, whichever is less, is now allowed without distinction as to district).
 - Commercial space proposed to be reduced from 20% to 10% of residential space (10,000 sf maximum).
 - Open space proposed to be increased from 25% to 30% of square footage of total land tract.

1-5 Cluster Zoning (now allowed by special permit in all residential districts is proposed to be unchanged)

- Open space land (as defined in Section 255-88) proposed to be 30% of total land tract.
- Unit density bonus of 10% recommended.

1-6 Miscellaneous Uses

It is not recommended that a substantial number of new uses be added to the Table of Use and Parking Regulations, which is already overly long.

However, it appears that video stores and pet shops are already permitted under "General retail and business and/or consumer establishment". Drive-in banks and ATM's are clearly regulated under bank and/or other financial institution (drive-in or non-drive-in).^{*} Catering Services and Animal Day Clinics are distinct enough uses to be added to the Table of Use and Parking Regulations (and they have been added).

* Currently bank and/or other financial institution provides for drive-in and/or non-drive-in. a change to non-drive-through is proposed.

Mini-warehouses could be allowed, with a Special Permit, in the CH, IG, and IP Districts. While these facilities are not particularly attractive, they do not generate a substantial amount of traffic. The City could regulate hours of operation and prohibit the storage of hazardous material if problems develop.

Bed and Breakfast establishments would be appropriate in Haverhill. Some tourists prefer Bed and Breakfast establishments to hotels. They provide a source of revenue that can serve to make older, larger homes more affordable, thus contributing to their preservation. Bed and Breakfast establishments could be permitted, subject to obtaining a special permit, in the CC, RH, RU, and RM Districts.

Barbed and/or razor wire has been prohibited in Table 1, Table of Use and Parking Regulations, as revised.

1-7 We have included the definition of a "public facade" related to the facade of buildings along adjacent streets or public approaches.

1-8 Watershed Restrictions

HMM Associates and Choate Hall & Stewart are preparing final recommendations for a Watershed Protection Overlay District Ordinance to be presented to the Haverhill City Council for adoption in early 1991.

2. Proposed Zoning District Boundary Map Changes to Help Implement Guide Plan Recommendations

The Guide Plan for Future Land Use (see Figure 4-1) recommends future land uses for all areas of Haverhill. These recommendations are based upon existing land use patterns, physical characteristics, availability (now or in the future) of necessary infrastructure facilities, and community policies related to the growth and development of the City.

Not all of the recommended land use patterns can be implemented by means of zoning map changes. In the case of the open space designation on the recommended Guide Plan, implementation will require land purchases, easements, or other public or private actions.

A full legal description of each of the zoning district boundary map changes recommended is contained within Appendix I.

Residential Zones

After extensive public hearings and discussions with Haverhill's property owners, residents, interested individuals, Master Plan Review Committee, the Planning and Economic Development Director and all City Departments, a number of map alterations to the City's residential zoning districts are recommended, as follows, subject to the necessary infrastructure facilities being in place (numbers in parenthesis at the end of each description are keyed to Figure 5-1, Recommended Zoning Map Changes):

Rural Density Residential (RR)

- 2-1 A small area of land on both sides of Broadway in the Ayers Village area is proposed for rezoning from a Medium Density Residential (RM) District to a RR District to further protect existing residential areas and to focus the more dense residential uses near the Village Center. (#1)
- 2-2 Following the historic district boundaries, the area surrounding the historic Rocks Village is recommended for rezoning from Medium Density Residential (RM) to a RR district to limit higher density uses to the historic area. (#2)
- 2-3 An area of land at the easterly end of Salem Street at South Cross Road and Sun Valley Drive is recommended for rezoning from Low Density Residential (RL) to a RR District to reflect current residential patterns in this area. (#3)

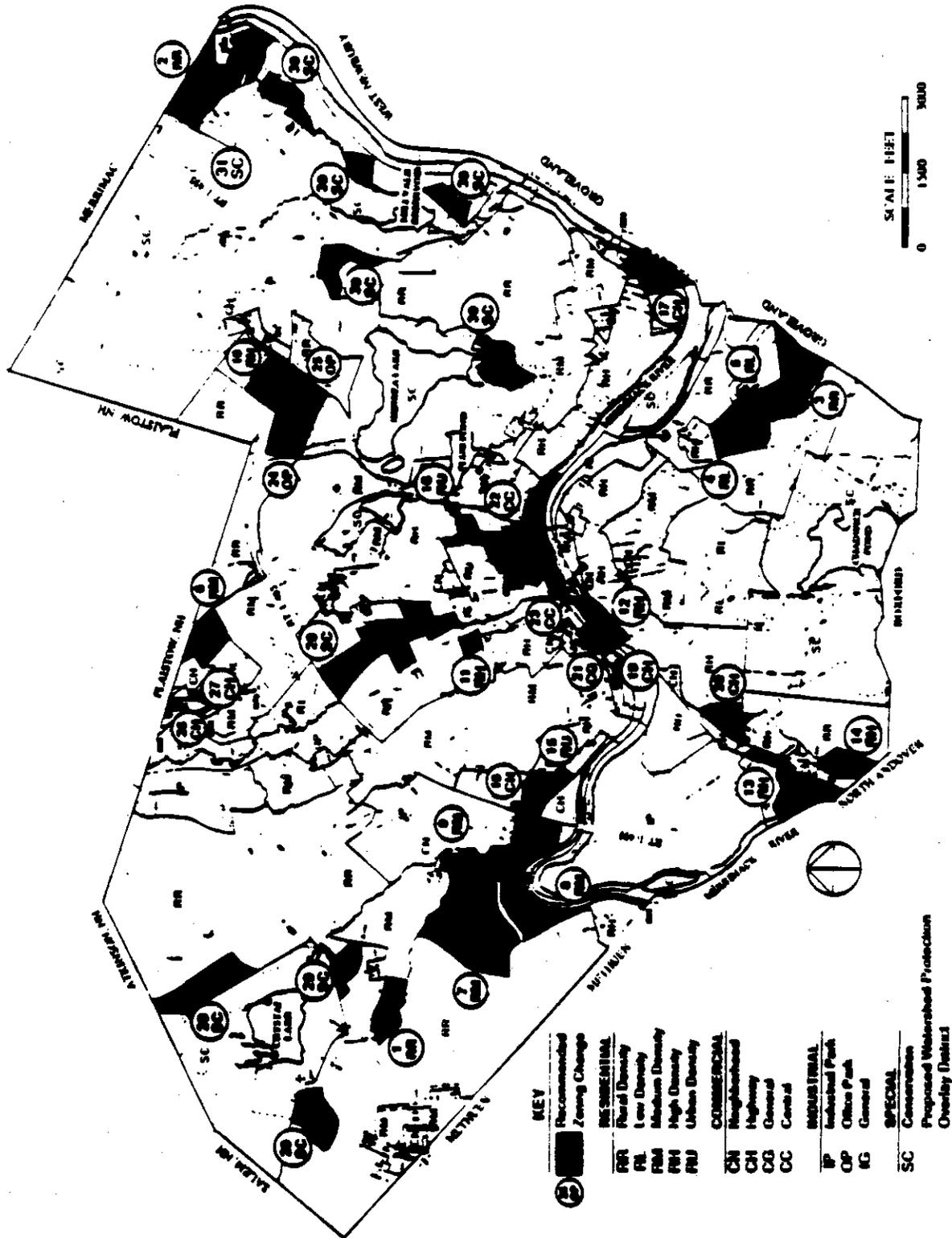


FIGURE 5-1
RECOMMENDED ZONING MAP CHANGES

Low Density Residential (RL)

- 2-4 An area on the southwesterly side of Salem Street (near Chadwick Road) is recommended for rezoning from Medium Density Residential (RM) to a Low Density Residential (RL) District to reflect current residential patterns in this area. (#4)
- 2-5 An area currently zoned for Neighborhood Commercial (CN) at the intersection of Salem Street and Groveland Road and occupied by a seasonal ice cream stand is recommended for rezoning to a Low Density Residential (RL) District. The area is not appropriate for neighborhood commercial uses, but the existing ice cream stand could continue as a legal non-conforming use. (#5)

Medium Density Residential (RM)

- 2-6 An area on the southwesterly side of North Avenue (at the Plaistow, New Hampshire State line) is recommended for rezoning from Rural Density Residential (RR) to a RM District as the area is already largely developed at RM density or higher. (#6)
- 2-7 An area south of Broadway off Forest Street is recommended for rezoning from a Rural Density Residential (RR) to a RM District. This area already contains planned unit developments (PUD's) with increased densities. (#7)
- 2-8 A fairly extensive area bordering River Street, Bradley Avenue, and West Lowell Avenue, Route 1-495, and Western Avenue is recommended for rezoning from High Density Residential (RH) to a RM District to prevent over-building in the hilly area which contains limited access. (#8)

- 2-9 A small area, presently zoned as a Neighborhood Commercial (CN) District south of Broadway at the intersection of Forest Street and Broadway, is recommended to be rezoned from CN to a RM District. There is sufficient CN zoned area to the north of Broadway to provide for neighborhood commercial uses. (#9)

High Density (RH) and Urban Density (RU) Residential

- 2-10 An area north of Route I-495 at the intersection of Amesbury Road and I-495 is recommended for rezoning from Medium Density Residential (RM) to a RH District. This area would provide a good location for additional multi-family housing because of its good access to Amesbury Road and the City's highway network. (#10)
- 2-11 A portion of the General Commercial (CG) District on Hillsdale Avenue (an abandoned shopping center) is proposed for rezoning to a RH District. This would be more compatible with nearby residential areas. (#11)
- 2-12 An area on Railroad Avenue presently zoned Industrial Park (IP) is proposed for rezoning to a RH District. This area is convenient both to the Downtown and Bradford MBTA rail stop. (#12)
- 2-13 An area bordering the Boston and Maine Railroad and the Merrimack River at the North Andover line is recommended for rezoning from Industrial Park (IP) to a RH District. This would reinforce the adjacent RH zoned areas along Route 125. (#13)
- 2-14 Another area bordering North Andover on Route 125 is recommended for rezoning from Rural Density Residential (RR) to a RH District. This area is largely already developed for multi-family uses and the consensus of the Master Plan Review Committee is to maintain the area for higher density residential uses. (#14)

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- 2-15 An area along River Street from Revere Avenue to Demoulas' Market at Westgate Shopping Center is recommended for rezoning from a General Commercial (CG) District to an Urban Density (RU) Residential District to reflect the existing residential land use. This recommendation was adopted by the Master Plan Review Committee based on petition by some of the land owners. (#15)
- 2-16 An area on Kenoza Avenue is recommended for rezoning from a High Density Residential (RH) to an Urban Density Residential (RU) District to reflect existing office uses in the area. (#16)

Non-Residential Zones

Zoning district boundary map changes to non-residential zones are also recommended to implement Guide Plan recommendations, as follow:

- 2-17 An area on Lincoln Avenue at Groveland Street is recommended for rezoning from General Commercial (CG) to a Highway Commercial (CH) District. The CH District is somewhat more restrictive in height and density than the CG District, and provides greater protection to nearby residential areas. (#17)
- 2-18 An area on the northerly side of River Street at Route I-495, presently zoned General Commercial (CG), is recommended for rezoning to a Highway Commercial (CH) District. A portion of this district near Revere Avenue is recommended for rezoning to the RU District as described in recommendation 2-16, above. The CH District is more appropriate along major streets such as River Street and yet has more limited density and height than the CG District would allow. (#18)
- 2-19 A small area on the northerly side of River Street is recommended for rezoning from Urban Density (RU) Residential to a Highway Commercial (CH) District to reflect the existing uses by an automobile and tire sales establishment. This recommendation was adopted by the Master Plan Review Committee based on petition by the property owner. (#19)

- 2-20 An area at the northerly intersection of Route 125 and Boston Road is recommended for rezoning from General Commercial (CG) to a Highway Commercial (CH) District. This would provide greater protection to nearby residential areas. (#20)
- 2-21 An area on River Street near Route I-495 is recommended for rezoning from General Industrial (IG) to a General Commercial (CG) District. Expansion of industrial uses along the riverfront is not considered appropriate and CG zoning exists north of this area along River Street and into the CBD. (#21)
- 2-22 The area generally encompassing the Central Business District is proposed for rezoning from General Commercial (CG) to the new Central Commercial (CC) District which is considered a more appropriate and flexible designation for the CBD. (#22)
- 2-23 The historic area on Washington Street is proposed for rezoning from General Commercial (IG) to a new Central Commercial (CC) District for same reasons as in recommendation 2-22. (#23)
- 2-24 An area near the intersection of Amesbury Road and Route I-495 (on the south side of I-495), presently zoned Special Conservation (SC), is proposed for rezoning to the new Office Park (OP) District. This area has convenient highway access, visibility to Route I-495, and appropriate for office park and other uses allowed in the new OP District. (#24)
- 2-25 An area south of I-495 at the intersection of Amesbury Road and I-495, presently zoned Highway Commercial (CH), is recommended for rezoning to the new Office Park (OP) District for same reasons as in recommendation 2-24, above. (#25)
- 2-26 Two portions of the Highway Commercial (CH) District near the intersection of Main Street and Plaistow Road at the New Hampshire state line should be reaffirmed as being changed from a Medium Density Residential (RM) District to a Highway Commercial (CH) District. (#26)

- 2-27 Another area of the Highway Commercial (CH) District near the intersection of Route 125 and Craigie Avenue should be reaffirmed as being changed from a Medium Density Residential (RM) District to a Highway Commercial (CH) District. (#27)

Special Conservation Zones

Zoning map changes to the Special Conservation (SC) zone are proposed to protect existing drainage and wetland areas and the City's watersheds, as follow:

- 2-28 A fairly extensive area adjacent to Little River largely composed of wetlands from south of Burke Street to Route I-495 is recommended to be rezoned from General Industrial (IG) to a Special Conservation (SC) District. (#28).
- 2-29 Three areas are recommended to be changed from Rural Density Residential (RR) to Special Conservation (SC) Districts within the Crystal Lake Watershed area based on Watershed District Boundaries proposed by Camp, Dresser and McKee's consultant study of Haverhill's watershed areas. (#29)
- 2-30 Five areas are recommended for rezoning from Rural Density Residential (RR) Districts to Special Conservation (SC) Districts within the Millvale Reservoir and Kenoza Lakes watershed areas based on proposed Watershed District Boundaries discussed in recommendation 2-29 above. (#30)
- 2-31 Two areas are recommended for rezoning from Medium Density Residential (RM) Districts to Special Conservation (SC) Districts within the Millvale Reservoir and Kenoza Lakes watershed areas based on proposed Watershed District Boundaries discussed in recommendation #29 above.

3. Other Recommended Improvements to the Zoning Ordinance

A number of additional recommendations, some structural, have been made to improve the current Zoning Ordinance (see Appendix 2 for legal descriptions). They include:

- 3-1 Recommendations to allow up to 35% of required parking spaces to be sized for compact and subcompact cars. This is easily administered and implemented in a number of municipalities.
- 3-2 A number of changes or additions to the "definitions" section are proposed, including a new definition for accessory apartments, animal day clinic, congregate care housing, public facade, one-family day care, mini-warehouse, street, and lot width to help control pork chop lots.
- 3-3 Recommendations related to parking in required front yard areas.
- 3-4 Recommendations related to allowing one accessory apartment in an owner-occupied single-family dwelling upon the grant of a Special Permit by the Board of Appeals.
- 3-5 Proposed amendments to Chapter 255-76 related to improved site plan review procedures and findings required for a special permit, and conditions to be imposed.
- 3-6 Proposed modifications to the variance procedure (Chapter 255-75) to reflect existing Board of Appeal rules and regulations.
- 3-7 Procedures for amending the zoning map have been recommended.
- 3-8 Assuring that multi-family dwellings, cluster residential development, and planned unit development shall be subject to Definitive Plan and Performance Guarantee requirements of the Subdivision regulations.

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-
- 3-9 Establishment of an Inclusionary Housing Ordinance assuring that multi-family developments requiring a Special Permit will provide at least 10% of their units for occupancy by low and moderate income households. Density bonuses would also be available for development providing more than the 10% low/moderate income unit set aside. This would also apply to cluster residential and planned unit developments.
 - 3-10 Limitations would be established on the minimum number of townhouses that could be put in a row and minimum distances between buildings or townhouse rows.
 - 3-11 New urban design conditions would be added to those already in Chapter 255-89 for review of multi-family dwellings.
 - 3-12 We had earlier recommended that special permits be required for all new non-residential developments exceeding 10,000 square feet of floor area. After local discussions and comments, we have modified this recommendation to require such a special permit by the Board of Appeals only for retail uses exceeding 50,000 square feet of gross floor area.

(For fuller discussion of the specific recommendations contained in Section 5.2 and for legal descriptions of the proposed zoning amendments, see Appendix 1, Detailed Zoning Ordinance Text Recommendations, Tables of Use and Dimensional Regulations, and District Boundaries Map Changes.)

5.3 REVIEW OF SUBDIVISION CONTROL REGULATIONS

In general, the subdivision regulations appear to be quite well drafted. Both the adopted Subdivision Regulations as well as the City's 1987 Working Draft were reviewed. Page numbers would help and more conventional outlining procedures, i.e., I, A, 1, a.) would be important to follow in the final draft. Lines should be skipped between paragraphs for easier reading. The following comments are minor in nature:

1) Section III, General. A Limitation of One Dwelling on Any Lot

This section is usually incorporated into the zoning ordinance.

2) Table 1, Street Cross-Sectional Design Standards for Subdivisions

These changes are noted under Subdivision Type I as follows:

• Minimum Right-of-Way Width	40 feet
• Parking Lanes (No.)	None
• Total Minimum Width of Roadway	24 feet
• Planting Strip Minimum Width (each side required)	4 feet

3) Paper streets, undeveloped ways and Underdeveloped Ways (Section V, II, 14, p.20)

This section requires that a Definitive Plan be submitted for any development on a paper street, undeveloped way or underdeveloped way. This requires coordination between the Building Inspector and the Planning Board to ensure this will occur.

4) Trees on Lots (Section VI E, p.30)

The developer is now required to plant a minimum of two trees on each lot. A provision should be added that in lieu of planting new trees, existing trees of the same size or greater may be preserved. This is already contained in the Zoning Ordinance, Section 255-24.

In addition, the entire layout of the right-of-way need not be cleared. Only the area of the traveled way and sidewalks should be cleared. Existing trees that fall within other portions of the right-of-way should be encouraged to be retained, in lieu of planting new ones.

5) Open Space (Section VI.M. p.37)

This provision states that parks may be required to be shown on the plan and that no building may be erected on such park for a period of three years. The purpose of this provision is unclear. If the intent is to acquire open space or park land, donations to the City should be required.

6) Protection of Natural Resources (Section VI.N. p.37)

It is recommended that the following sentence be added at the end of this paragraph: "These features shall be preserved to the maximum extent possible." This will make the general tone of this paragraph stronger.

Finally, the Subdivision Regulations should be modified to assure that all one-family residences within any of the watershed areas be subject to plan review by the Board of Health and the DPW/Water Department.

5.4 OTHER GROWTH MANAGEMENT AND REGULATORY MECHANISMS

Implementation strategies focused on zoning ordinance modifications, subdivision control revisions, and urban design solutions are presented in Sections 4.0 and 5.0. The strategies described in the following paragraphs outline mechanisms to allow Haverhill to recapture costs associated with providing City services, and to relate new development approvals to new facilities or infrastructure required to service the development. While we have summarized some of the legal issues associated with these mechanisms, a fuller and more detailed review is required by Haverhill's City Solicitor before detailed solutions can be developed by the City.

User Fees

Constrained by the limitations of Proposition 2½, voter resistance to increased taxes and reductions in Federal assistance, local governments in Massachusetts are exploring alternative funding sources and mechanisms to pay for the impacts of new development. User fees (fees assessed for goods and services that a governmental body provides such as recreation and refuse collection) have become more extensively used by local governments. In fact, in Massachusetts, user charges per dollar of local taxes were 11¢ in 1972 and grew to 24¢ in 1985.

User fees are not feasible for all municipal services. Water and sewer fees, however, are examples of user charges that can be established to cover not only direct costs of providing service, but new connections or hook-ups. In general, rates for new water and sewer services can be established on the basis of expected community growth levels and upon a projected cost basis for new capital improvements for water and sewer lines.

Haverhill's City Solicitor should be consulted to ascertain that the City has the authority to implement/increase user fees. Many fees have limits set by State law. However, State legislation has broadened municipal options by increasing fee limits or allowing local officials to set fees and charges (see The Review Fees Statute, Chapter 593 of the Acts of 1989). In some cases, local action is required to increase some fees and to set others; otherwise, existing rates will remain in effect.*

User fees or connection charges are always subject to attack on the theory that they are, in fact, disguised taxes. In the present atmosphere of fiscal constraint at both the State and local levels, increased scrutiny of local user fees is to be expected. In general, the Massachusetts courts have deferred to the municipality's characterization of such connection charge as a fee. However, the true nature of such a charge must be determined by its operational effect. Massachusetts Case Law has provided some direction on whether a local charge is a valid user fee or an illegal tax and this should be considered by Haverhill's City Solicitor in reviewing any new or modified user fee being proposed.

* Compendium of User Fees: Massachusetts Cities and Towns, a publication of the Massachusetts Municipal Association, 1989.

Impact Fees

Impact fees are normally established in order to compensate a municipality for the cost of providing specific services, and not to raise general revenue. It is a regulatory mechanism for deriving public benefits from either all as-of-right new development (that is without thresholds), or from development above a specified threshold in connection with the grant of a discretionary special permit where, in effect, some density or use incentive is offered in return for the provision by the developer of an appropriate amenity*. The first approach of impact fees for all new development is almost certainly not now authorized under existing Massachusetts law.

The second approach in connection with the granting of a special permit appears to have some authority under Massachusetts General Laws, Chapter 40A, the Massachusetts Zoning Act, although there are no clear statutory or case law guidelines on which to base a legal defense. A number of municipalities have some form of "in kind" exactions (such as the provision of affordable housing units) in connection with a special permit use. The basis for these exactions were the provisions of Section 9 of Chapter 40A, the Massachusetts Zoning Act, which provides that special permits may authorize increases in density or intensity of use provided that the applicant, as a condition of the grant of the special permit, provides certain amenities, including "housing for persons of lower or moderate income, traffic or pedestrian improvements ... or other amenities." However, Massachusetts courts have not passed upon, or approved, local ordinances contemplating the payment of fees, rather than provision of actual "amenities" in the context of this language.

Massachusetts has not yet adopted ~~direct~~ statutory authority to create such an impact fee system, although other states such as Florida have widely used impact fees. From the Florida impact fee case standards, the methodology required to establish a legally defensible impact fee system includes the following:

- **The municipality should establish a capital budget program to:**
 - Justify the need for the specific improvement (i.e., road, park, water, and sewer extension, etc.).
 - Determine the realistic cost for the improvement.

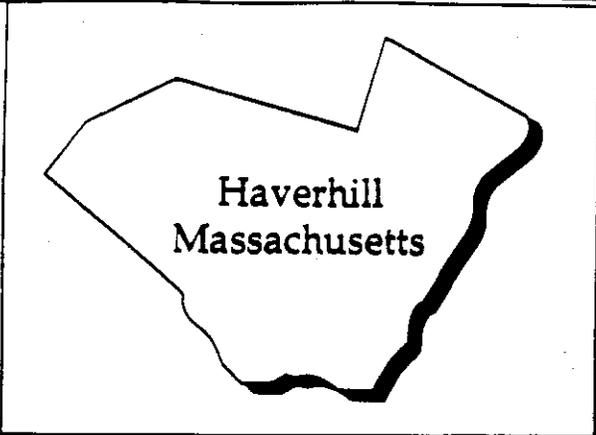
* A public benefit either "in kind" or payment of fee.

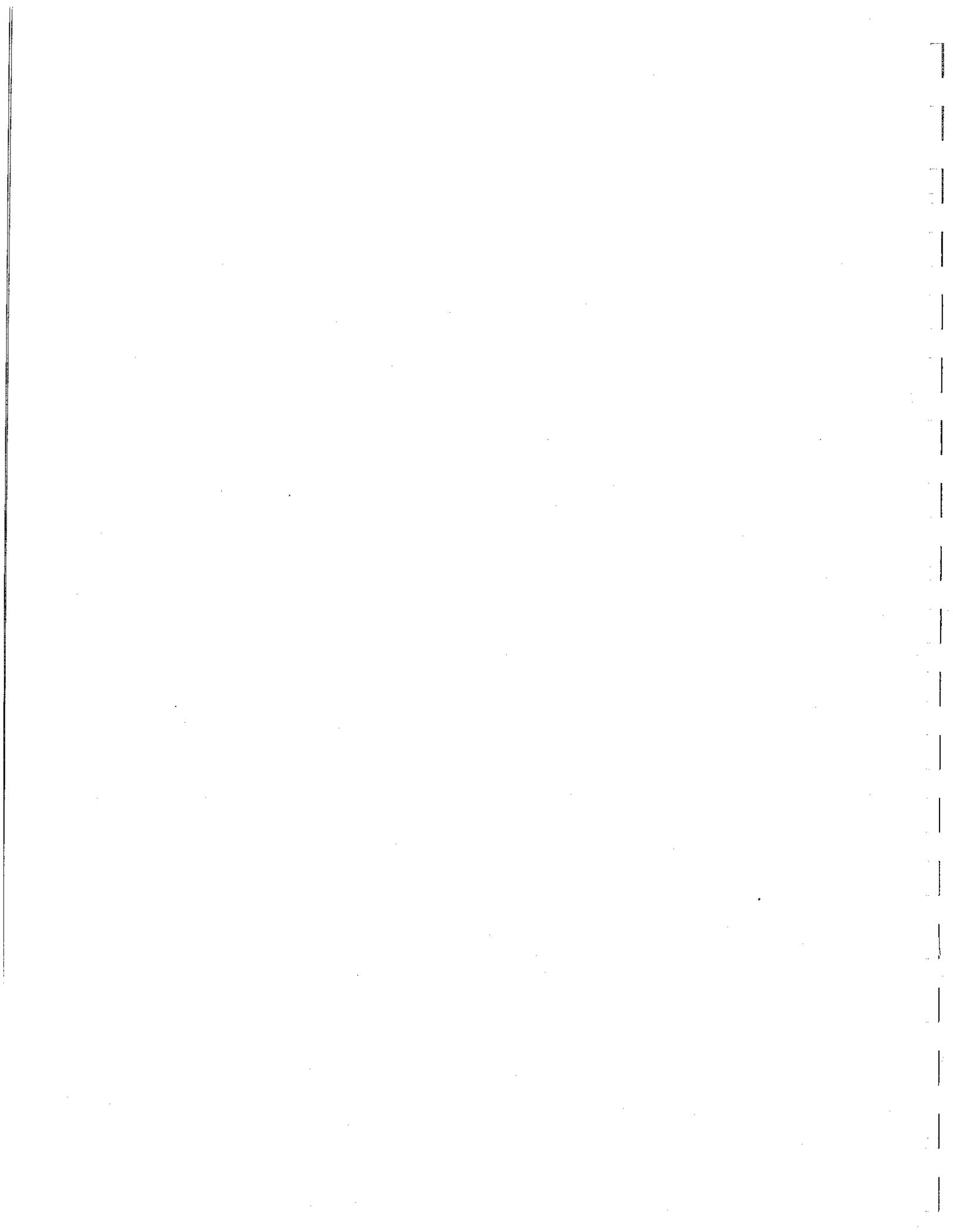
- Develop a fair and reasonable cost allocation method to share the costs equitably.
- Establish a separate or so-called "enterprise" fund to hold the fees until spent.
- Build the facility or improvement necessitated by the development within a reasonable time* or return the funds to the developer.

By outlining this approach, we are not necessarily suggesting that Haverhill should immediately adopt an impact fee system based on the foregoing. Several pieces of proposed legislation are now pending before the General Court which would authorize impact fees of various types. At such time, as one of these proposals becomes law, the City would have at its disposal a form of authority to adopt an impact fee which would legally be defensible. This situation should be carefully monitored by local Haverhill officials.

* Some attorneys have suggested five years as being the length of time for a reasonable Capital Improvements Program.

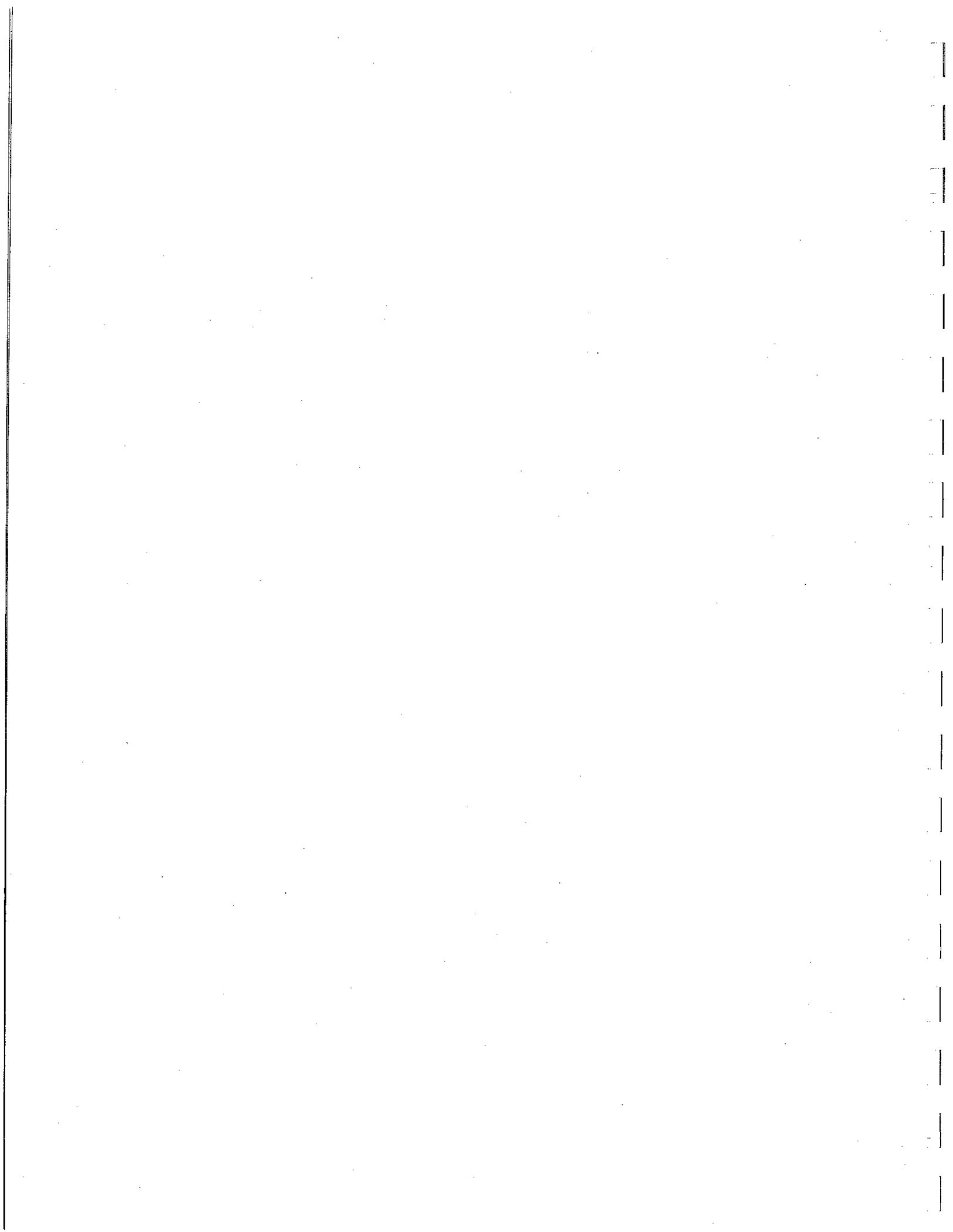
APPENDICES





APPENDICES

- Appendix 1 - Detailed Zoning Ordinance Text Recommendations, Tables of Use and Dimensional Regulations, and District Boundaries Map Changes
- Appendix 2 - Responses to Community Attitudes Survey
- Appendix 3 - City-Owned Vacant Land, 1988
- Appendix 4 - Abstract of a Comprehensive Plan for the Preservation, Protection and Conservation of the Historical & Archaeological Resources of Haverhill, Massachusetts
- Appendix 5 - Newspaper Articles on the New Master Plan and Zoning Ordinance Recommendations



APPENDIX 1

**DETAILED ZONING ORDINANCE TEXT RECOMMENDATIONS, TABLES OF
USE AND DIMENSIONAL REGULATIONS, AND DISTRICT
BOUNDARIES MAP CHANGES**

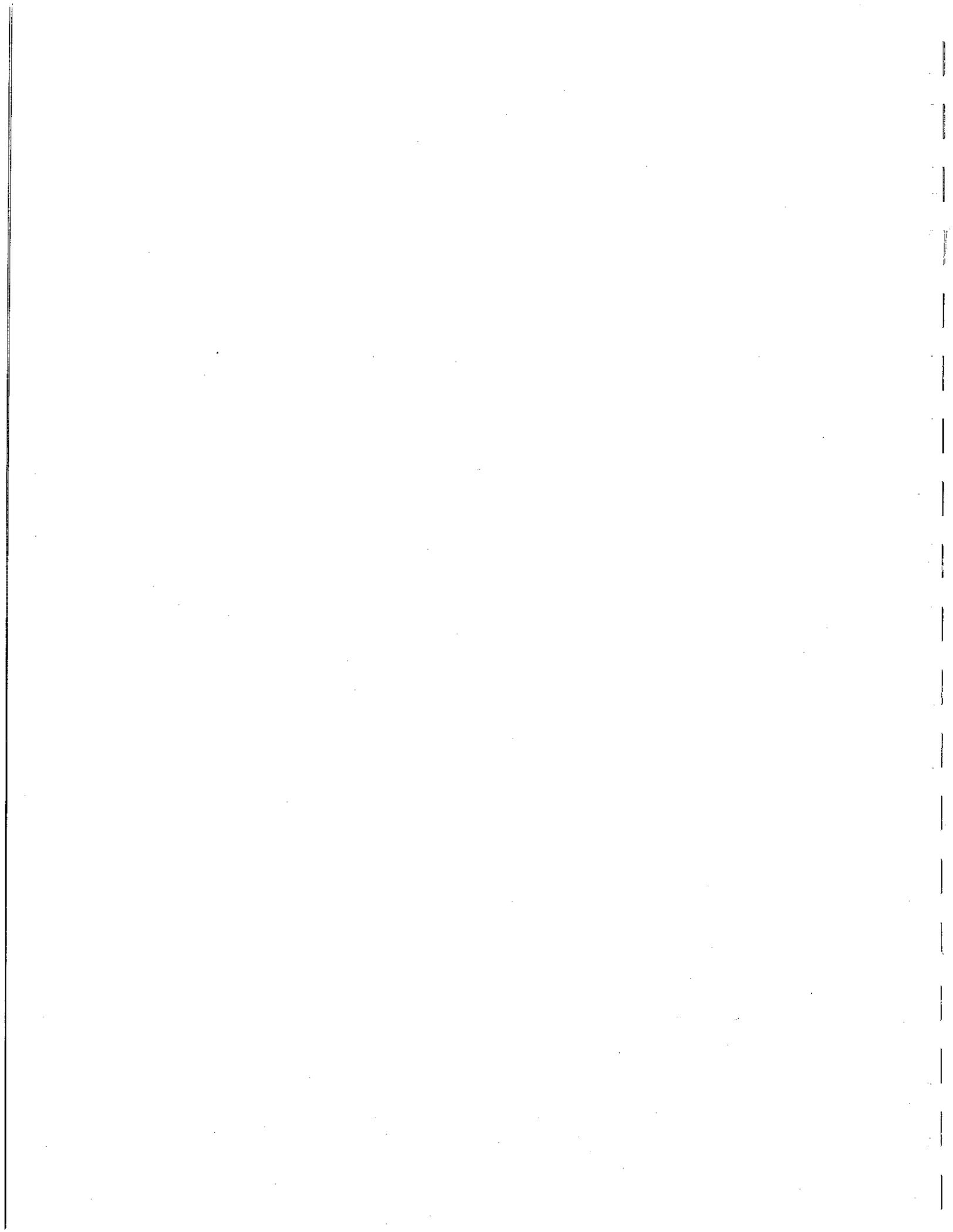
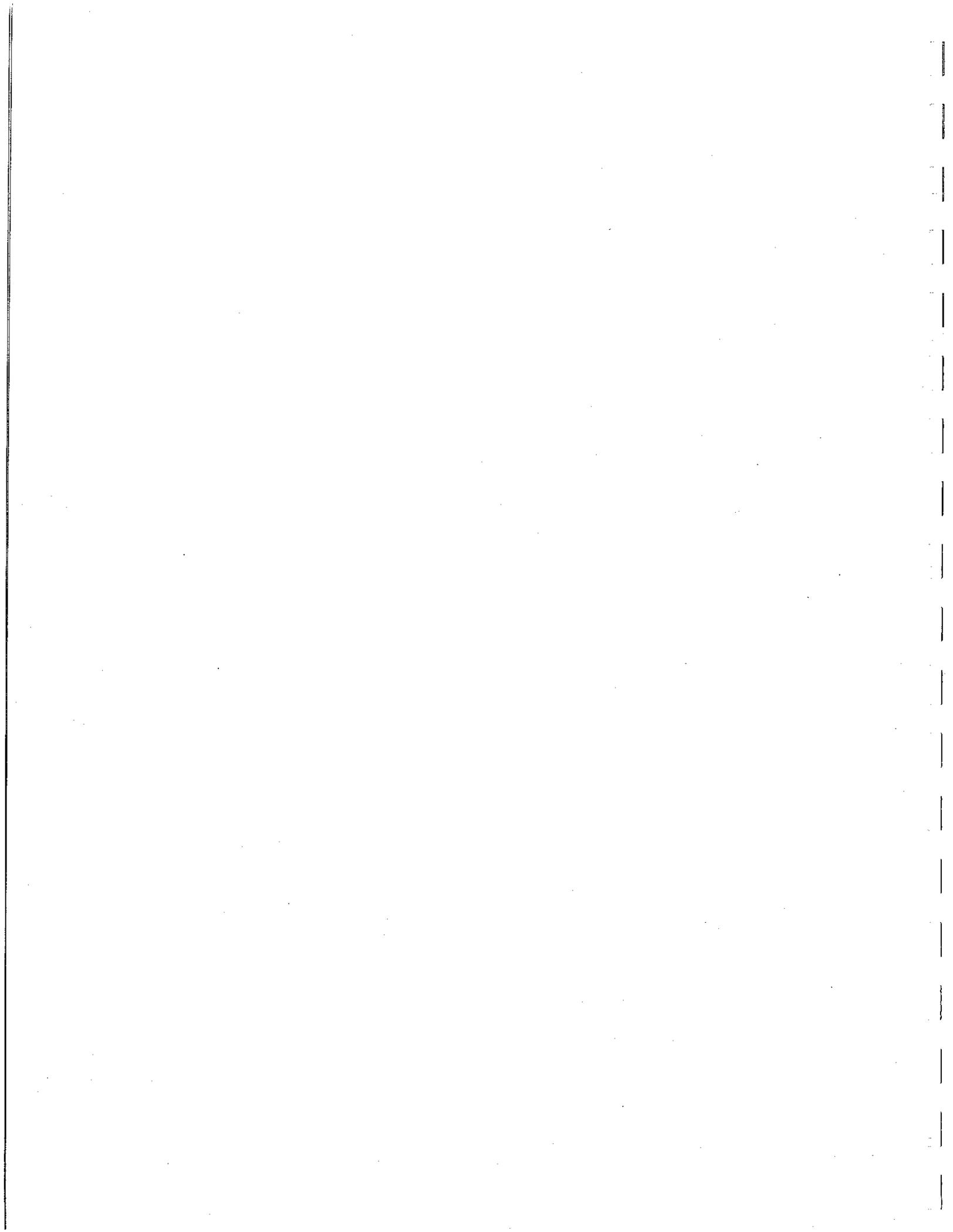


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AN ORDINANCE AMENDING
ARTICLE II - DEFINITIONS: WORD USAGE -
OF THE ZONING ORDINANCE (CHAPTER 255)
OF THE CITY OF HAVERHILL

Amend Chapter 255-6, Definitions, by inserting new or revised definitions in proper alphabetical sequence into Chapter 255-6, Definitions, page 25508, as follows:

"ACCESSORY APARTMENT (New) - In Residential Districts, one apartment, consisting of separate living quarters in a principal single-family dwelling.

ACCESSORY RETAIL USES (New) - Newsstand, barber shop, beauty shop, coffee shop, restaurant, sandwich shop, ice cream store, dining room, cafeteria, bookstore, bakery, candy store, delicatessen, florist, drug store, bank, ATM, and similar accessory services primarily for occupants or users thereof within a hotel, office or industrial building, hospital containing more than 50 sleeping rooms, or transportation terminal facility. Accessory retail uses shall not exceed 10% of gross floor area.

ANIMAL DAY CLINIC (New) - A clinic for animals to receive health care during normal working hours.

BED & BREAKFAST ESTABLISHMENT (New) - An owner occupied dwelling with not more than six (6) rooms available for overnight rental, with or without breakfast.

CONGREGATE CARE HOUSING (New) - A non-institutional residential shared living environment which provides shelter for the functionally impaired, socially isolated, or single elder (55 years or older) who does not require the constant supervision of intensive health care services provided by an institution. The congregate living environment must include at least two of the following: 1) shared accessible community space; 2) shared kitchen; 3) shared dining facilities; 4) shared bathroom facilities. No more than five (5) people per congregate dwelling unit shall be allowed and each person shall have one bedroom of at least 125 square feet. The congregate care housing shall be served by both public water and sewage systems.

FACADE, PUBLIC (New) - The vertical surfaces on any building or structure along adjacent street or public approaches to the building or structure.

FAMILY DAY CARE HOME (New) - An owner-occupied single or two-family residence which, on a regular basis, receives for temporary custody and care during part of all of the day, children under seven years of age, or children under sixteen years of age if such children have special needs; provided, however, in either case, that the total number of children under sixteen in a family day care home shall not exceed six (6), including participating children living in the residence. Family Day Care Home shall not mean an owner-occupied single and two family residence used for an informal cooperative arrangement among neighbors or relatives, or the occasional care of children with or without compensation therefore. An occupancy permit is required from the Office of the Building Inspector and licensing by the Commonwealth of Massachusetts or certification by the Commonwealth that licensing is not required.

LOT FRONTAGE (Revised) - Horizontal distance measured along the front lot line between the points of intersection of the side lot lines with the front lot line. A corner lot shall have two (2) "lot frontages," which must comply with the distance requirement for the respective district. A through lot shall have two (2) "lot frontages," one of which shall comply with the distance requirement of the respective district.

LOT WIDTH (Revised) - The shortest distance between opposite side lines of a lot measured at the point of the front setback. At no point between the street frontage line and the minimum lot depth setback shall the lot be narrower than 75% of the required lot frontage.

MINI-WAREHOUSE (New) - A group of small storage vaults or facilities for rental to consumers for storage of non-noxious and non-hazardous items.

STREET (Revised) - A way which is over twenty (20) feet in right-of-way width which is dedicated or devoted to public or private use by legal mapping or by any other lawful procedure. Prior to the issuance of a building permit, the Building Inspector shall determine that the street will be passable for automobiles and emergency vehicles during all seasons of the year, and Planning Board review may be required."

Amend Chapter 255-6 by deleting the definition for "Exception" from page 25511.

Amend Chapter 255-6 by modifying the title "Planned Development" to "Planned Unit Development" on page 25515."

AN ORDINANCE AMENDING
ARTICLE III - ESTABLISHMENT OF DISTRICTS
OF THE ZONING ORDINANCE (CHAPTER 255)
OF THE CITY OF HAVERHILL

Amend Chapter 255-7, Division Into Districts, page 25519, by inserting new districts, as follow:

<u>Class</u>	<u>Full Name</u>	<u>Short Name</u>
"Commercial	Commercial Central	CC
Industrial	Industrial Office Park	OP"

Amend Chapter 255-8, Changes to Map, Page 25519, by deleting the words "Zoning Map of the City of Haverhill, Massachusetts, dated December 6, 1971" and inserting in its place "Zoning Map of the City of Haverhill dated December 6, 1971 and revised December ---, 1990." The new 1990 Zoning Map of the City of Haverhill amends the 1971 Zoning Map as follows:

- 1) Rezone a small area of land on both sides of Broadway in the Ayers Village area from a Medium Density Residential (RM) District to a Rural Density Residential (RR) District. The boundaries of this area begin at a point along the existing RM District boundary 250 feet west of Liberty Street and proceeding southeasterly and following the existing RM District boundary to a point 1,350 feet west of Lake Street; thence turning northerly to join the existing RM District line 500 feet west of Coolidge Avenue; thence turning westerly along the RM District line to a point 300 feet east of Liberty Street; and thence turning southerly, westerly, and southerly along the existing district line to the point of origin.
- 2) Rezone an area surrounding the historic Rocks Village from a Medium Density Residential (RM) District to a Rural Density Residential (RR) District. The boundaries of this area begin at the Merrimac Town line and proceeding southeasterly along River Road and Wharf Lane and the existing RM District boundary to a point 300 feet southeast of Main Street; thence turning southeasterly along the existing RM District line to the existing SC District line 1,300

feet south of Wharf Lane; thence turning westerly along the existing RM District line to the Watershed District Boundary 400 feet east of Broadway; northwesterly and westerly along the Watershed District boundary to its intersection with the RM District line; thence turning northwesterly along the existing existing RM District line to its intersection with the Watershed District boundary 300 feet south of Old Amesbury Line Road; northwesterly along the Watershed District boundary to existing RM District line at its intersection with Old Amesbury Line Road; thence turning northerly along the existing RM District Boundary to the Merrimac town line; thence turning easterly along the town line to River Road; westerly along a line of 90 degrees to Merrimac Road at a point 300 feet north of Main Street; thence turning southerly along Merrimac Road to Main Street; thence turning easterly along Main Street to a point 200 feet west of the intersection of Broadway and Main Street; thence turning southerly for 200 feet to Broadway; thence turning northeasterly along Broadway to its intersection with Main Street; thence turning easterly along Main Street to a point 300 feet west of Wharf Lane; and thence turning southerly along a line parallel to Wharf Line to the existing SC District boundary.

- 3) Rezone an area of land at the easterly end of Salem Street at South Cross Road and Sun Valley Drive from a Low Density Residential (RL) District to a Rural Residential Density (RR) District. The boundaries of this area begin along the existing RL District boundary southeast of William Avenue and 200 feet south of Chadwick Road and proceeding southeasterly along the existing RL District boundary to the Groveland town line; thence turning northerly along the Groveland town line to Lawrence Road; thence turning westerly along Lawrence Road and South Cross Road to the existing RL District line 100 feet southwest of Clover Lane; thence turning northwesterly along the existing RL District line and to a point 200 feet south of Chadwick Road; and thence turning southwestly along the existing RL District line to the point of origin.

- 4) Rezone an area on the southwestly side of Salem Street from a Medium Density Residential (RM) District to a Low Density Residential (RL) District. The boundaries of this area begin at the existing RM District boundary which intersects Boxford Road as it extends from a point on Salem Street 750

feet south of the end of Valley View Avenue and proceeding southeasterly along Boxford Road to Chadwick Road; thence turning easterly along Chadwick Road and the existing RM District line to William Avenue; thence turning southerly for 200 feet along the existing RM District line; thence turning easterly along the existing RM District line to a point along the existing RL District line 600 feet west of Salem Street; thence turning southerly along the existing RM District line to South Cross Road; thence turning northeasterly along South Cross Road to Salem Street; and thence turning northerly along Salem Street to the point of origin.

- 5) Rezone an area at the intersection of Salem Street and Groveland Road from a Neighborhood Commercial (CN) District to a Low Density Residential (RL) District. The boundaries of this area begin at the intersection of Salem Street and Chadwick Road and proceeding southeasterly along Salem Street for 400 feet to the existing CN District line; thence turning easterly along the CN District line for 200 feet; thence turning northerly along the existing CN District line for 400 feet to Groveland Road; and thence turning westerly along Groveland Road to the point of origin.
- 6) Rezone an area on the southwesterly side of North Avenue (at the Plaistow, New Hampshire State Line) from a Rural Density Residential (RR) District to a Medium Density Residential (RM) District. The boundaries of this area begin at the intersection of North Avenue and the Plaistow (NH) town line and proceeding westerly along the town line for 1,500 feet to the existing mapped property line; thence turning southeasterly along the existing RR District line for 500 feet; southwesterly along the RR District line for 600 feet; thence turning southeasterly along the RR District line for 1,700 feet to the existing RM District line; and thence turning northeasterly along the existing RR District line to North Avenue and the point of origin.
- 7) Rezone an area south of Broadway off Forest Street from a Rural Density Residential (RR) District to a Medium Density (RM) District. The boundaries of this area begin at a point 700 feet east of Lake Street and 450 feet south of Broadway (along the existing RR District line) and proceeding southerly

along a parallel line 700 feet east of Lake Street to a point 400 feet north of West Lowell Avenue; thence turning easterly along a line 400 feet north of West Lowell Avenue to the existing RR District line; thence turning northeasterly along the existing RR District line 500 feet north of West Lowell Avenue to Forest Street; thence turning northerly along Forest Street to the existing RM District line 300 feet south of Broadway; and thence turning westerly along the existing RM District line to the point of origin.

- 8) Rezone an area bordered River Street, Bradley Avenue, West Lowell Avenue, Route 495, and Western Avenue from a High Density Residential (RH) District to a Medium Density Residential (RM) District. The boundaries of this area begin 500 feet north of the intersection of West Lowell Avenue and Bradley Avenue at the existing RR District line and proceeding southerly along the existing RR District line 200 feet west of Bradley Avenue to Jameson Street; thence turning easterly across Route 110 to the SC District line; thence turning northerly, easterly and southerly along the existing SC District line (along River Street and Western Avenue) to Route 495; thence turning northeasterly along Route 495 to a point 150 feet north of West Lowell Avenue (as extending to Route 495); thence turning westerly, northerly, westerly along the existing RH District line to Canterbury Avenue; thence turning generally northerly along the existing RH District line to a point 300 feet south of Broadway; westerly along a line 300 feet south of Broadway to Forest Street; thence turning southerly along Forest Street to a point 500 feet north of West Lowell Avenue; and thence turning westerly along the existing RR District line (500 feet north of West Lowell Avenue) to the point of origin.
- 9) Rezone an area south of Broadway at the intersection of Forest Street and Broadway from a Neighborhood Commercial (CN) District to a Medium Density Residential (RM) District. The boundaries of this area begin at the intersection of Broadway and Forest Street and proceeding southerly for 300 feet along Forest Street; thence turning easterly along a line 300 feet south of Broadway to the existing CN District line; thence turning northwesterly along the existing CN District line to Broadway; and thence turning westerly along Broadway to the point of origin.

- 10) Rezone an area north of Route 495 at the intersection of Amesbury Road and Route 495 from a Medium Density Residential (RM) District to a High Density Residential (RH) District. The boundaries of this area begin at a point on Amesbury Road 300 feet south of Amesbury Street and proceeding westerly on right angle to Amesbury Road for a distance of 200 feet along the existing CH District boundary; thence turning northerly along this district line for a distance of 100 feet; thence turning westerly for 1,700 feet along a line at right angles to Amesbury Road to a point 1,400 feet northeast of Route 495 along the existing RM District line; thence turning southerly along the RM District line to Route 495; thence turning easterly along Route 495 to Amesbury Road; and thence turning northerly along Amesbury Road to the point of origin.

- 11) Rezone a portion of the General Commercial (CG) District on Hilldale Avenue (an abandoned shopping center) to a High Density Residential (RH) District. The boundaries of this area begin at the intersection of Brook Street and Hilldale Avenue and proceeding westerly along Brook Street along the existing CG District line to Alberta Avenue; thence turning southerly along the CG District line and the existing property line to a point 200 feet north of Lafayette Street; thence turning easterly along the CG District line to Hilldale Avenue; and thence turning northerly along Hilldale Avenue to the point of origin.

- 12) Rezone an area along Railroad Avenue presently zoned an Industrial Park (IP) District to a High Density Residential (RH) District. The boundaries of this area begin at the former Boston and Maine Railroad Bridge at the center line of the Merrimack River and proceeding westerly along the existing IP District boundary to a point 300 feet southeast of the end of Ayer Street; thence turning southerly along the Merrimack River and the existing IP District line to the former Boston & Maine Railroad tracks; thence turning easterly along the existing IP District line to a point 50 feet west of Blossom Street; westerly along South Elm Street for 50 feet to the existing IP District line; and thence turning northerly along the IP District line to the point of origin.

- 13) Rezone an area bordered by the former Boston and Maine Railroad tracks and the Merrimack River at the North Andover line from an Industrial Park (IP) District to a High Density Residential (RH) District. The boundaries of this area begin at the former Boston & Maine Railroad tracks 500 feet north of Cross Road and proceeding westerly along the existing IP District line to the Merrimack River; thence turning southerly along the Merrimack River for approximately 2,200 feet to the North Andover town line; thence turning easterly along the North Andover town line to the former Boston and Maine Railroad tracks; and thence turning northerly along the tracks to the point of origin.

- 14) Rezone an area bordering the North Andover town line on Route 125 from a Rural Density Residential (RR) District to a High Density Residential (RH) District. The boundaries of this area begin along Route 125 at a point 400 feet south of the Route 125 intersection with Cross Road and proceeding southerly on Route 125 along the existing RR District line to the North Andover town line; thence turning southeasterly along the RR District line for 900 feet; thence turning northerly for 1,800 feet along the existing property line to a point 200 feet south of the electrical transmission lines right-of-way (ROW); thence turning northwesterly along a parallel line 200 feet south of the transmission lines ROW to the existing RR District line; and thence turning westerly along the RR District line to the point of origin.

- 15) Rezone an area along River Street adjacent to Demoulas's Market at Westgate Shopping Center from a General Commercial (CG) District to an Urban Density Residential (RU) District. The boundaries of this area begin at a point along Montrose Avenue 250 feet north of Wyoming Avenue and proceeding westerly for 100 feet along the existing property line; thence turning southerly along the existing property line for 660 feet; thence turning easterly for 90 feet to Montrose Avenue and continuing across Montrose Avenue easterly along the center line of Newburg Street to the existing RU District line; thence turning northerly along the RU District line to a point 250 feet north of Wyoming Avenue; and thence turning westerly along the RU District line to the point of origin.

- 16) Rezone an area of Kenoza Avenue from a High Density Residential (RH) District to an Urban Density Residential (RU) District. The boundaries of this area begin at the intersection of Fay Street and Kenoza Avenue and proceeding easterly along Kenoza Avenue to a point 100 feet east of Forest Avenue; thence turning northerly along a line parallel to Forest Avenue to a point 200 feet north of Kenoza Avenue; thence turning westerly along a line parallel to Kenoza Avenue to Fay Street; and thence turning southerly along Fay Street to the point of origin.

- 17) Rezone an area on Lincoln Avenue at Groveland Street from a General Commercial (CG) District to a Highway Commercial (CH) District. The boundaries of this area begin at the intersection of Old Ferry Road and Ordway Avenue; and proceeding southerly along Ordway Avenue to Groveland Street; thence turning southeasterly along the existing CG District line to Lincoln Avenue; thence turning southwesterly along Lincoln Avenue to a point at a mapped property line 100 feet northeast of Lackey Street; thence turning southeasterly along the existing CG District line to the Merrimack River; thence turning northeasterly along the Merrimack River to a point 250 feet north of Groveland Street; and thence turning westerly along the existing CG District line to the point of origin.

- 18) Rezone an area on the northerly side of River Street at Route 495 from a General Commercial (CG) District to a Highway Commercial (CH) District. The boundaries of this area begin at the intersection of Lowell Avenue and Carleton Street and proceeding westerly along Lowell Avenue and the existing CG District line; thence turning northerly along the existing CG District line for 400 feet; thence turning westerly along the existing CG District line to the center line of Route 495; thence turning southerly along Route 495 to River Street; easterly along River Street to a point 100 feet west of Revere Avenue; thence turning northerly along the existing CG District line to the center line of Newburg Street; thence turning westerly along the center line of Newburg Street to the center line of Montrose Avenue and continuing to a point 175 feet north of River Street; thence turning and running north 660 feet to a point 250 feet northwest of Montrose Avenue; thence turning and running east 100 feet to the point of origin.

- 19) Rezone an area on the northerly side of River Street from an Urban Density Residential (RU) District to a Highway Commercial (CH) District. The boundaries of this area begin at the intersection of River and Hall Streets and proceeding easterly along River Street for 100 feet to the existing property line; thence turning northerly along the existing property line for 200 feet; thence turning westerly along the existing property line to Hall Street; and thence turning southerly along Hall Street to the point of origin.

- 20) Rezone an area at the intersection of Route 125 and Boston Road from a General Commercial (CG) District to a Highway Commercial (CH) District. The boundaries of this area begin along Route 125 at a point 400 feet north of Boston Road and proceeding southerly along Route 125 to a point 200 feet north of Route 125 Connector; thence turning easterly for 250 feet along the existing CG District line; thence turning northerly along the existing CG District line for 450 feet; thence turning easterly along the existing CG District line to Boston Road; thence turning northerly along Boston Road for 450 feet; easterly along the CG District line for 400 feet; and thence turning northerly along the CG District line to the point of origin.

- 21) Rezone an area on River Street along the Merrimack River from a General Industrial (IG) District to a General Commercial (CG) District. The boundaries of this area begin at a point 250 feet north of River Street and the IG District line (100 feet north of the terminus of Avon Street) and proceeding westerly, southerly, westerly along the existing IG District line to Varnum Street; thence turning southerly along Varnum Street to River Street; thence turning along River Street to Ayer Street; thence turning southerly for 700 feet along the mapped property line and the existing IG District line to the Merrimack River; thence turning northeasterly along the existing IG District line for 1,400 feet; and thence turning northerly along the existing IG District line to the point of origin.

- 22) Rezone the area generally encompassing the Central Business District from a General Commercial (CG) District to a new Central Commercial (CC) District. The boundaries of this area begin at the intersection of Water Street and John Ward Avenue and proceeding westerly along Water Street and Ginry Boulevard to Stage Street; thence turning northerly along Stage Street to Summer Street; thence turning westerly along Summer Street to Newcomb Street; thence turning northerly for 300 feet along Newcomb Street; thence turning westerly along the existing CG District line to a point 200 feet east of Main Street; thence turning northerly along the CG District line to Ashland Street; thence turning easterly along Ashland Street to a point 200 feet west of Webster Street; thence turning northerly for 300 feet along the existing CG District line to a point 100 feet south of Kenoza Avenue; continuing to proceed northerly to Kenoza Avenue to a point opposite Warren Street; thence turning easterly along Kenoza Avenue to Fay Street; thence turning northerly along Fay Street and existing CG District line; thence turning southwesterly along the existing CG District line and along a line parallel to Kenoza Avenue to a point 150 feet west of Lincoln Street; thence turning northerly along a line parallel to Lincoln Street to Howard Street; thence turning easterly along Howard Street to Lincoln Street; thence turning northwesterly along the existing CG District line to a point 100 feet north of Fountain Street; continuing to proceed northwesterly along a line parallel to Fountain Street to a point 300 feet east of Main Street; thence turning northerly along a line parallel to Main Street to Elm Street; thence turning westerly along Elm Street to Main Street; thence turning southerly along Main Street to 5th Avenue; thence turning westerly for 100 feet along 5th Avenue to a point 100 feet west of Portland Street; thence turning southerly along a line parallel to Portland Street to 4th Avenue; thence turning westerly along 4th Avenue to Portland Street; thence turning southerly along Portland Street to a point 150 feet north of Route 110; thence turning westerly along a line parallel to Route 110 to a point 200 feet west of Nichols Street; thence turning southerly along the existing CG District line and westerly to a point 100 feet east of North Street; continuing to proceed southerly along a line parallel to North Street to a point 100 feet west of North Street; continuing to

proceed southerly along a line parallel to White Street to a point 150 feet north of Winter Street; thence turning westerly along a line parallel to Winter Street to Lewis Street; thence turning southerly along Lewis Street to Winter Street; thence turning easterly along Winter Street to Locke Street; thence turning southerly along Locke Street to Orchard Street; thence turning easterly along Orchard Street to Locust Street; thence turning southerly along Locust Street to Essex Street; thence turning southeasterly along Essex Street to Washington Street; thence turning southerly along the existing CG District line to the Merrimack River; thence turning easterly along the CG District line to a point opposite John Ward Avenue; and thence turning northerly along the existing CG District line to the point of origin.

- 23) Rezone the historic area on Washington Street from a General Commercial (IG) District to a new Central Commercial (CC) District. The boundaries of this area begin at a point on Essex Street 200 feet north of Washington Street and proceeding westerly along a line parallel to Wingate Street to a point 100 feet north of Washington Street; thence turning southerly along the former Boston and Maine Railroad tracks to the Merrimack River; thence turning easterly along the Merrimack River for 1,100 feet to the existing IG District line; thence turning northerly along the existing IG District line to the intersection of Washington and Essex Street; and thence turning northwesterly along Essex Street to the point of origin.
- 24) Rezone an area near the intersection of Amesbury Road and Route I-495 (on the south side of Route 495) from a Special Conservation (SC) District to a new Office Park (OP) District. The boundaries of this area begin at the intersection of Airport Road and Route 495 and proceeding westerly along Route 495 to a point 200 feet north of Newton Road; thence turning southerly for 200 feet and continuing along Newton Road to Gile Street; thence turning easterly along a line extending 2,800-foot from Gile Street to the intersection of Airport Road and Amesbury Road; and thence turning northerly and northwesterly along Airport Road to the point of origin.

- 25) Rezone an area south of Route 495 at the intersection of Amesbury Road and Route 495 from a Highway Commercial (CH) District to a new Office Park (OP) District. The boundaries of this area begin at the intersection of Amesbury Road and Route 495 and proceeding westerly along Route 495 to Airport Road; thence turning southeasterly along Airport Road to Amesbury Road; and thence turning northeasterly along Amesbury Road to the point of origin.

- 26) Reaffirm an area of a Highway Commercial (CH) District near the intersection of Main Street and Plaistow Road at the New Hampshire State Line as being changed from a Medium Density Residential (RM) District to a Highway Commercial (CH) District. The boundaries of this area begin at the Plaistow, New Hampshire town line at a point 200 feet west of Route 125 and proceeding westerly along the town line for 400 feet; thence turning southerly for 300 feet on a line parallel to the existing CH District line; thence turning easterly for 300 feet to a point 300 feet west of Route 125; thence turning southerly on a line parallel to the existing CH District line to Merrimack Avenue; thence turning northeasterly along Merrimack Avenue to the existing CH District line 200 feet west of Route 125; and thence turning northerly along the existing CH District line to the point of origin.

- 27) Reaffirm an area of a Highway Commercial (CH) District near the intersection of Route 125 and Craigie Avenue as being changed from a Medium Density Residential (RM) District to a Highway Commercial (CH) District. The boundaries of this area begin along Plaistow Road at a point 500 feet north of Route 125 and proceeding easterly to Arcadia Avenue; thence turning northerly along Arcadia Avenue to a point 250 feet north of Craigie Avenue; thence turning westerly along the existing CH District line to Plaistow Road; and thence turning southerly along Plaistow Road to the point of origin.

- 28) Rezone an area adjacent to Little River between Brook Street and Route 495 from a General Industrial (IG) District to a Special Conservation (SC) District. The boundaries of this area begin at the intersection of Route 495 and the former Boston & Maine (B&M) Railroad tracks and proceeding southerly for 2,750 feet along the B&M tracks and along the existing IG District line; thence

turning westerly along the existing IG District line and mapped existing property line to Hillsdale Avenue to a point 150 feet north of Acorn Street; thence turning southerly for 900 feet along Hillsdale Avenue to Marlon Street; thence turning easterly along the existing IG District line and mapped existing property line to the former Boston & Maine Railroad tracks; thence turning southerly along the existing IG District to the Little River; thence turning southwestly along the Little River streambed and existing IG District line to a point 200 feet south of 8th Avenue, if extended; thence turning easterly for 500 feet to Hale Street; thence turning northerly along the existing IG District line to a point 150 feet north of Norfolk Street; thence turning easterly along a line parallel to Norfolk Street to Primrose Street; thence turning northerly along Primrose Street to 16th Avenue; thence turning westerly for 800 feet along the existing IG District line; thence turning northerly along the IG District line to a point 2,200 feet south of Route 495; thence turning westerly along the existing IG District line for 500 feet; thence turning northerly along the IG District line to Route 495; and thence turning westerly along Route 495 to the point of origin.

- 29) Rezone three areas from Rural Density Residential (RR) Districts to Special Conservation (SC) Districts within the Crystal Lake Watershed Area.

The boundaries of the first area begin at the intersection of Liberty Street and Crystal Street and proceeding westerly along Liberty Street for 900 feet to the Watershed Overlay Protection District line; thence turning southerly, easterly, and northerly along the watershed boundary to Liberty Street; and thence turning northwestly along Liberty Street to the point of origin.

The boundaries of the second area begin at the intersection of Crystal Street and Jerico Road and proceeding southerly for 3,300 feet along the existing RR District boundary to the Watershed Overlay Protection District line; northerly and easterly along the watershed boundary to the Atkinson, New Hampshire town line; thence turning southerly along the town line to the existing RR District line; and thence turning southeasterly along the RR District line to the point of origin.

The boundaries of the third area begin at a point along the existing RR District boundary 1,600 feet northwest of Lake Street and 500 feet west of Bradley Brook and proceeding westerly along the existing RR District boundary to the Watershed Overlay Protection District line; and thence turning southeasterly and northerly along the watershed boundary to the point of origin.

- 30) Rezone five areas from Rural Density Residential (RR) Districts to Special Conservation (SC) Districts within the Millvale Reservoir and Kenoza Lakes Watershed Areas.

The boundaries of the first area begin at a point 300 feet west of Middle Road and 2,000 feet south of Route 495 and proceeding westerly along the existing SC District line to a point 2,500 feet east of Elliott Street; thence turning southerly along the SC District line to the Watershed Overlay Protection District line; thence turning easterly and southerly along the watershed line to the SC District line; and thence turning northerly along the SC District line to the point of origin.

The boundaries of the second area begin along Millvale Road at a point 1,500 feet west of the intersection of Millvale Road and East Broadway and proceeding easterly, northerly and westerly along the Watershed Overlay Protection District line to the existing RR District line; and thence turning southerly for 2,100 feet along the RR District line to the point of origin.

The boundaries of the third area begin at the intersection of Country Bridge Road and East Broadway and proceeding southerly along the RR District boundary to the Watershed Overlay Protection District line; thence turning northerly along the watershed line to the existing RM District boundary; and thence turning westerly along the RM District line to the point of origin.

The boundaries of the fourth area begin along East Broadway at a point 1,000 feet northeast of the intersection of Thompson Road and East Broadway and proceeding southerly along East Broadway to the Watershed Overlay Protection District line at a point 2,000 feet south of Thompson Road; and thence turning northeasterly along the Watershed District Line to the point of origin.

The boundaries of the fifth area begin at a point 500 feet north of Golden Hill Avenue and 1,900 feet west of Kenoza Street and proceeding easterly along the existing SC District boundary; thence turning northerly, easterly and northerly along the Watershed Overlay Protection District line to the existing SC District line; and thence turning westerly and southerly along the existing SC District line to the point of origin.

- 31) Rezone two areas from Medium Density Residential (RM) Districts to Special Conservation (SC) Districts within the Millvale Reservoir and Kenoza Lakes Watershed Areas.

The boundaries of the first area begin at the intersection of the existing RM District line and Old Amesbury Line Road at a point 1500 feet east of Route 495 and proceeding southerly and easterly along the existing RM District line to its intersection with the Watershed Overlay Protection District line (300 feet south of Old Amesbury Line Road); and thence turning northwesterly along the watershed line to the point of origin.

The boundaries of the second area begins at a point along East Broadway 800 feet south of East Broadway's intersection with Old Amesbury Line Road and proceeding northwesterly along the existing RM District Line to its intersection with the Watershed Overlay Protection District Boundary line 500 feet south of Old Amesbury Line Road; thence turning easterly and southerly along the watershed line to the existing RM District Line (400 feet east of East Broadway); and thence turning westerly along the existing RM District line to the point of origin.

Amend Paragraph 1 of Chapter 255-9, Changes to Map, page 25519, by inserting a new second paragraph, as follows:

"In order to maintain the up-to-date Zoning Map, the following procedures shall be followed. The Zoning Map shall be the original mylar which shall be placed in the vault under the custody of the City Clerk, and the official copy of which shall be located in the office of the Building Inspector. Upon passage of a zoning amendment affecting district

boundaries, the City Engineer, at the direction of the Building Inspector, shall make permanent changes to the original reproducible zoning map mylar and provide copies of the corrected map to the Building Inspector, City Clerk, City Engineer, and Planning Department. The date of all changes and the authority for such changes shall be noted on the map, and copies provided to each of the cited offices."

Further amend Chapter 255-9, Changes to Map, page 25519, by deleting from paragraph 1, the words "and shall be located in the office of the Building Inspector," and by deleting the last sentence which reads "Photographic reductions or other reproductions of this large-scale Zoning Map may serve as copies of the Zoning Map but are not considered official."

AN ORDINANCE AMENDING
ARTICLE VIII - OFF-STREET PARKING AND LOADING REQUIREMENTS
OF THE ZONING ORDINANCE (CHAPTER 255)
OF THE CITY OF HAVERHILL

Amend Chapter 255-42 by inserting a new parenthetical sentence after the first sentence into Chapter 255-42, Off-Street Parking Area Design Requirements, page 25543, as follows:

"(up to 35% of required parking spaces shall be allowed to have a reduced width of not less than 7.5 feet to accommodate compact and subcompact cars, with corresponding aisle width reductions for such areas subject to a determination by the Building Inspector)".

Amend Chapter 255-49 by inserting new Sections C and D into Chapter 255-49, Location of Parking and Loading Spaces, page 25547, as follow:

- "C. For residential uses (one, two or three family), parking in the front yard shall be allowed only in the driveway or in a back-up strip adjacent to the driveway. Any paved areas including the driveway shall not cover more than 50% of the front yard.

- D. For non-residential uses, a 15-foot wide landscaped strip shall be provided between the parking area and the street right-of-way."

AN ORDINANCE AMENDING
ARTICLE X - ADMINISTRATION AND ENFORCEMENT -
OF THE ZONING ORDINANCE (CHAPTER 255)
OF THE CITY OF HAVERHILL

Amend Chapter 255-75 by deleting from Chapter 255-75, Variances, page 25562, Section B, line 5, the words "... and five (5) copies of the following described plot plan" and by inserting in their place the words "and nine (9) copies of the following described site plan"; by deleting from line 1, page 25563, the word "plot plan" and by inserting in their place the words "site plan"; and by inserting a new second and subsequent paragraphs into Section B, page 25563, as follows:

"When a variance is requested to subdivide a parcel of land, the dimensions and areas of the surrounding lots may be taken from the deed or site plan for comparison of the size of lots in the neighborhood, noted on the plan as such, and marked "approximate". Any plans presented with the petition shall remain a part of the record of the Board of Appeals.

When a petition is filed for a sign variance, the accompanying plan shall show, in addition to the location of the sign, the sign area and height in relation to the respective building height, size or length.

If living quarters are to be remodeled, or areas to be converted into living quarters, in addition to the required site plan, nine (9) copies of the following described plan shall be furnished:

- (1) A floor plan of each floor on which remodeling is to be done or area converted into living quarters;
- (2) A floor plan showing the stairways, halls, doors opening into the halls, and exit doors of each floor or floors where remodeling or converting is to be done; and
- (3) An elevation of the parts of the building where outside stairways or fire escapes are to be located. The plans and elevations shall be clearly illustrated. The size of each plan shall be 11" x 17" x 22"; it shall be drawn to scale 1/2 inch = 1 foot.

An application for a Dimensional Variance or Use Variance that requires the recording of a plan must be accompanied by a recordable linen or mylar plan, and said plan must contain Registered Land Surveyor's seal and signature, and must comply with all other Recording Rules of the Registry of Deeds.

All plans and elevations presented with the application shall remain a part of the records of the Board of Appeals. The provision of the plan and the application form shall be the sole responsibility of the applicant.

The Building Inspector, at the time of initial application review, shall confirm to the Board that all site/building plans submitted are in total compliance with the Board's rules and regulations."

Amend Chapter 255-76 by deleting Section C from Chapter 255-76, Special Permits, page 25566, and inserting in its place a new Section C as follows:

"C. All applications for Special Permit before the Board of Appeals shall be accompanied by a reproducible original and nine (9) copies of the following described site plan:

The plan shall be 8½" x 11" or larger drawn at a scale of 1 inch = 40 feet or such smaller scale as may be necessary, indicating: zoning districts; north points; names of streets; names of property owners who abut the subject property; existing property lines and exact location of existing buildings and any proposed additions and distances from adjacent buildings and property lines shall be shown on the plan which shall accurately be drawn in ink on mylar or linen and signed and stamped by a registered land surveyor.

The dimensions of the lot, percentage of the lot covered by the principal and accessory buildings, the required parking spaces, entrances, exits, driveways, planting strips, signs, etc. that are pertinent to the granting of the special permit shall also be shown.

All of the above must be certified as to accuracy of the lot lines, placement of original buildings and of proposals to provide additions to buildings, alterations to lot lines and/or parking, etc."

The Board may also require additional information as described in Sections C.1 and C.2 of this Chapter as determined to be pertinent by the Board.

All plans and facade elevations presented with the application shall remain a part of the records of the Board of Appeals. The provision of the plan and the application form shall be the sole responsibility of the applicant.

If living quarters are to be remodeled, or areas to be converted into living quarters, in addition to the required site plan, nine (9) copies of the following described plan shall be furnished:

- 1) A floor plan of each floor on which remodeling is to be done or areas converted into living quarters;
- 2) A floor plan showing the stairways, halls, door openings into the halls, and exit doors of each floor or floors where remodeling or converting is to be done; and
- 3) An elevation of the parts of the building where outside stairways or fire escapes are to be located. The plans and elevations shall be clearly illustrated. The size of each plan shall be 11" x 17" x 22"; it shall be drawn to scale 1/2 inch = 1 foot.

All plans and elevations presented with the application shall remain a part of the records of the Board of Appeals. The provision of the plan and the application shall be the sole responsibility of the applicant.

An application for a Special Permit that requires the recording of a plan, must be accompanied by a recordable linen or mylar plan, and said plan must contain Registered Land Surveyor's seal and signature, and must comply with all other Recording Rules of the Registry of Deeds.

AN ORDINANCE AMENDING
ARTICLE XI - SPECIAL PERMIT CONDITIONS -
OF THE ZONING ORDINANCE (CHAPTER 255)
OF THE CITY OF HAVERHILL

Amend Chapter 255-86 by inserting a new Chapter 255-86.1, Special Conditions Relating to Accessory Apartments, into Article XI, page 25578, as follows:

Chapter 255-86.1 - Accessory Apartments

In Residential Districts, one apartment, consisting of separate living quarters in the principal building, may be constructed in a single family dwelling, upon grant of a special permit. In order for the Board of Appeals to grant a special permit, the following conditions must be met in addition to other special permit requirements. These conditions may not be waived through use of a variance.

- 1) The building must retain its characteristically single-family appearance.
- 2) A separate entrance may not be constructed.
- 3) Conversions will be permitted only in single-family homes constructed prior to the adoption of this amendment.
- 4) The apartment shall not exceed 800 square feet or 30% of the size (square feet) of the existing structure, whichever is less.
- 5) The conversion must occur entirely within the existing footprint of the building.
- 6) The single-family home must be owner-occupied with no separate electric or heating services provided to the accessory apartment.
- 7) The Board of Health must certify that any existing potable water and sanitary waste disposal system is adequate to support a second living unit.

- 8) Existing single-family homes must meet minimum single-family, off-street parking requirements."

Amend Chapter 255-87 by deleting from Section A of Chapter 255-87, Planned Unit Development, page 25578, the words "fifty (50) contiguous acres" and inserting in their place "ten (10) contiguous acres"; by deleting from Section C the words "at least twenty five percent (25%) of the land area" and inserting in their place "at least thirty percent (30%) of the land area"; by deleting from Section D the words "twenty percent (20%) of the total residential gross floor area or forty five thousand (45,000) square feet in gross floor area, whichever is less, may be devoted to commercial gross floor area at any one time", and inserting in their place the words "ten percent (10%) of the total residential gross floor area or ten thousand (10,000) square feet in gross floor area, whichever is less, may be devoted to commercial gross floor area at any one time"; amend by deleting from Section E the words "shall not exceed thirty (30) dwelling units per acre", and inserting in their place "shall not exceed the density of dwelling units per acre in the underlying district, except as provided for in Chapter 255-89.1, Inclusionary Housing," and by deleting from Section G the words "shall not exceed six (6) stories or eighty (80) feet in height, whichever is less", and inserting in their place "shall be limited to the maximum height of the underlying district".

Amend Chapter 255-88 by inserting into Section B (3) of Chapter 255-88, Cluster Residential Development, page 25580, at the end of the last sentence the words "except that a ten percent (10%) unit density bonus may be granted, however, in the event a density bonus is granted, open space land shall be at least 30% of the total land tract."

Further amend Chapter 255-88 by inserting a new Section B (13) into Chapter 255-88, Cluster Residential Development, page 25582, as follows:

"(13) All multi-family dwellings, cluster residential development, and Planned Unit Development shall be subject to Definitive Plan and Performance Guarantee requirements of the Haverhill Subdivision Regulations."

Amend Chapter 255-89 by inserting a new Chapter 255-89.1, Inclusionary Housing, page 25582.1, as follows:

The Building Inspector, at the time of initial application review, shall confirm to the Board that all site/building plans submitted are in total compliance with the Rules and Regulations of the Board of Appeals."

Further amend Chapter 255-76 by inserting into Section D of Chapter 255-76, Special Permits, page 25566.1 the words "and Council" following the words "the Board" in the first sentence on page 25566.1 in Section D.

Further amend Chapter 255-76 by inserting into Section E of Chapter 255-76, Special Permits, page 25566.1 the words "and Council" following the words "the Board" in the first sentence of Section E.

Further amend Chapter 255-76 by inserting new general conditions into Section D of Chapter 255-76, Special Permits, page 25566.1, as follow:

- 5) The requested use provides for convenience and safety of vehicular and pedestrian movement within the site and in relation to adjacent streets, properties and improvements to be demonstrated by a traffic study where pertinent.
- 6) The requested use provides for adequate methods of disposal for sewage, refuse and other wastes, and adequate methods for surface and storm water drainage.
- 7) The requested use provides for adequate off-street loading and unloading of service vehicles.
- 8) The requested uses has adequate landscaping and open space areas.
- 9) The building design of the requested use is compatible with the surrounding neighborhood in terms of size, scale and character.
- 10) The requested use preserves historical buildings and sites."

Further amend Chapter 255-76 by inserting new Sections C.1 and C.2, into Chapter 255-76, Special Permits, page 25566.1, as follow:

"C.1 All applications for Special Permit before the City Council shall be accompanied by a reproducible original and twenty-six (26) copies of the following described certified site plan prepared by a registered professional engineer and registered land surveyor. The certified site plan shall show the following:

- (1) The perimeter dimensions of the lot; assessors map, lot and block numbers.
- (2) All existing and proposed buildings, structures, building setbacks, parking spaces, driveway openings, distance between buildings, plan view exterior measurements of individual buildings, driveways, service areas, and open areas.
- (3) Internal roads, sidewalks and parking areas (width dimensions of paving and indication of number of parking spaces).
- (4) All facilities for sewage, refuse and other waste disposal and for surface water drainage.
- (5) All proposed landscaping features, such as fences, walls, planting areas, and walks on the lot and tract.
- (6) Existing major natural features, including streams, wetlands, and all six-inch or larger caliper trees (caliper is girth of the tree at approximately waist height).
- (7) Map showing existing and proposed two-foot contours on the tract and within fifty (50) feet of the site (may be combined with natural features, if the map is readable).

- (8) Zoning, scale and North arrow (minimum scale of one (1) inch equals one hundred (100) feet).
- (9) Total site area in square footage and acres and area to be set aside as public open space, if appropriate.
- (10) Percentage of lot coverage (including the percentage of the lot covered by buildings) and percentage of open space, if appropriate.
- (11) The proposed residential density in terms of dwelling units per acre and types of proposed commercial uses in terms of the respective floor area, and recreation areas, and number of units proposed by type: number of one-bedroom units, two-bedroom units, etc., if appropriate.
- (12) Location sketch map (indicate surrounding streets and properties and any additional abutting lands owned by the applicant).
- (13) Developer's (or his representative's) name, address and phone number.
- (14) Any other information which may include traffic, school, utilities and impact studies deemed necessary by the City Council as the Special Permit Granting Authority (SPGA) in order to adequately evaluate the scope and potential impacts of the proposed project.

C.2 The City Council shall require all petitions for special permits for cluster residential development, multifamily dwellings or planned unit development to meet the certified site plan requirements of Section C.1 above and attached to said plan shall be exterior facade elevation plans, and interior unit plans prepared by a registered architect.

The architectural plans shall show the following:

- (1) Representative elevation sketches of buildings (indicate height of building and construction material of the exterior facade).

- (2) Typical unit floor plan for residential uses. [Floor plan should be indicated for each type of unit proposed: either one (1) bedroom, two (2) bedrooms or more.] The area in square feet of each typical unit should be indicated.

Further amend Chapter 255-76 by inserting new Sections F, G, and H into Chapter 255-76, Special Permits, page 25566.1 as follows:

- "F. Comprehensive Permit Applications shall include certified site and architectural plans, as required by Sections C.1 and C.2 of this Chapter and any other information as deemed necessary by the City Council as the Special Permit Granting Authority, as described in Section G of this Chapter.
- G. The Board of Appeals or City Council as the Special Permit Granting Authority may also impose, in addition to any applicable conditions specified in this Ordinance, such additional conditions as it finds appropriate to safeguard the neighborhood or otherwise serve the purpose of this Ordinance. Such conditions shall be imposed in writing, and the applicant may be required to post bond or other security for compliance with said conditions in an amount satisfactory to the Special Permit Granting Authority.
- H. On application for Special Permit before the City Council, the Fire, Building, Health, Water, Police, Wastewater, Engineering, Planning, School, Conservation Departments, and other organizations at the selection of the Special Permit Granting Authority (SPGA) will be requested to review the Special Permit and provide comments and recommendations. If such comments are not received by the hearing date, the SPGA shall act on the application in the normal manner."

Chapter 255-89.1 - Inclusionary Housing

A. Statement of Purpose

In order to meet the needs of the community for housing serving all income levels, and until such time as 10% of the housing stock of the City of Haverhill is determined to be available to households with incomes of 80% or less of the median income of the Lawrence-Haverhill Primary Metropolitan Statistical Area (PMSA), any new residential development requiring a special permit from either the City Council or Board of Appeals is required to make available 10% or more of its units for such persons of low and moderate income, or make a cash contribution to a designated housing entity (as described in Section D.3).

B. Applicability to Multi-Family Dwelling Units

Prior to favorable action on an application for a special permit to construct multi-family dwelling units, the following requirements must be met:

- 1) All new multi-family housing developments are required to provide 10% of their units for occupancy by low and moderate income households.
- 2) If 15% to 24% of the units are set aside for low and moderate income housing units, the Special Permit Granting Authority (SPGA) may grant a density bonus of up to 10% more units than normally allowed in the applicable zoning district.
- 3) If 25% or more of the units are set aside for low and moderate income housing, the SPGA may grant a density bonus of 15% more units than normally allowed in the applicable zoning district.

In order to accomplish increases in density in multi-family developments, the City Council shall determine that public utilities, lot sizes and dimensional requirements are sufficient to accomplish the increases in dwelling unit density in addition to other special permit requirements.

C. Applicability to Cluster Residential or Planned Unit Development

In the event that the developer of a cluster residential or planned unit development wishes to provide more low and moderate income housing units than required as part of the development, he/she may apply to the City Council acting as the Special Permit Granting Authority (SPGA) for a special permit to allow an increase in density ("density bonus"). A density bonus may be granted using the following formula:

- 1) If 15% to 24% of the units are set aside for low and moderate income housing, the SPGA may grant a density bonus of 10% more units than normally allowed in the applicable zoning district may be granted.
- 2) If 25% or more of the units are set aside for low and moderate income housing, the SPGA may grant a density bonus of 15% more units than normally allowed in the applicable zoning district.

In order to accomplish increases in density for cluster residential or planned unit development, the City Council shall determine that public utilities, lot sizes and dimensional requirements are sufficient to accomplish the increases in dwelling unit density in addition to other special permit requirements.

D. Location of Low and Moderate Income Housing Units

The requirement for low and moderate income housing units may be met in one of the following ways. The developer as part of his/her special permit application shall include a proposal to address this requirement. The SPGA shall make the final determination of which method is appropriate:

- 1) The low and moderate income housing units will be constructed on the same site as the other units. The low and moderate income housing units to be provided shall be equal in quality, materials, and character to the market-rate units in the development.

- 2) The number of low and moderate income housing units required may be constructed or rehabilitated by the developer at another location. These units shall be equivalent in quality and workmanship to the market rate units being constructed.
- 3) In lieu of constructing new units or rehabilitating existing units, the developer may make a cash contribution to a designated housing entity. The amount of cash payment shall be determined by the following formula: the proposed average fair market value of all of the proposed dwelling units, as certified by a qualified appraiser (or, if rental dwelling units, an average fair market value established by the Office of the City Assessor), and multiplied by .15. Said payment shall be made prior to the issuance of any building permit(s).

E. Sale of Low and Moderate Income Housing Units that are Constructed

- 1) In the event that the units in the development are to be offered for sale, the low and moderate income housing units shall be first offered for sale to the Haverhill Housing Authority at a sales price in conformance with the guidelines of the Haverhill Housing Partnership posted with the City Clerk. If the Housing Authority chooses not to purchase such units, the low and moderate income housing units shall then be offered for sale to any other non-profit housing entity or directly to low and moderate income persons.
- 2) In the event that units are to be offered for sale to any other non-profit housing entity or directly to persons with low or moderate incomes, the guidelines established by the Haverhill Housing Partnership Committee shall apply, and these guidelines shall be posted with the City Clerk.
- 3) In the event that all units in a development are to be rental units, the low and moderate income housing units shall be made available to persons eligible for state or federal rental subsidies and who are on the

waiting list of the Haverhill Housing Authority. The units shall remain available for a term of 40 years based on eligibility standards adopted by the Housing Authority.

F. Fractional Share

In determining the number of low and moderate income units to be provided, a fractional share of 0.5 or more shall be regarded as a whole unit, and a fractional share of 0.4 or less shall require no contribution to satisfy the fractional share.

G. Projects with Fewer than 10 Units

Projects with fewer than 10 units shall provide one unit or contribute a cash payment in lieu of providing a unit. The amount of the cash payment shall be calculated according to the formula established in Section D.3), with the amount resulting from that calculation then being multiplied by the percentage created by dividing the number of units in the development by 10.

H. Timing

- 1) Cash payments shall be received prior to the issuance of the first building permit(s) for the development.
- 2) If the project is built in phases, a proportionate share of low and moderate income units shall be built in each phase

I. Designated Housing Entry

Cash payments received under the provisions of this ordinance shall be paid into a Designated Housing Entry, to be established by the City. This entity shall be used, at the discretion of the Mayor, with the approval of the City Council, to increase the supply of affordable housing in Haverhill."

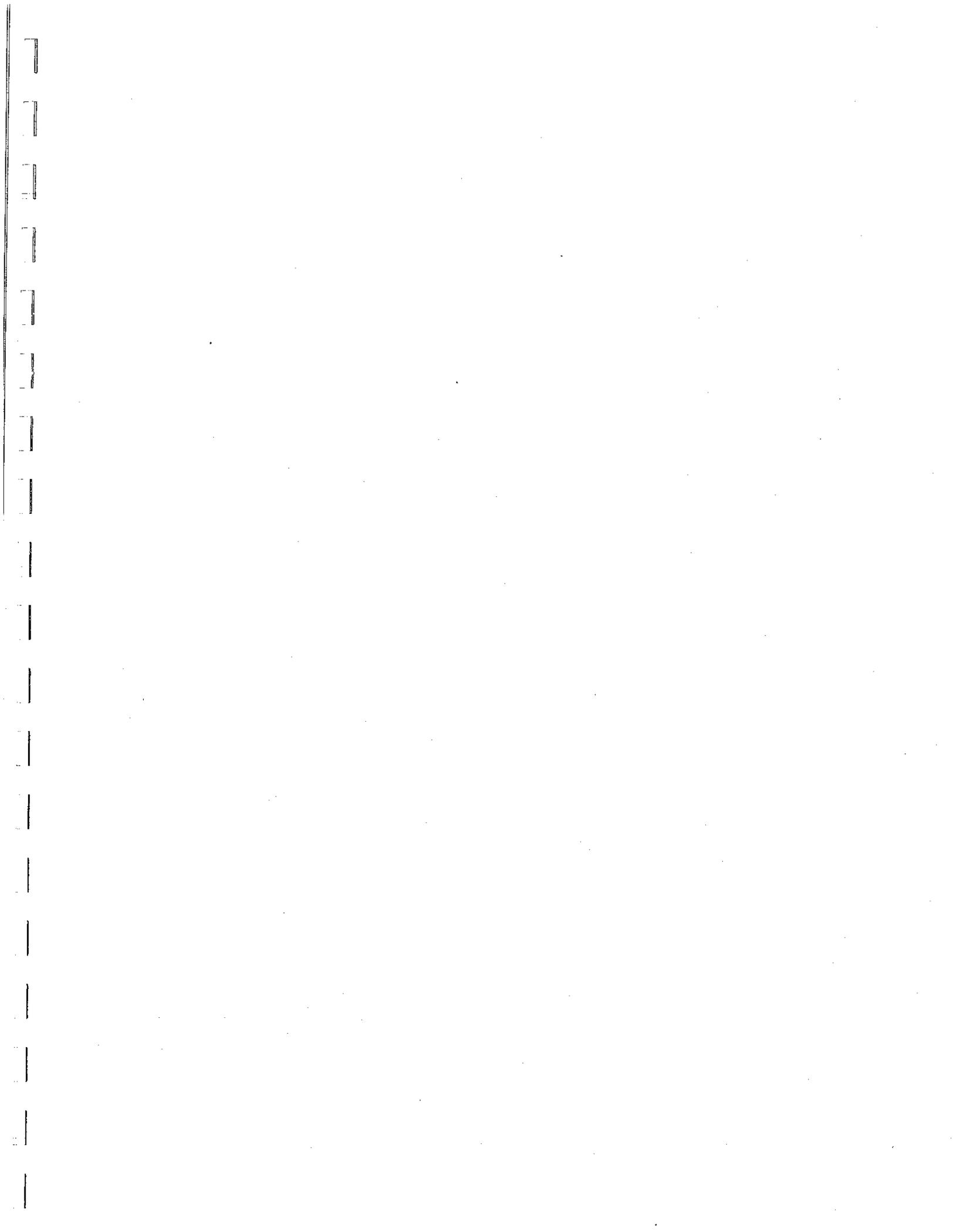
Amend Chapter 255-89 by deleting the words "RR and IG Districts" from the title in Chapter 255-89, Special Conditions Relating to Multi-Family Dwelling Units within RR, RH, RU, and IG Districts, page 25582, and inserting in their place the words "CC and CG Districts".

Further amend Chapter 255-89 by deleting from Section C of Chapter 255-89, Special Conditions Relating to Multi-Family Dwelling units within RR, RH, RU, and IG Districts, page 25582.1, the words "shall not exceed two hundred and fifty (250) feet", and by inserting in their place the words "shall not exceed two hundred (200) feet, and for attached dwellings (townhouses or row house) the minimum number of units in a row shall be three (3) and a maximum of ten (10) units (but not to exceed two hundred (200) feet). There shall be a minimum of forty (40) feet between buildings or townhouse rows".

Further amend Chapter 255-89 by inserting new Sections H and I into Chapter 255-89, Special Conditions Relating to Multi-Family Dwelling Units within RR, RH, RU, and IG Districts, page 25582.1, as follow:

- "H. Building design and landscaping shall be in harmony with the prevailing character and scale of buildings in the neighborhood through the use of appropriate building materials, screening, and other architectural techniques. Variation in detail, form, and siting shall be used to provide visual interest and avoid monotony, where warranted.
- I. The development shall be integrated into the existing terrain and surrounding landscape. Building sites shall, to the extent feasible:
- 1) Minimize use of wetlands, steep slopes, floodplains, hilltops.
 - 2) Preserve natural or historic features.
 - 3) Maximize open space retention.
 - 4) Minimize obstruction of scenic views from publicly accessible locations.
 - 5) Minimize tree, vegetation and soil removal, blasting and grade changes.
 - 6) Screen objectionable features from neighboring properties and roadways"

Amend Chapter 255-91 by deleting Sections A and B from Chapter 255-91, Preliminary Plan Requirements for Cluster Residential Development, Multi-Family Dwellings, or Planned Unit Development, page 25584.1, and inserting in their place the words "A complete set of plans shall be submitted in accordance with Chapter 255-76, Sections C.1 and C.2.



AN ORDINANCE AMENDING
ARTICLE V - USE REGULATIONS -
OF THE ZONING ORDINANCE (CHAPTER 255)
OF THE CITY OF HAVERHILL

Amend Chapter 255-16 by deleting Table of Use and Parking Regulations and by substituting in its place thereof, the following: "Table 1. Table of Use and Parking Regulations, as referenced and included on the accompanying pages, which Table is declared to be a part of this chapter." This table reflects proposals of the City of Haverhill's Master Plan Review Committee with brackets [] and bold type added to indicate proposed modifications to regulations. Existing regulations to be modified, are highlighted in bold type and underlined.

TABLE 1
TABLE OF USE AND PARKING REGULATIONS

	DISTRICT												SPECIAL SC	Parking Code or Minimum	
	RESIDENTIAL			COMMERCIAL			INDUSTRIAL			SPECIAL SC					
	RR	RL	RM	RH	RU	CN	CH	CG	CC		LOP	IG	IP		
RESIDENTIAL:															
1-Family detached dwelling	P	P	P	P	P	-	-	-	-	-	-	-	-	P	A
2-Family dwelling	-	-	-	P	P	-	-	-	-	-	-	-	-	-	A
[3-Family dwelling]	-	-	-	[P]	[P]	-	-	[S]	-	-	-	-	-	-	A (1 per unit) 1.5 per unit
Multi-family dwelling* (see Sec. 76 & 89)	SI-1	-	-	S	S	-	-	S	[S]	-	-	-	-	-	A (1 per unit) 1.5 per unit
Cluster residential development* (see Sec. 88)	S	S	S	S	S	-	-	-	-	-	-	-	-	S	A
Planned unit development* (see Sec. 87)	SI-1	-	-	NI(S)	S	S	-	-	-	-	-	-	-	-	A
Fraternity and/or sorority house off campus	-	-	-	S	S	-	-	S	-	-	-	-	-	-	A
Lodging house, boarding house, [homeless shelter] and/or rooming house*	-	-	-	NI(S)	S	-	-	S	[S]	-	-	-	-	-	A
[Congregate Care Housing]*	[S]	[S]	[S]	[S]	[S]	[S]	-	-	-	-	-	-	-	[S]	[1]
[Bed & breakfast estab.]	[1]	[1]	[S]	[S]	[S]	[S]	-	-	[S]	-	-	-	-	-	1 per resident + 1 per room for rent

* Special Permit Granted by City Council

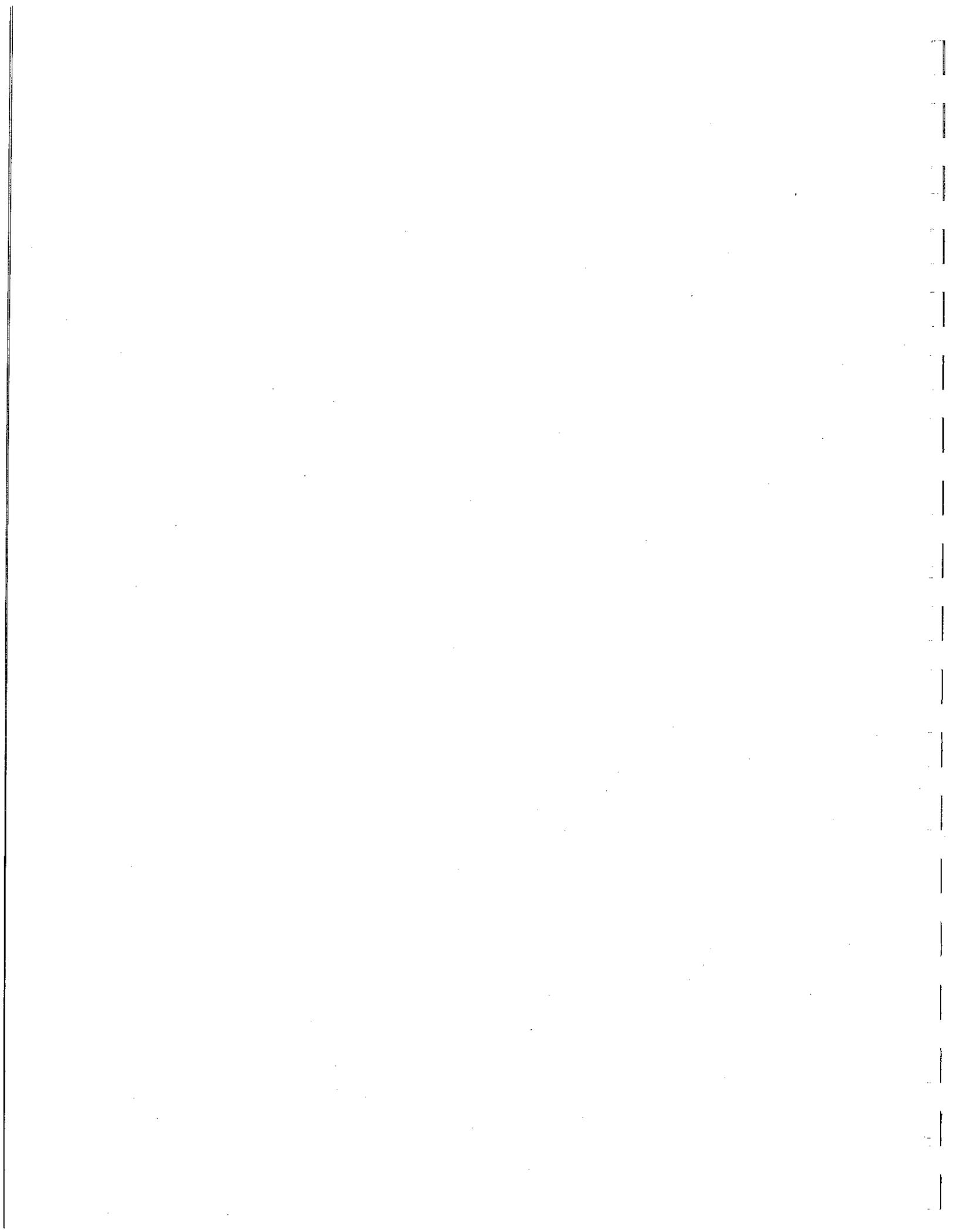


TABLE 1 (Continued)

DISTRICT

	RESIDENTIAL				COMMERCIAL			INDUSTRIAL IG IP	SPECIAL SC	Parking Code or Minimum
	RR	RL	RM	RH	RU	CN	CH			
COMMUNITY FACILITIES:										
Museums	S	S	S	S	S	P	P	P	-	D
Church or other places of worship	P	P	P	P	P	P	P	P	P	H
Non-profit educational facility which is religious, sectarian, denominational, or public, not to include any student living quarters or any type of trade school or nursery school	P	P	P	P	P	P	P	P	P	I
Trade school	[I-]	-	-	-	-	-	-	[I-]	[I-]	I
Non-profit school, college or university	P	P	P	P	P	P	S	[P]	P	I
Dormitory, fraternity and/or sorority houses located on the same parcel as a non-profit school, college or university	S	-	-	S	S	-	-	[I-]	S	[1 per resident]
Nursery schools (provided that there is a minimum of 100 square feet of outdoor play space per each enrolled child)	S	-	-	S	S	S	S	NF[S] [S]	[S]	[1 per employee]
Funeral home and/or establishment (see Sec. 86)	-	-	-	S	S	-	P	[P]	[I-]	D
Golf course and associated club house	P	P	P	P	P	-	-	[I-]	[I-]	B
Hunting club and/or target range (rifle, pistol, shotgun and/or bow), subject to the standards specified by the NRA	S	-	-	-	-	-	-	[I-]	[I-]	[None] 10 spaces + [1]

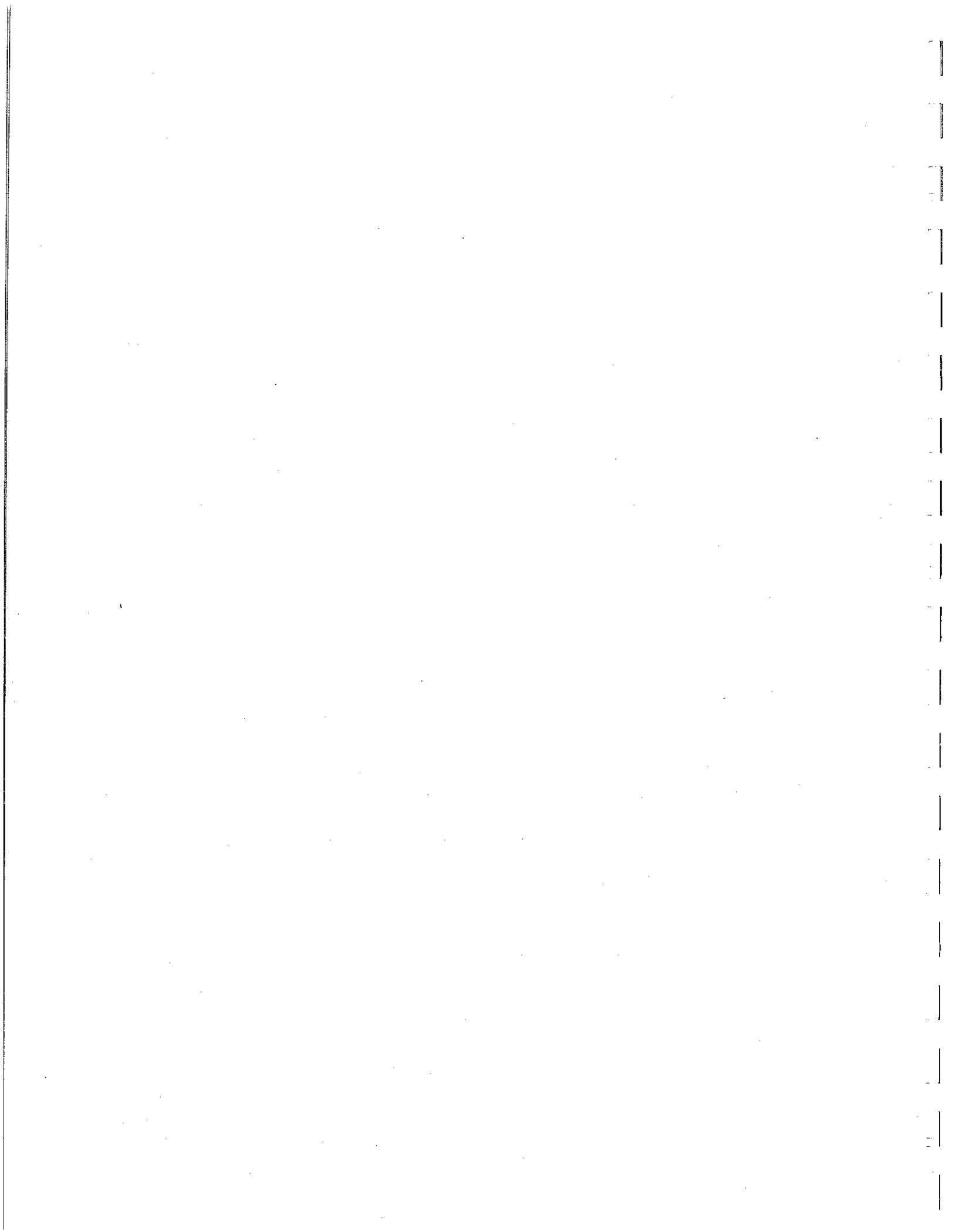


TABLE J (Continued)

	DISTRICT												SPECIAL SC	INDUSTRIAL IG IP	Parking Code or Minimum		
	RESIDENTIAL				COMMERCIAL				[OR]	SPECIAL SC	INDUSTRIAL IG IP	Parking Code or Minimum					
	RR	RL	RM	RH	RU	CN	CH	CG								CC	[OR]
COMMUNITY FACILITIES: (Continued)																	
Tennis club, swim club and/or fishing club; outdoor except for accessory buildings (see Recreation Facilities (indoor))	S	-	-	S	S	S	P	P	P	P	[P]	[P]	-	-	S	10 spaces + F	
Non-profit day camp or other non-profit camp	S	-	-	-	-	-	-	-	-	-	[I]	[I]	-	-	S	G	
City governmental building (unless otherwise specified)	P	P	P	P	P	P	P	P	P	[P]	[P]	[P]	P	P	P	E	
City auditorium	-	-	-	S	S	-	-	P	P	[P]	[P]	[P]	P	-	-	H	
City equipment garage	-	-	-	-	-	-	-	P	P	[P]	[I]	[I]	P	P	S	F	
City or non-profit cemetery, including any crematory therein	P	P	P	P	P	-	-	-	-	[P]	[I]	[I]	-	-	S	none	
Communications and/or television tower, provided that it shall be at least 500 feet from any R District	-	-	-	-	-	-	-	S	S	[I]	[I]	[I]	S	S	S	none	
Historical association or society	S	S	S	S	P	S	[P]	[P]	[P]	[P]	[P]	[P]	P	-	S	E	
Hospital	S	-	-	S	S	-	-	S	[S]	[I]	[I]	[I]	S	-	-	1.25 per bed	
Nursing home	S	-	-	S	S	-	-	S	[S]	[I]	[I]	[I]	S	-	-	1 per bed	
Public utility and water filter plant	P	P	P	P	P	P	P	P	[P]	[P]	[P]	[P]	P	P	P	E [1 per employee]	
Power plant, sewage treatment plant, refuse facility and solid waste disposal facility as defined in MGL Chap. 16, Sec. 18 and assigned under the provisions of MGL Chap. 111, Sec. 150A*	S	-	-	-	-	-	-	-	-	[I]	[I]	[I]	S	S	-	F [1 per employee]	

* Special Permit Granted by City Council

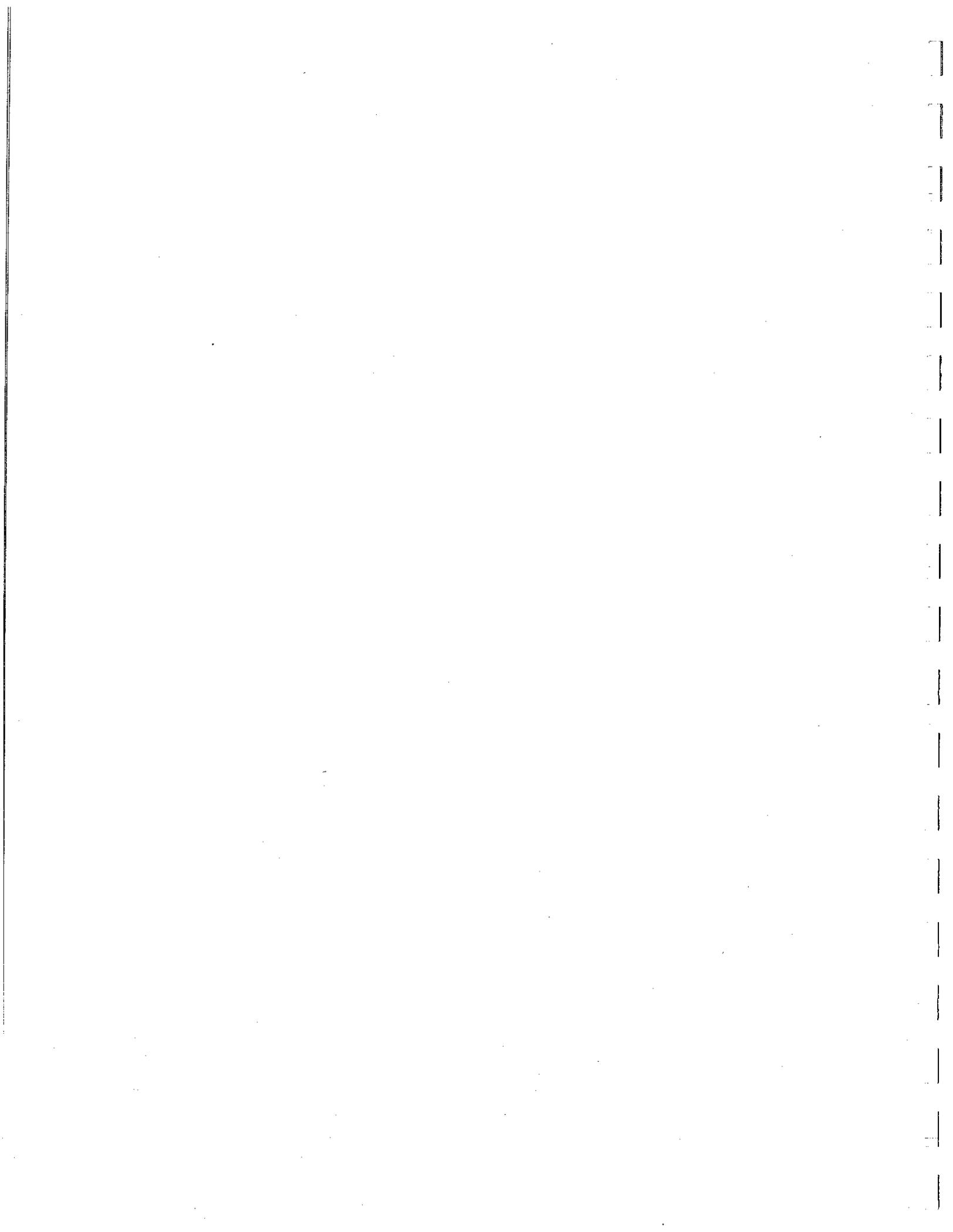


TABLE 1 (Continued)

	DISTRICT											SPECIAL SC	INDUSTRIAL IG IP	Parking Code or Minimum		
	RESIDENTIAL			COMMERCIAL			LOPI									
	RR	RL	RM	RH	RU	CN	CH	CG	[CC]	LOPI						
COMMUNITY FACILITIES: (Continued)																
[Resource Recovery Facility*]																
Public parking lot or structure operated and owned by the city (see Sec. 50)																
Street, bridge, tunnel railroad lines																
Essential services																
Private utility, overhead transmission line (15 kilovolts or over), substation, transformer station or station or similar facility or bldg																
Recreation facilities (indoor and operated by a unit of government)																
Recreation facilities (outdoor and operated by a unit of government)																
Psychiatric hospitals and clinics*																
Detention centers*																
Jails*																
Homes for wayward or delinquent persons*																
Drug or alcohol rehabilitation centers/rehabilitative services*																

* Special Permit Granted by City Council

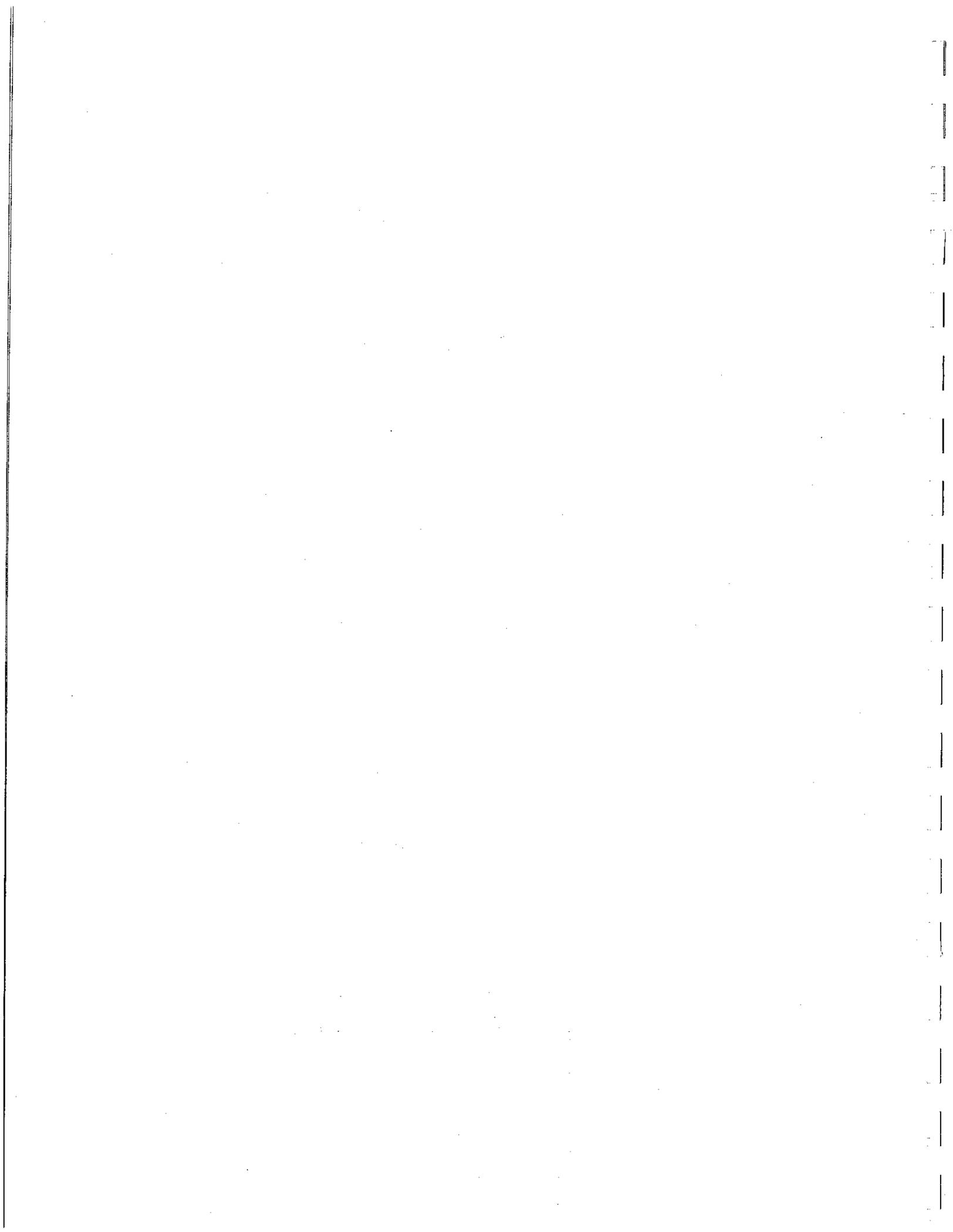


TABLE 1 (Continued)

DISTRICT

	RESIDENTIAL				COMMERCIAL				INDUSTRIAL		SPECIAL SC	Parking Code or Minimum	
	RR	RL	RM	RH	RU	CN	CH	CG	[CC]	[OP]			IG
AGRICULTURAL:													
Agriculture, horticulture and floriculture, except a greenhouse or stand for retail sale	P	P	P	P	P	P	P	P	[P]	[P]	P	P	none
Greenhouse or stand for wholesale and retail sale of agricultural or farm products raised primarily on the same premises	P	-	-	-	-	P	P	P	[P]	[P]	-	-	C 11 per 200 sf of scilling area - indoor and outdoor]
Raising and keeping of livestock, horses and poultry, not including the raising of swine or fur animals for commercial use	P	S	-	-	-	-	-	-	[P]	[P]	-	[S]	None
Commercial stable, kennel or veterinary hospital in which all animals, fowl or other forms of life are completely enclosed in pens or other structures	S	-	-	-	-	-	S	-	[P]	[P]	-	-	D
Non-commercial forestry and growing of all vegetation	P	P	P	P	P	P	P	P	[P]	[P]	P	P	None

RETAIL AND SERVICE COMMERCIAL:

General office uses unless otherwise specified (see professional offices)	-	-	-	-	-	-	-	-	[P]	[P]	P	-	-	E
Professional offices (see Sec. 86 regarding special permits):														
Accountant's office	-	-	-	SI-1	S	NR[P]	NR[P]	P	[P]	[P]	P	-	-	E
Architect and/or engineer's office	-	-	-	SI-1	S	NR[P]	NR[P]	P	[P]	[P]	P	-	-	E

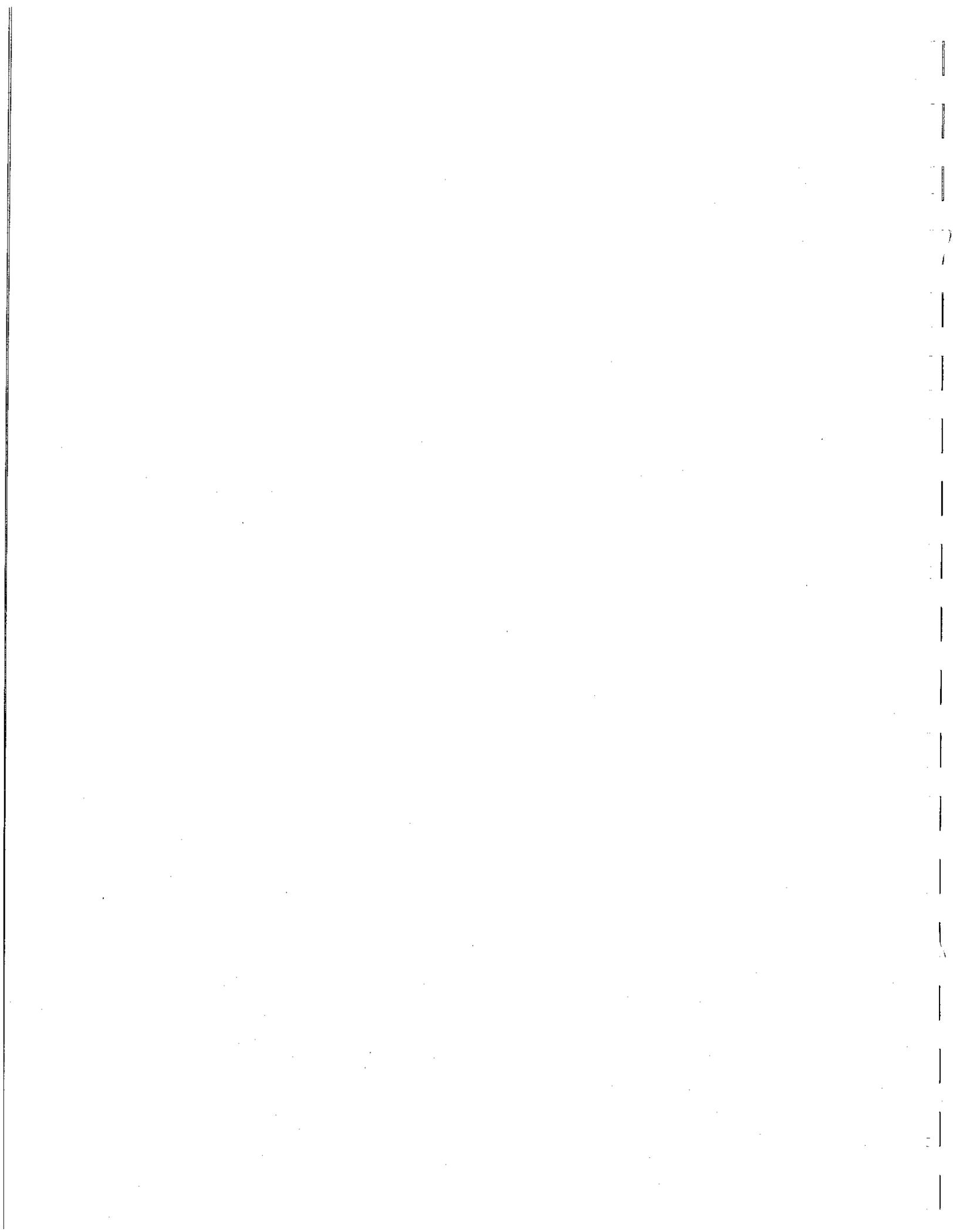


TABLE 1 (Continued)

	DISTRICT													Parking Code or Minimum
	RESIDENTIAL			COMMERCIAL			INDUSTRIAL		SPECIAL					
	RR	RL	RM	RH	RU	CN	CH	CG	CC	IOE	IG	IP	SC	
RETAIL AND SERVICE COMMERCIAL: (Continued)														
Attorney's office	-	-	-	SI-1	S	NI(P)	NI(P)	P	(P)	(P)	P	-	-	E
Dentist's office	-	-	-	SI-1	S	NI(P)	NI(P)	P	(P)	(P)	P	-	-	C
Insurance office	-	-	-	SI-1	S	NI(P)	NI(P)	P	(P)	(P)	P	-	-	D
Medical clinic	-	-	-	SI-1	S	NI(P)	NI(P)	P	(P)	(P)	P	-	-	C
Real estate office	-	-	-	SI-1	S	NI(P)	NI(P)	P	(P)	(P)	P	-	-	D
General retail & business, business and/or consumer service establishments, unless otherwise specified (see auto-oriented and/or bulk storage activities, and entertainment, eating and/or drinking establishments)	-	-	-	-	-	-	NI(P)	P	(P)	(P)	P	-	-	C
[Retail uses exceeding 50,000 sq of gross floor area]	-	-	-	-	-	(S)	(S)	(S)	(S)	(S)	(I)	(I)	(I)	(C)
Establishments offering principally convenience items, services and/or proprietary goods as specified herein:														
Bakery shop, retail sales	-	-	-	-	-	P	P	P	(P)	(P)	P	-	-	C
Barber shop	-	-	-	-	-	P	NI(P)	P	(P)	(P)	P	-	-	D
Beauty & cosmetic shop	-	-	-	-	-	P	NI(P)	P	(P)	(P)	P	-	-	D
Beer, ale and/or liquor, retail sales	-	-	-	-	-	P	P	P	(P)	(P)	P	-	-	C

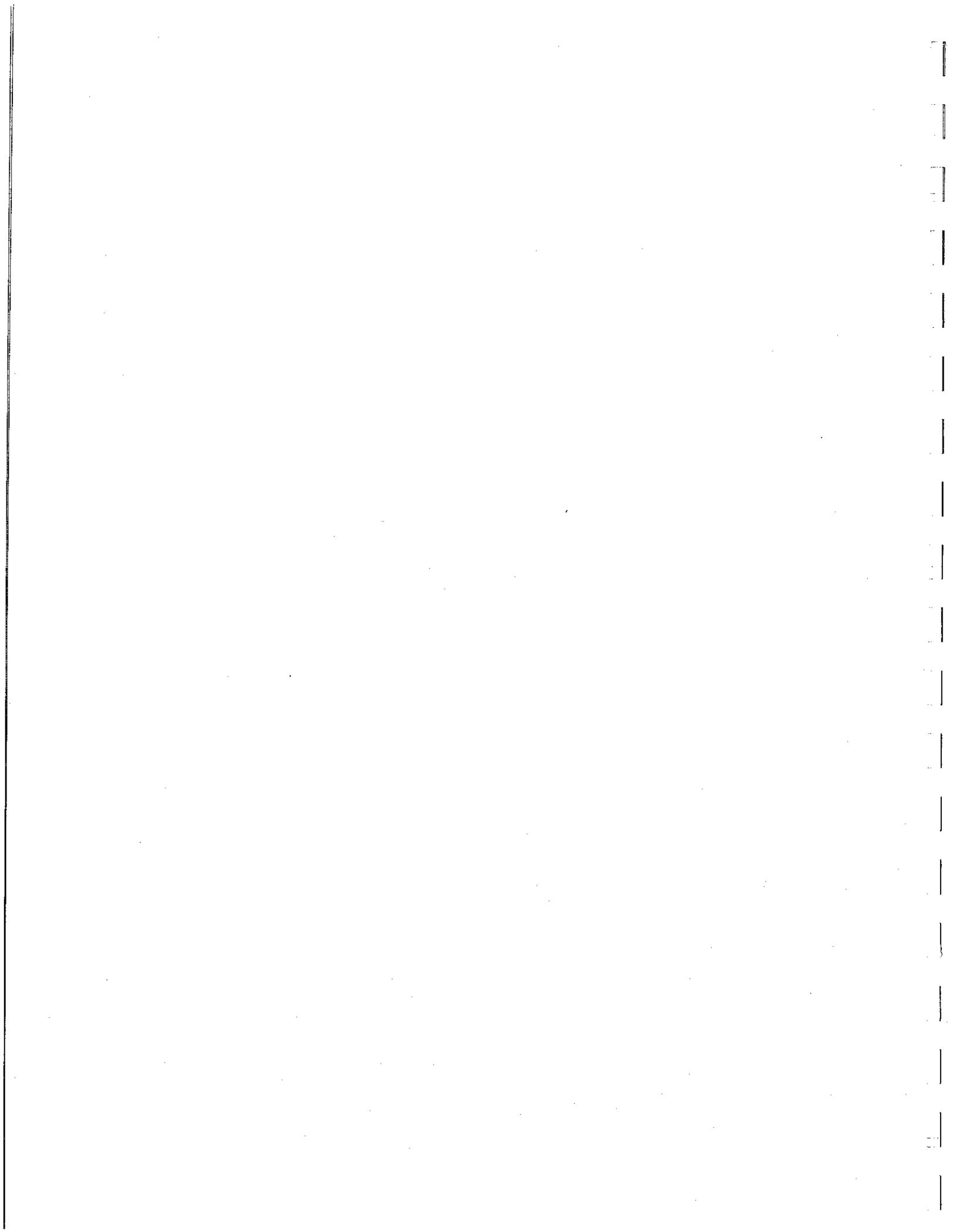


TABLE 1 (Continued)

	DISTRICT											SPECIAL SC	INDUSTRIAL IG IP	Parking Code or Minimum	
	RESIDENTIAL				COMMERCIAL			OTHER							
	RR	RL	RM	RH	RU	CN	CH	CG	CC	OC	OR				
RETAIL AND SERVICE COMMERCIAL: (Continued)															
Books, periodicals and newspaper, retail sales	-	-	-	-	-	P	NR(P) P	(P)	(P)	(P)	(-)	P	-	-	C
Candy shop, retail sales	-	-	-	-	-	P	P P	(P)	(P)	(-)	(-)	P	-	-	C
Dairy products, retail sales (nondrive-in)	-	-	-	-	-	P	NR(P) P	(P)	(P)	(-)	(-)	P	-	-	C
Delicatessen	-	-	-	-	-	P	NR(P) P	(P)	(P)	(-)	(-)	P	-	-	C
Florist, retail sales (no outdoor storage)	-	-	-	-	-	P	P P	(P)	(P)	(-)	(-)	P	-	-	D
Fruit and produce market, retail sales	-	-	-	-	-	P	P P	(P)	(P)	(-)	(-)	P	-	-	C
Grocery market, meat market and/or seafood market, retail sales	-	-	-	-	-	P	NR(P) P	(P)	(P)	(-)	(-)	P	-	-	C
Hobby shop	-	-	-	-	-	P	NR(P) P	(P)	(P)	(-)	(-)	P	-	-	D
Laundry and/or dry cleaning (parcel pick up and/or self-service only)	-	-	-	-	-	P	NR(P) P	(P)	(P)	(-)	(-)	P	-	-	C
Pharmacy or drug store	-	-	-	-	-	P	NR(P) P	(P)	(P)	(-)	(-)	P	-	-	C
Tobacco shop, retail sales	-	-	-	-	-	P	NR(P) P	(P)	(P)	(-)	(-)	P	-	-	D
Variety store, retail sales	-	-	-	-	-	P	NR(P) P	(P)	(P)	(-)	(-)	P	-	-	C

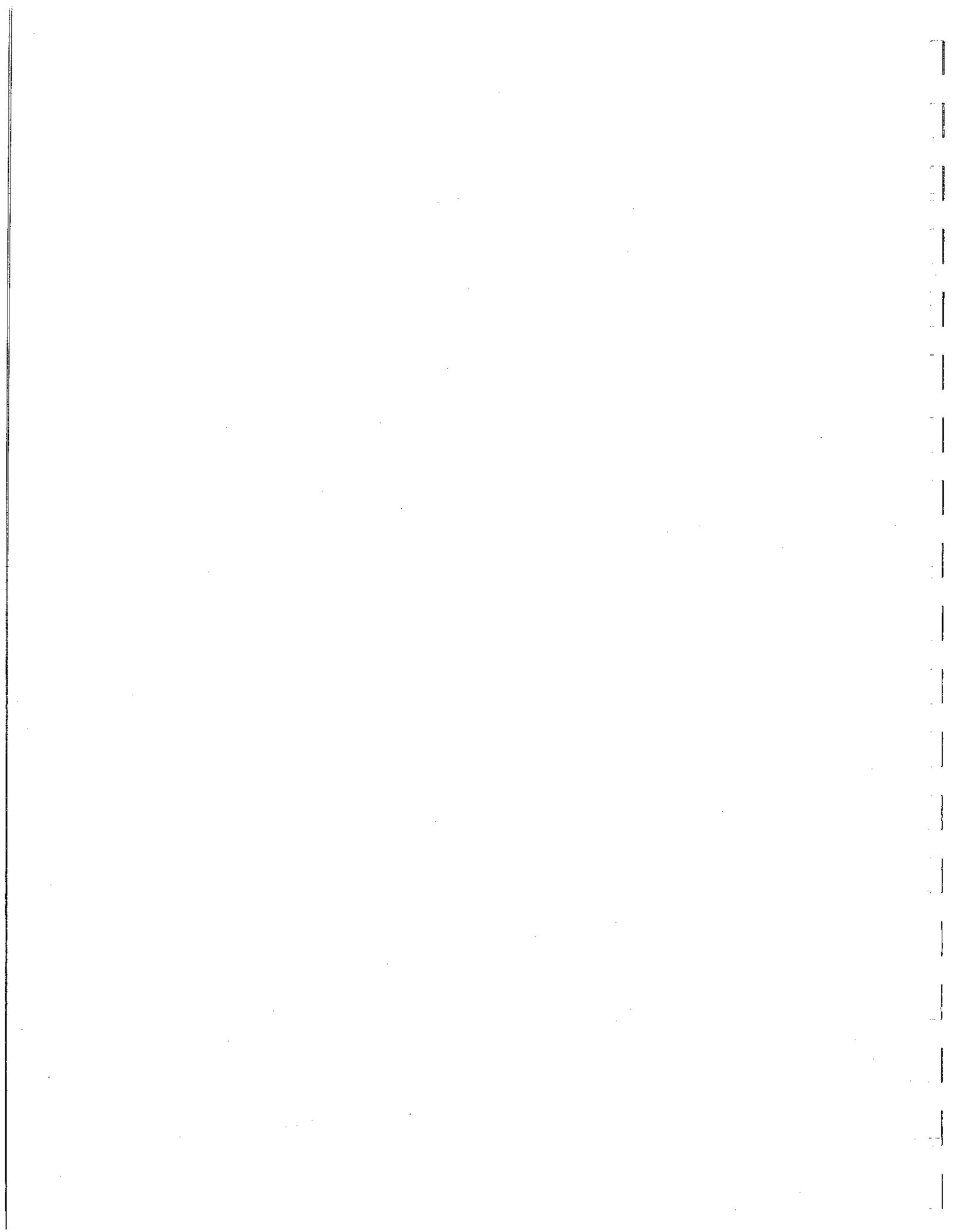


TABLE J (Continued)

	DISTRICT												Parking Code or Minimum		
	RESIDENTIAL			COMMERCIAL			INDUSTRIAL			SPECIAL					
	RR	RL	RM	RH	RU	CN	CH	CG	[CC]	[OR]	IG	IF	SC		
AUTO-ORIENTED AND/OR BULK STORAGE ACTIVITIES:															
Antique sales	-	-	-	-	-	N[P] P	P	[P]	[P]	[I]	P	-	-	D	
Automobile service station (gas station), not to include the sale of more than 1 vehicle at any one time	-	-	-	-	-	N[S] [S]	[S]	[S]	[S]	[I]	[S]	-	-	C	
Auto body & paint shop (no outdoor storage of equipment or parts and not to include the sale of more than 1 vehicle at any one time)	-	-	-	-	-	-	[I]	S	[I]	[I]	-	-	-	D	
Auto dealer, new and/or used, sales and/or rentals	-	-	-	-	-	-	[S]	S	[I]	[I]	-	-	-	E	
Auto garage (general repairs), no outdoor storage of equipment or parts and not to include the sale of more than 1 vehicle at any one time	-	-	-	-	-	-	[S]	[S]	[I]	[I]	-	-	-	D	
Auto supplies, parts and accessories, retail sales (no outdoor storage)	-	-	-	-	-	-	P	P	[P]	[I]	P	-	-	E	
Auto wash	-	-	-	-	-	-	P	P	[I]	[I]	P	-	-	F	

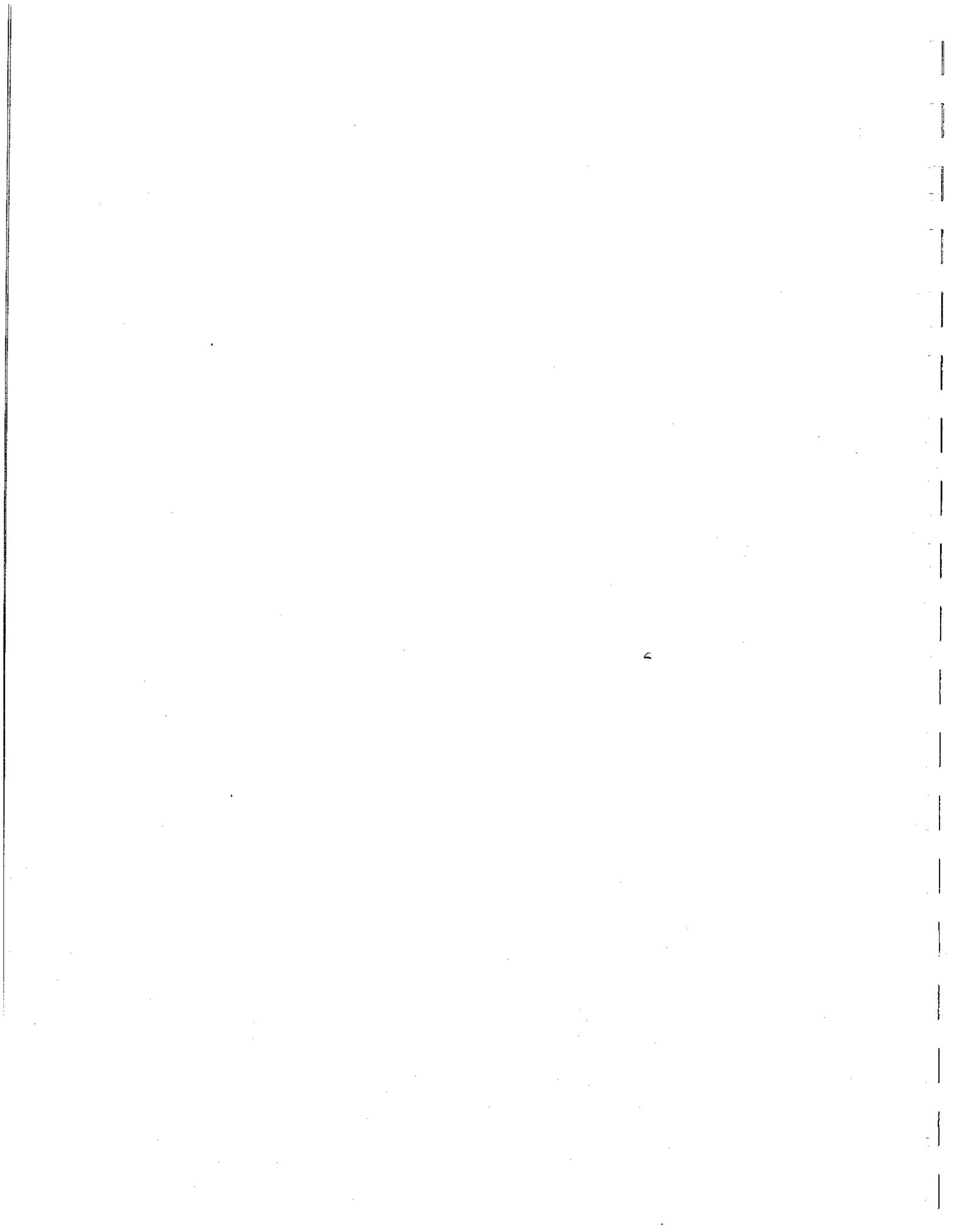


TABLE 1 (Continued)

	DISTRICT													Parking Code or Minimum
	RESIDENTIAL			COMMERCIAL			INDUSTRIAL			SPECIAL				
	RR	RL	RM	RH	RU	CN	CH	CG	CC	OP	IG	IP	SC	
OTHER COMMERCIAL:														
[Animal day clinic]	-	-	-	-	-	-	S	-	-	-	-	-	-	D
Bank and/or other financial institution drive-in window non-drive-in loan-drive-through window]	-	-	-	-	-	NEP	P	P	[P]	[P]	P	-	-	D
Blueprinting, photostating and/or custom printing	-	-	-	-	-	NEP	P	P	[P]	[P]	P	P	-	E
Boat and marine supply, retail sales	-	-	-	-	-	-	P	P	[P]	[-]	P	-	-	F
Bowling alleys	-	-	-	-	-	-	P	P	[P]	[-]	S	-	-	[4 spaces per alley] 6 spaces per alley
[Health/Fitness Club (an indoor athletic and exercise facility)]	[-]	[-]	[-]	[-]	[-]	[-]	[P]	[P]	[P]	[P]	[P]	[-]	[-]	[D]
[Catering services]	[-]	[-]	[-]	[-]	[-]	[-]	[S]	[-]	[S]	[-]	[P]	[P]	[P]	[F]
Commercial parking lot or structures (see Sec. 47)	-	-	-	-	-	-	P	P	[P]	[P]	P	-	-	None
Delivery service and/or parcel post (not including trucking terminal)	-	-	-	-	-	-	P	P	[P]	[P]	P	-	-	E
Dry clean and/or linen supply proc. plant	-	-	-	-	-	-	[S]	S	[-]	[-]	P	-	-	D
[Dry cleaning pickup station]	[-]	[-]	[-]	[-]	[-]	[P]	[P]	[P]	[P]	[P]	[P]	[P]	[-]	[C]
Fuel distributors	-	-	-	-	-	-	P	P	[-]	[-]	P	-	-	E
Fuel storage tanks for fuel distribution (above-ground)	-	-	-	-	-	-	S	S	[-]	[-]	S	-	-	E

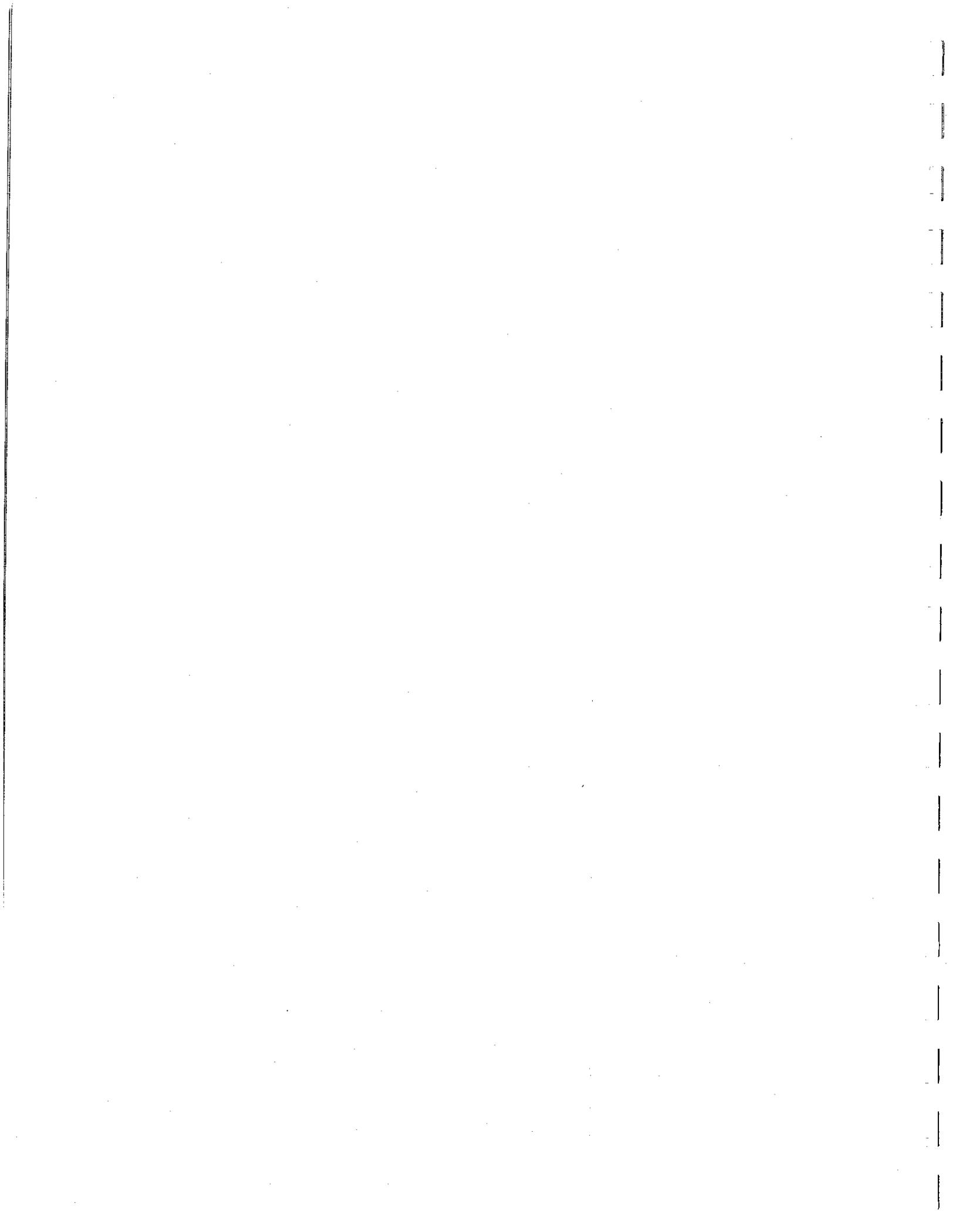


TABLE 1 (Continued)

	DISTRICT												Parking Code or Minimum	
	RESIDENTIAL			COMMERCIAL			INDUSTRIAL			SPECIAL				
	RR	RL	RM	RH	RU	CN	CH	CG	CC	LOP	IG	IP	SC	
OTHER COMMERCIAL: (Continued)														
Furniture, retail sales	-	-	-	-	-	-	P	P	[P]	[I]	P	-	-	D
Gift and/or card shop	-	-	-	-	-	N[P]	P	P	[P]	[I]	P	-	-	C
Heating and air-conditioning, retail sales and installation	-	-	-	-	-	-	P	P	[P]	[I]	P	-	-	D [E]
Heavy equipment sales and/or rental	-	-	-	-	-	-	P	S	[I]	[I]	P	P	-	F
Home-improvement contractor, cabinet maker, kitchen or bathroom equipment sales, electrical or plumbing shop (no outdoor storage)	-	-	-	-	-	-	P	P	[P]	[I]	P	P	-	E
Home-improvement contractor, cabinet maker, kitchen or bathroom equipment sales, electrical or plumbing shop (outdoor storage permitted)	-	-	-	-	-	-	S	S	[I]	[I]	P	-	-	E
Hotel and/or motel	-	-	-	-	-	-	[S]	[S]	[S]	[S]	[S]	-	-	I space per unit
Insurance adjuster's office	-	-	-	-	-	-	P	P	[P]	[I]	S	-	-	E
Janitorial service firm	-	-	-	-	-	-	P	P	[P]	[I]	P	-	-	F
Lumber and/or building materials sales	-	-	-	-	-	-	S	S	[I]	[I]	P	-	-	G
Miscellaneous business machines and equipment repair service	-	-	-	-	-	-	P	P	[P]	[I]	P	-	-	E
Mobile home and/or trailer sales and/or rental (not to be occupied on the site)	-	-	-	-	-	-	[S]	S	[I]	[I]	-	-	-	E
Monument and tombstone sales	-	-	-	-	-	-	P	S	[S]	[I]	-	-	-	F
Motorcycle sales and/or service	-	-	-	-	-	-	P	S	[I]	[I]	-	-	-	F

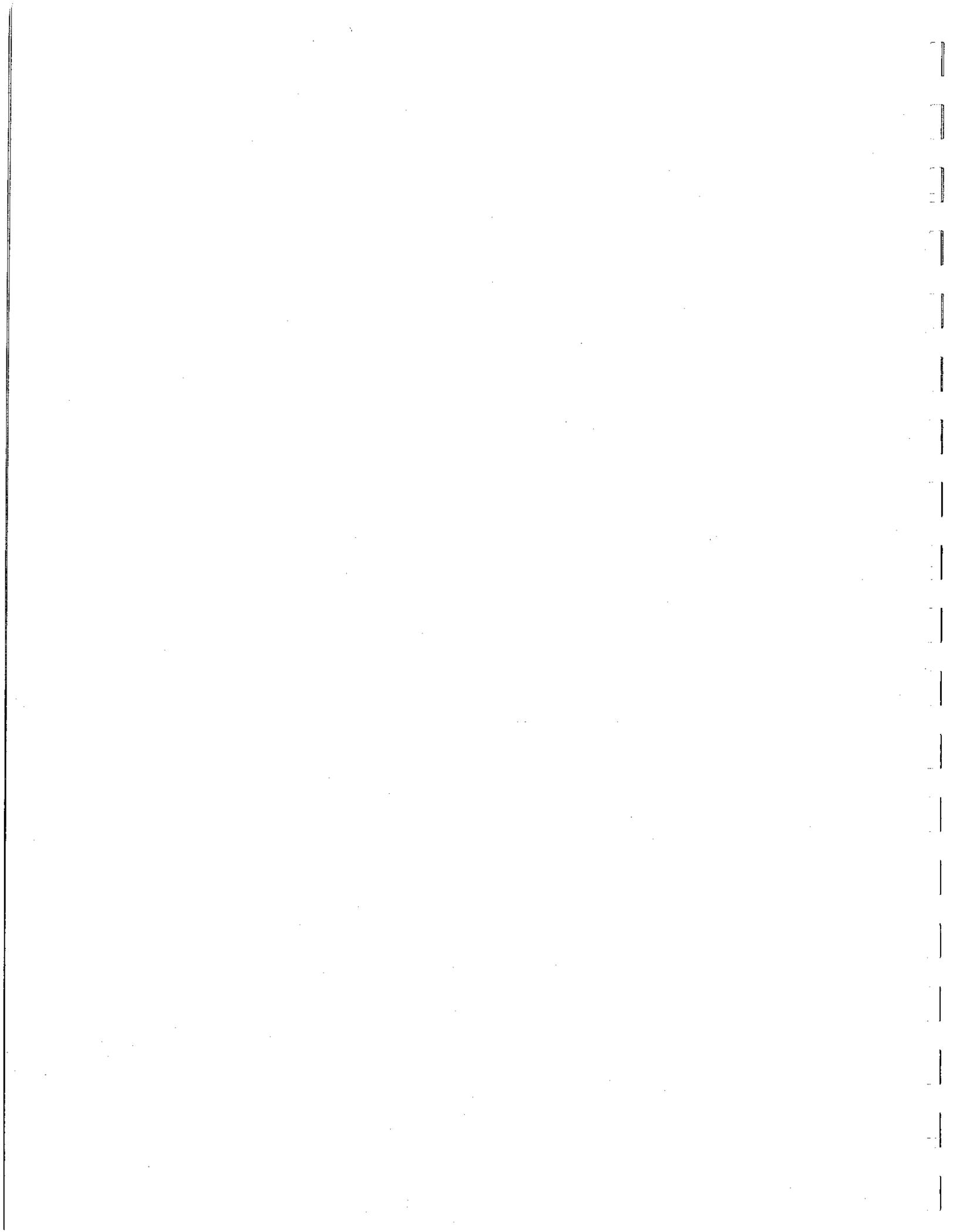


TABLE J (Continued)

	DISTRICT												SPECIAL SC	INDUSTRIAL IG IP	Parking Code or Minimum	
	RESIDENTIAL			COMMERCIAL			INDUSTRIAL			SPECIAL						
	RR	RL	RM	RH	RU	CN	CH	CG	CC	ICC	IOR	IG	IP	SC		
OTHER COMMERCIAL:																
(Continued)																
Nursery (including outdoor storage of plants)	-	-	-	-	-	-	P	P	[P]	[P]	[-]	-	-	-	D	
Landscaping & gardening equipment, retail sales (no outdoor storage)	-	-	-	-	NP*	-	P	P	[P]	[P]	[-]	-	-	-	D	
Sales by vending machine as principal use	-	-	-	-	-	-	P	P	[P]	[P]	[-]	P	-	-	1 per 2 machines	
Swimming pools and/or related equipment sales	-	-	-	-	-	-	P	P	[-]	[-]	[-]	S	-	-	E	
Truck sales and/or rental	-	-	-	-	-	-	P	S	[-]	[-]	[-]	-	-	-	F	
Landscaping service company	-	-	-	-	-	-	P	P	[-]	[-]	[-]	-	-	-	E	
ENTERTAINMENT, EATING AND/OR DRINKING ESTABLISHMENTS:																
Amusement facility and/or amusement Park and/or amusement arcade (except in the CBD. See Sec. 17F)	-	-	-	-	-	-	S	S	[S]	[S]	[-]	[-]	[-]	-	B	
Bar (no live entertainment and/or dancing)	-	-	-	-	-	-	MS	P	P	[P,S**]	[-]	P	-	-	1 per 3 seats	
Cafeteria	-	-	-	-	-	-	NP	P	P	[P]	[-]	P	-	-	1 per 3 seats	
Cocktail lounge and/or bar (featuring live entertainment and/or dancing)	-	-	-	-	-	-	P	P	[P,S**]	[P]	[-]	P	-	-	1 per 3 seats	

[* Not permitted, except for expansion of an existing legal, non-conforming use, up to 2,000 gross square feet, by Special Permit of the Board of Appeal.]

** Applicable to the Washington Street Historic District only, as approved in 1979.

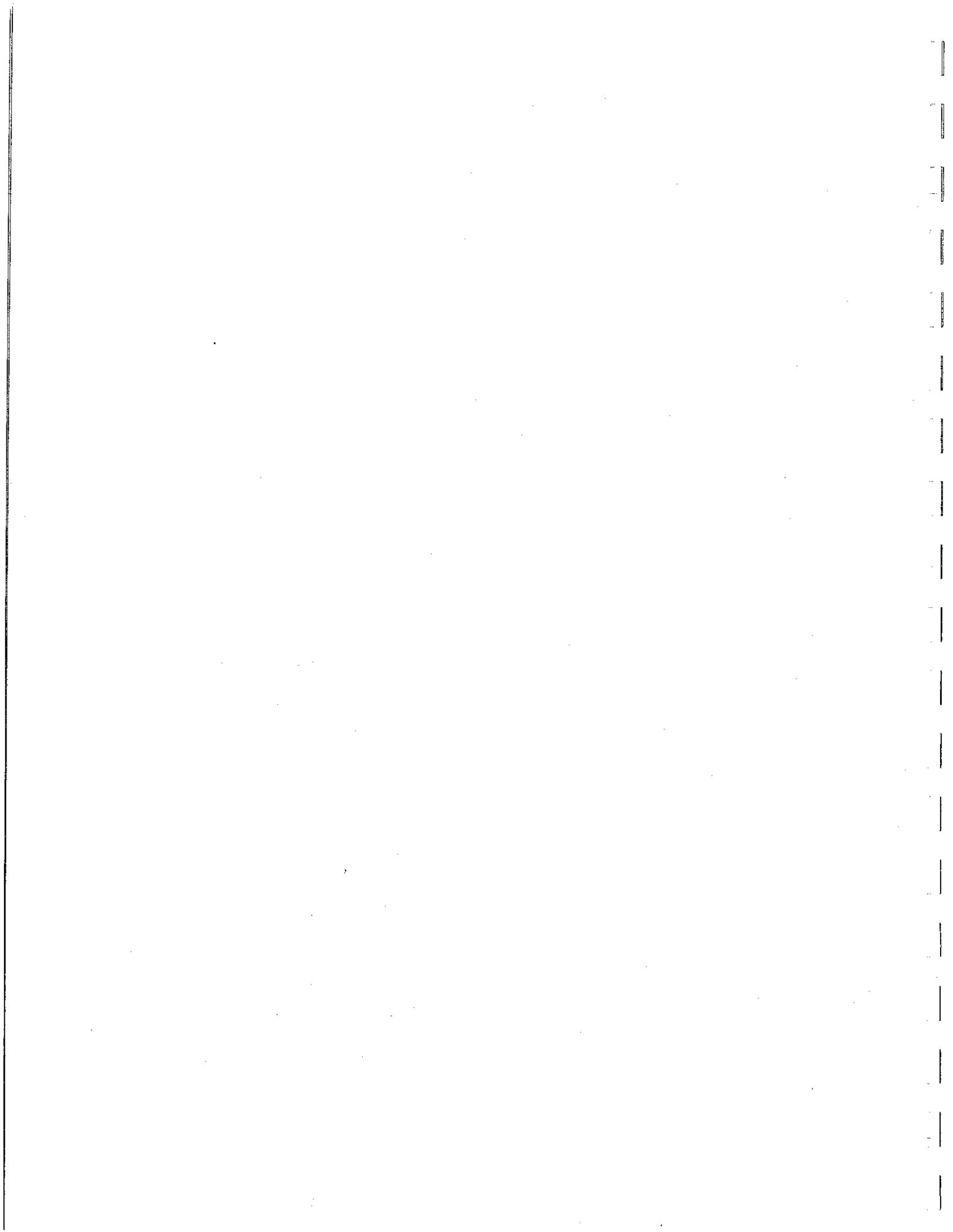


TABLE J (Continued)

RESIDENTIAL		COMMERCIAL			INDUSTRIAL	SPECIAL	Parking Code						
RR	RL	RM	RH	RJ	CN	CH	CG	[CC]	[OR]	IG	IP	SC	or Minimum

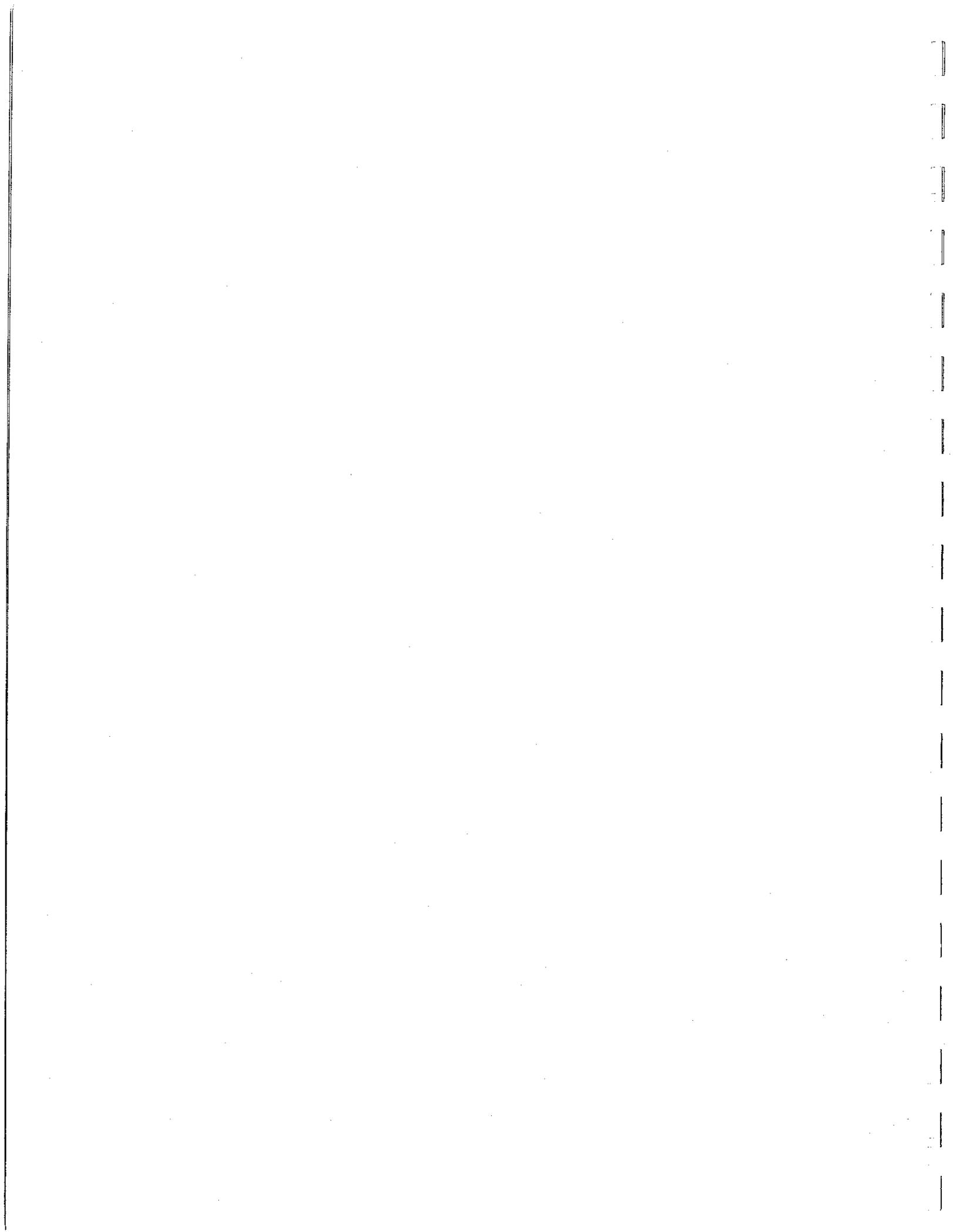
ACCESSORY USES:
(Continued)

PARKING CODE REGULATIONS

Code	Requirements
A	1-1/2 spaces per dwelling unit
B	1 space for each 100 sf of gross floor area
C	1 space for each 200 sf of gross floor area
D	1 space for each 250 sf of gross floor area
E	1 space for each 300 sf of gross floor area
F	1 space for each 400 sf of gross floor area
G	1 space for each 600 sf of gross floor area
H	1 space for each 800 sf of gross floor area
I	2 per classroom in an elementary and junior high school and 4 per classroom in a senior high school, college or university. plus 1 space for every 4 seats of the total seating capacity of the auditorium or gymnasium, whichever has the largest capacity [0.5 spaces per bedroom]
[J]	

NOTES:

1. Doc. 135-C, 10-12-76
2. Doc. 103-C, 6-6-78



AN ORDINANCE AMENDING
ARTICLE VI - DIMENSIONAL DENSITY AND LANDSCAPING -
REGULATIONS OF THE ZONING ORDINANCE (CHAPTER 255)
OF THE CITY OF HAVERHILL

Amend Chapter 255-20 by deleting Table of Dimensional and Density Regulations and by substituting in its place thereof, the following: "Table 2. Table of Dimensional and Density Regulations, as referenced and included on the accompanying pages, plus attached notes, which Table is declared to be a part of this chapter." This table reflects proposals of the City of Haverhill's Master Plan Review Committee with brackets [] and bold type added to indicate proposed modifications to regulations. Existing regulations to be modified are highlighted in bold type and underlined.

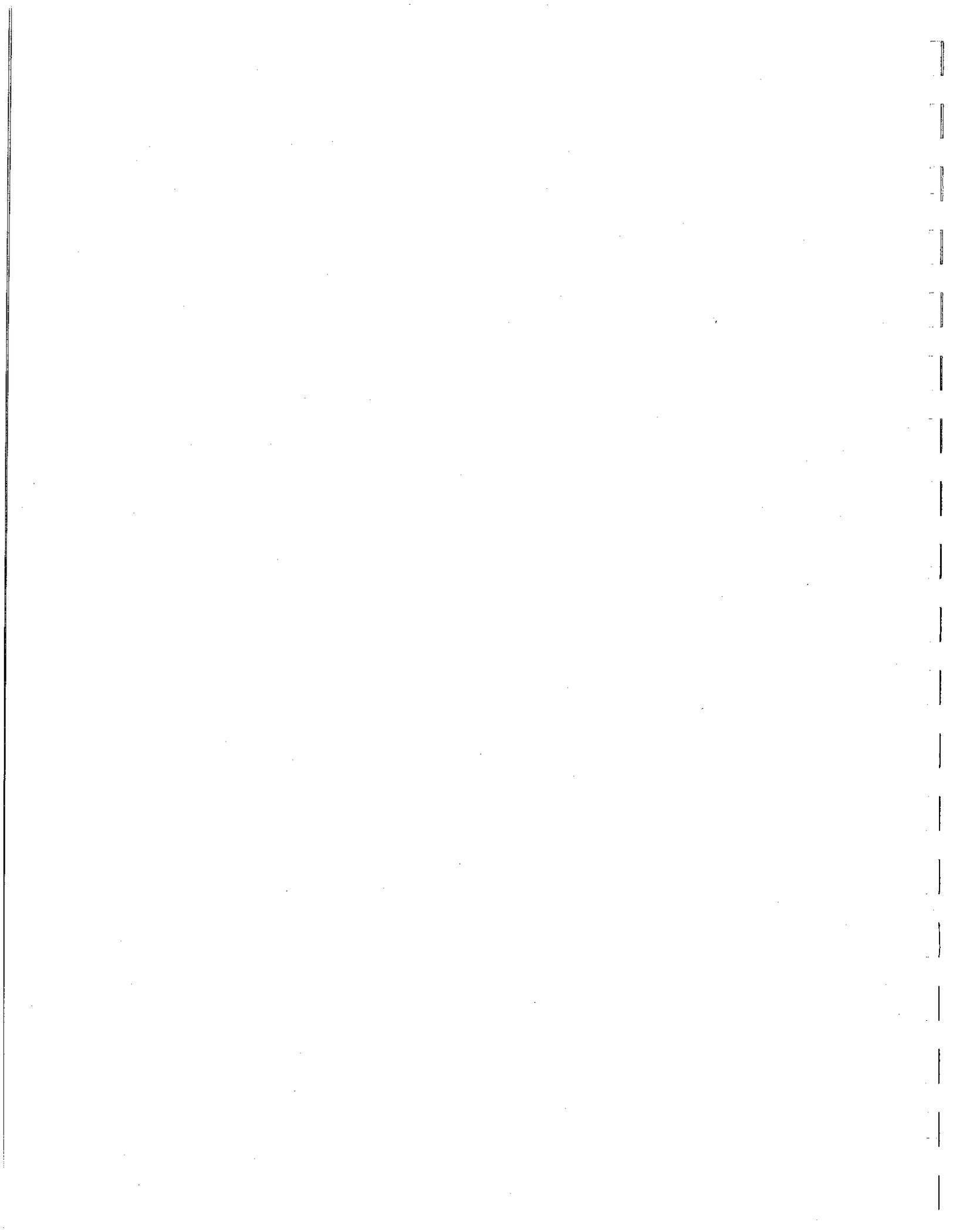


TABLE 2

TABLE OF DIMENSIONAL AND DENSITY REGULATIONS
(minimum requirements in feet, unless otherwise indicated)

District	Use	Minimum Lot Area (sq)	Minimum Lot Area Required Per Dwelling Unit	Minimum Lot Depth	Minimum Front Setback	Minimum Front Side Setback	Minimum Rear Setback	Maximum Height	Maximum Stories	Maximum Building Coverage	Maximum Floor Area Ratio (FAR)	Open Space %
RR	Multi-family dwelling ^{11,13}											
	First dwelling unit	20,000	250	250	40	40	40	35	2.5	25	none	35
	Each additional dwelling unit	4,000										
RR	Any other permitted use ¹¹	40,000	150	125	40	25	40	35	2.5	15%	none	70%
RL	Any permitted use ¹¹	22,500	150	100	30	20	30	35	2.5	20%	none	55%
RM	Any permitted use ¹¹	15,000	125	100	25	15	30	35	2.5	25%	none	45%
RH	1-family detached dwelling ¹¹	7,500	75	100	20	10	30	35	2.5	25%	NA	45%
	2-family dwelling ¹¹	9,600	80	100	20	10 ¹	30	35	2.5	25%	NA	45%
	[3-family dwelling] ¹¹	[11,700]	[80]	[100]	[20]	[10]	[30]	[35]	[3]	[30%]	NA	[40%]
	Multi-family dwelling ^{11,13}	[40,000]	[150]	[200]	[25]	[20 ²⁻³]	[40]	[35]	[2.5]	[none]	[0.5]	[35%]
	- First dwelling unit	20,000	150	200	25	20 ²⁻³	40	35	2.5	none	0.5	35
	- Each additional dwelling unit	3,000	[3,000 ¹⁷]	NA	NA	NA	NA	NA	NA	NA	NA	NA

[Proposed changes are in bold type with brackets.]
Existing regulations proposed to be revised or deleted are in bold type and underlined.

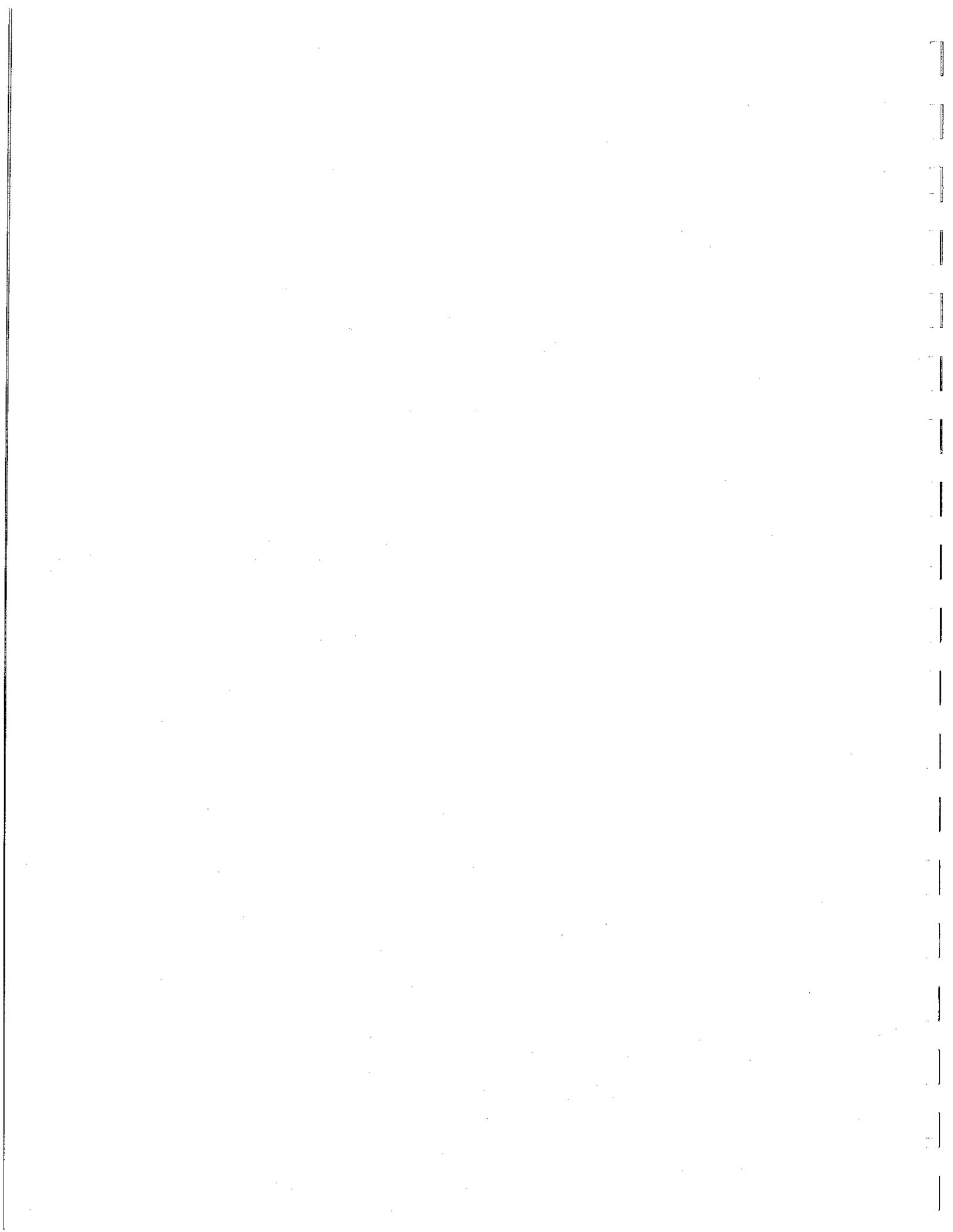


TABLE 2 (Continued)

Dis- trict	Use	Minimum Lot Area (sf)	Minimum Lot Area Required Per Dwelling Unit ¹	Minimum Lot Frontage ⁹	Minimum Lot Depth	Minimum Front 4,6,7	Minimum Yard Side ⁸	Minimum Yard Rear ⁶	Maximum Height ⁴	Maximum Stories	Maximum Building Coverage	Maximum Floor Area Ratio (FAR)	Open Space %
	Any other per- mitted use	10,000	NA	100	100	25	15	40	35	2.5	25%	none	35%
RU	1-family detached dwelling(11)	7,500	NA	75	100	20	10	30	35	2.5	30%	none	40%
	2-family dwelling(11)	9,000	NA	80	100	20	10(1)	30	35	2.5	25%	none	45%
	[3-family dwelling]	[11,700]	NA	[80]	[100]	[20]	[10]	[30]	[35]	[3]	[30%]	NA	[40%]
	Multi-family dwelling(11,13):	[25,000]	NA	[100]	[100]	[25]	[20 ²⁻³]	[40]	[35]*	[2.5]*	[None]	[1.0]	[25%]
	- First dwelling unit	7,500	[7,500]	100	100	25	20 ²⁻³	40	80	6	none	1.0	25%
	- Each additional dwelling unit	2,000	[2,000(17)]	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Any other permitted use	10,000	NA	100	100	25	15	40	35	2.5	none	2.0	25%
CN	Any permitted use ¹²	5,000	NA	50	100	20	15(5)	30	35	2.5	none	.75(0.5)	10%
CH	Any permitted use ¹²	22,500	NA	175	100	40(30)	25(15)	30(20)	30(40)	2.5(3)	none	0.50	25%
CG	Multi-family dwelling ^{11,13}	[20,000]	NA	[100]	[100]	[none]	[20]	[20]	[74]	[6]	[none]	[2.0]	[none]
	- First dwelling unit	2,000	[2,000]	100	100	none	20	20	none	none	none	2.0	none
	- Each additional dwelling unit	1,000	[1,000]	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Any other permitted use	5,000	NA	50	100	none	none	20	none(40)	none(3)	none	2.0	none

[Proposed changes are in bold type with brackets.]
 Existing regulations proposed to be revised or deleted are in bold type and underlined.
 * Up to 110 feet (not to exceed 10 stories) may be allowed, with a special permit, upon a finding that such height is proposed at a gateway or especially significant location within the CBD and will be suitable for the proposed site.

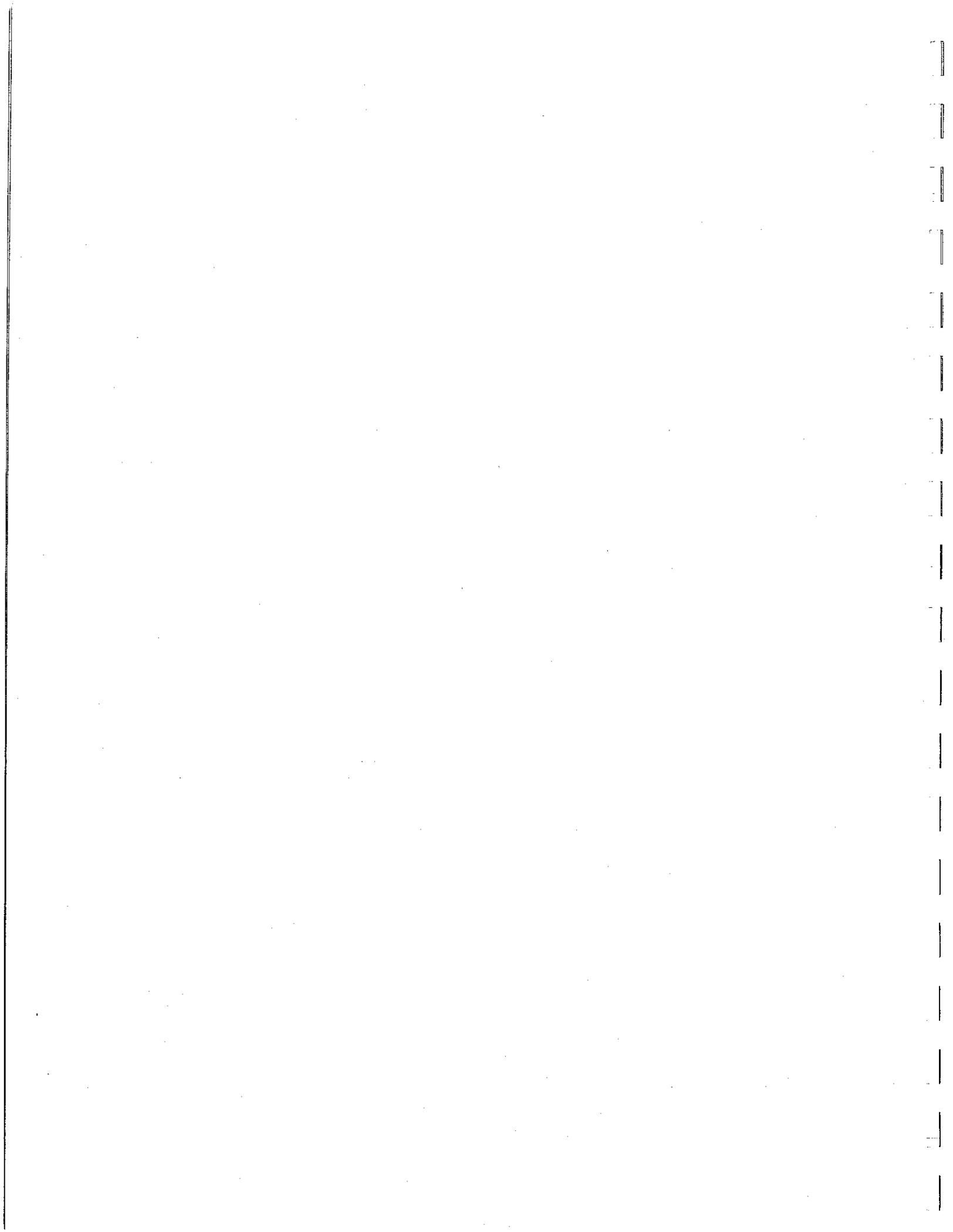


TABLE 2 (Continued)

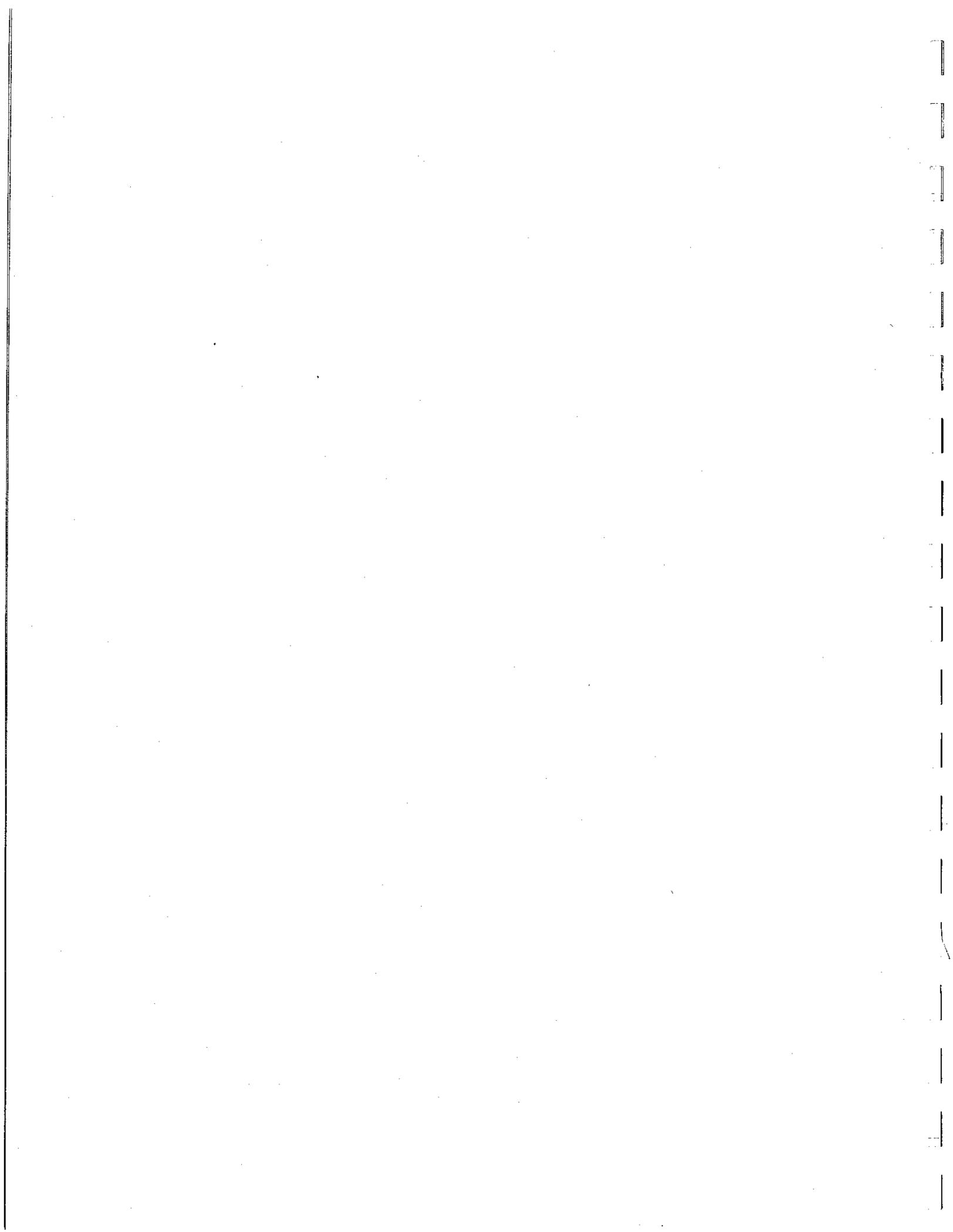
Dis- trict	Use	Minimum Lot Area (sq)	Minimum Lot Frontage ⁹	Minimum Lot Depth	Minimum Yard Setback Front ^{4,6,7} Side ^{4,8,10} Rear ⁶	Maximum Height ¹⁴	Maximum Stories	Maximum Building Coverage	Maximum Floor Area Ratio (FAR)	Open Space %
[OC]	[Multi-family dwelling ^{11,13}]	NA	[100]	[100]	[10* ⁵]	[74*]	[6*]	[60%]	[2.0]	[None]
	- [First dwelling unit]	NA	[2,000]	NA	NA	NA	NA	NA	NA	NA
	- [Each additional dwelling unit]	NA	[1,000]	NA	NA	NA	NA	NA	NA	NA
	[Any other per- mitted use ¹²]	[5,000]	NA	[50]	[none]	[74*]	[6*]	[none]	[3.0]	[none]
[OP]	[Any permitted use]	[10,000]	NA	[100]	[25]	[60]	[5]	[50%]	[1.75]	[20%]
IP	Any permitted use ¹²	40,000	NA	200[150]	40 15 25	80[50]	6[4]	50%	none[1.25]	20%
IG	Any permitted use ¹²	10,000	NA	100	40 25 25	80[74]	6	none	2.0[1.25]	none
	Multi-family Dwelling									
	First Dwelling Unit	1,000	NA	none	none	none	none	none	2.0	none
	- Each Additional Unit	100	NA	NA	NA	NA	NA	NA	NA	NA
SC	1-family detached dwelling(11)	80,000(15)	NA	200	40 25 25	35	2.5	15%	none	70%
	Any other permitted use	80,000(15)	NA	200	40 25 25	35	2.5	10%	none	75%
	Cluster Development	15 acres								
	Planned Unit Development	50[10] acres								

----- Individual lots same as RH; see also Sec. 88
----- As required by Sec. 87

[Proposed changes in bold type with brackets]
Existing regulations proposed to be revised or deleted in bold type and underlined.

* Up to 110 feet (not to exceed 10 stories) may be allowed, with a special permit, upon a finding that such height is proposed at a gateway or especially significant location within the CBD and will be suitable for the proposed use.

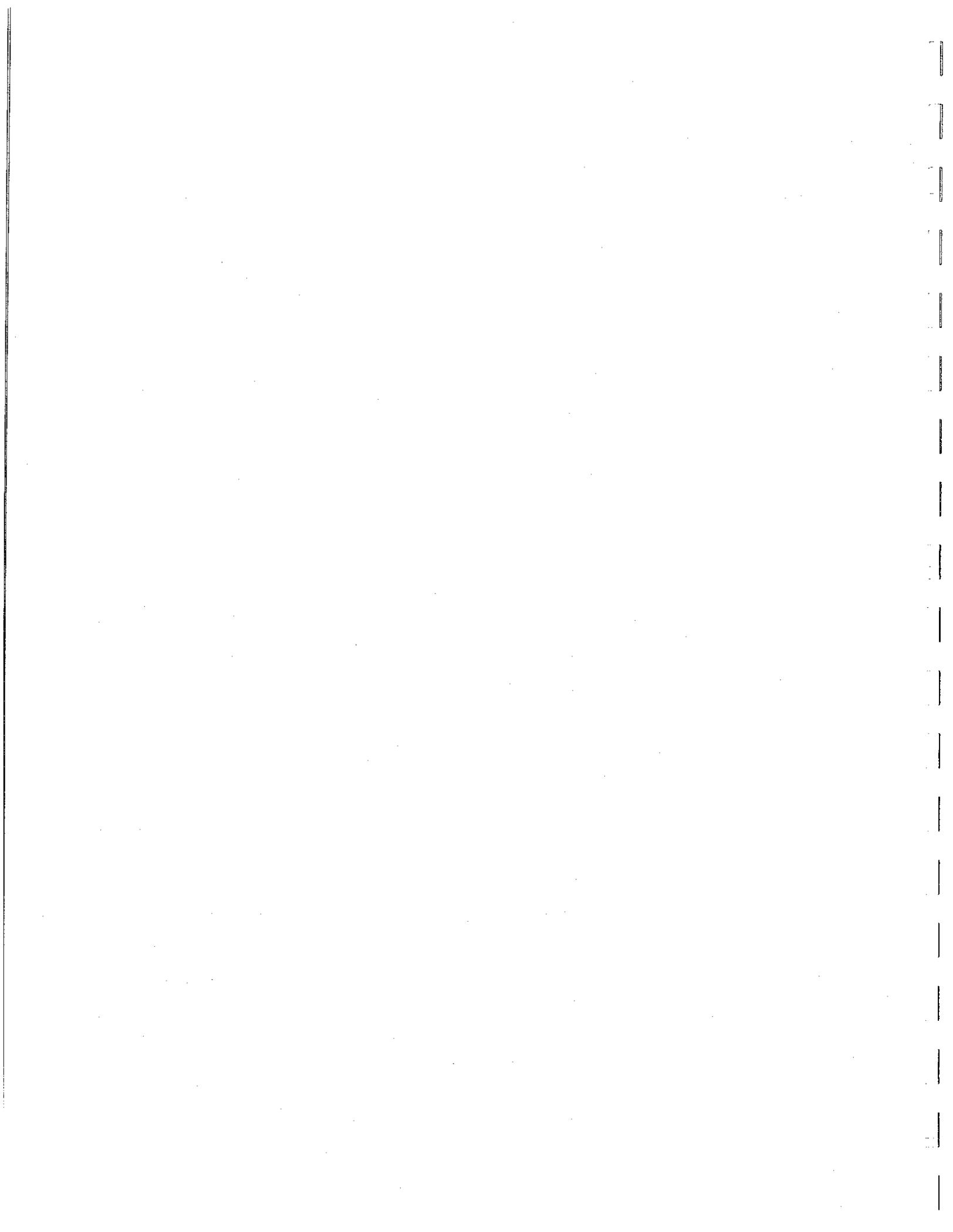
** No front setback required for property fronting on Merriamack Street or Washington Street in the CC District.



NOTES TO TABLE 2

NOTES:

- 1 One (1) side only for side-by-side dwelling units.
- 2 Semi-detached row unit, outside only.
- 3 Provisions for inner and outer courts shall be subject to the Building Code.
- 4 In the event the proposed development lies between two (2) adjacent and abutting developed lots containing structures which are setback a shorter distance than the required minimum, the required front yard of the lot in question shall be based on the average front yard setback of the adjacent and abutting structures. In the event the proposed development lies adjacent and abuts only one (1) developed lot containing a structure which has a front yard setback that is shorter than the required minimum, the required minimum front yard of the lot in question will be based on an average front yard setback of the adjacent and abutting structure and the required minimum front yard of the zone. In any event, the required minimum will not be greater than the required minimum of the receptive district as stated in the Table of Dimensional and Density Regulations nor less than ten (10) feet.
- 5 Between detached structures: for attached structures with common party wall, no side yard is required.
- 6 A corner lot shall have minimum street yards with depths which shall be the same as the required front yard depths for the adjoining lots.
- 7 At each end of a through lot, there shall be a setback depth required which is equal to the front yard depth required for the district in which each street frontage is located.
- 8 Projections into required yards or other required open spaces are permitted subject to the following:
 - A. Balcony or bay window, limited in total length to one-half (1/2) the length of the building, not more than four (4) feet.
 - B. Open terrace or steps or stoop, unroofed and under four (4) feet in height, up to one-half (1/2) the required yard setback.
 - C. Steps or stoop, with a roof, or that exceed four (4) feet in height, window sill, chimney, roof cave, fire tower, or storm enclosure or similar architectural feature, not more than four (4) feet.
- 9 The minimum lot width shall not be less than seventy-five percent (75%) of the minimum lot frontage (for at least the minimum lot depth setback).
- 10 Where an I or C District abuts an R District, no building within the I or C District shall be within twenty-five (25) feet of the boundary line of the R District.
- 11 The gross floor area and per dwelling unit in a two-family dwelling shall not be less than seven hundred sixty eight (768) square feet. The gross floor area in a multi-family [or 3-family] dwelling per dwelling unit shall not be less than four hundred fifty (450) square feet for one-bedroom dwelling units, six hundred (600) square feet for two-bedroom units, and seven hundred sixty eight (768) square feet for the three-bedroom or larger units. [Amended 6-6-78 by Doc. 100-C]
- 12 Existing residential uses shall be subject to the regulations for the particular type of dwelling in the RH District.
- 13 Except for planned developments for multi-family purposes, cluster residential development, planned unit development, commercial or industrial development, community facilities and public utilities, only one (1) principal structure shall be permitted on a lot. In the case of multi-family developments other than planned unit development, the minimum distance between the exterior walls of such principal buildings shall be a minimum of fifty (50) feet. The minimum lot area required for each individual dwelling unit, building or other unit of use shall be multiplied by the number of such units to obtain the minimum lot area required for the total tract of land. The minimum building setbacks (front, side, and rear yards) within a multi-family development shall apply to the perimeter property line and not to the internal development of the site, except that no such building shall be placed within ten (10) feet of the right-of-way line of an internal roadway. [Amended 8-14-73 by Doc. 186]



NOTES TO TABLE 2 (Continued)

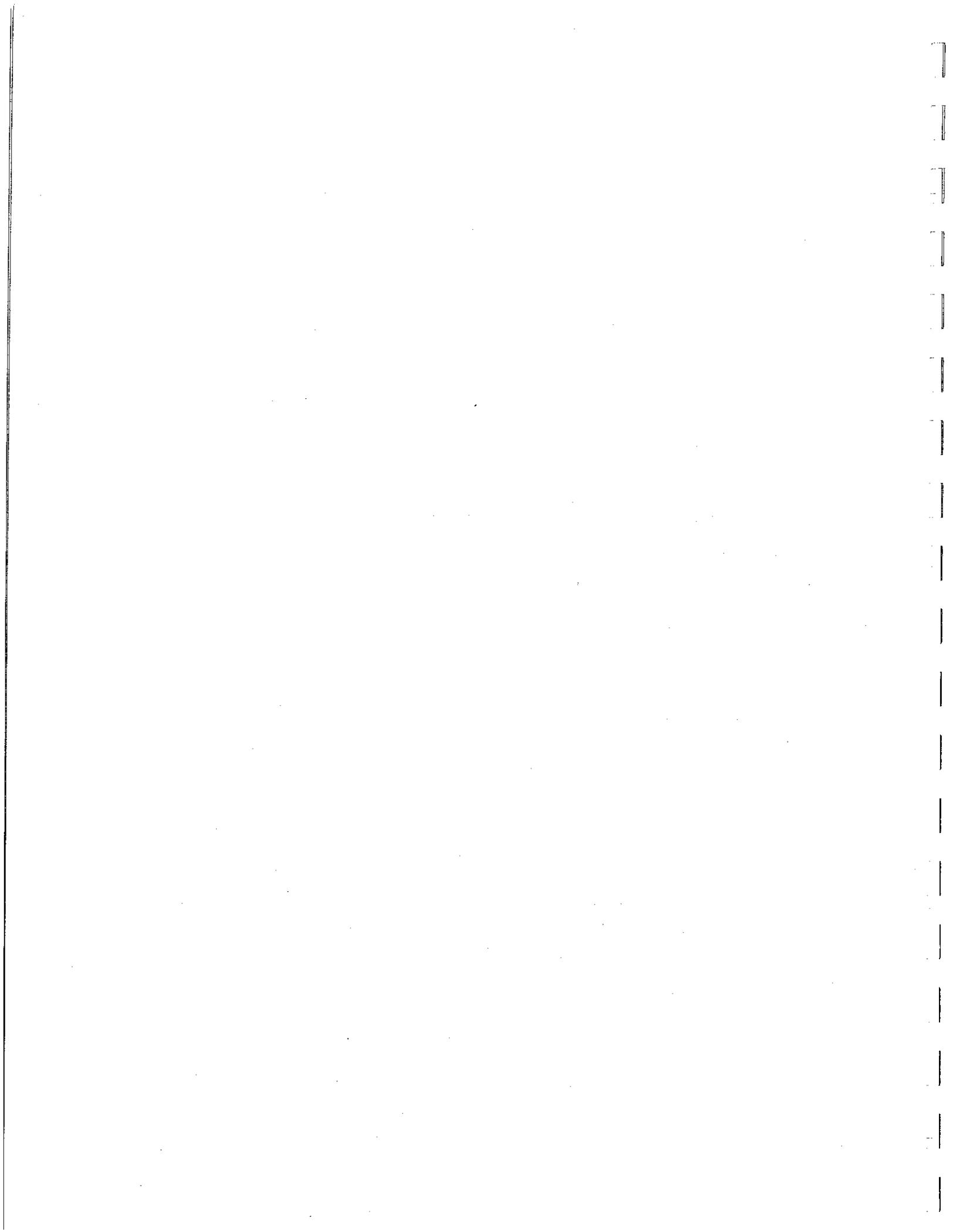
14 The provisions of this chapter governing the height of buildings shall not apply to chimneys, cooling towers, elevator bulkheads, skylights, ventilators, electronic equipment, elevator shafts, and other necessary appurtenances usually carried above the roof; nor domes, towers, stacks or spires, if not used for human occupancy and which occupy not more than twenty percent (20%) of the ground floor area of the building; nor to ornamental towers, observation towers, radio broadcasting towers, television and radio antennas and other like structure which do not occupy more than twenty percent (20%) of the lot area; nor to churches or public buildings, agricultural or institutional buildings, or private schools not conducted for profit that are primarily used for school purposes, provided that the excepted appurtenances are not located within the flight paths of an airport as defined by Federal Aviation Administration regulations.

15 [Added 9-17-74 by Doc. 310-C] In the event on-site sewage disposal is intended, the minimum lot area (eighty thousand (80,000) square feet) specified herein shall be considered a base upon which additional lot area shall be added as determined by the percolation rate defined in the State Sanitary Code, Article XI.

Percolation Rate (Minimum Per Inch Drop)	Lot Area Increase (Additional Lot Area in Square Feet Above the Minimum 80,000 Square Feet)
0 to 6 minutes	0
5 minutes 1 second to 10 minutes	15,000
10 minutes 1 second to 15 minutes	30,000
15 minutes 1 second to 20 minutes	45,000
Over 20 minutes	Unsuitable

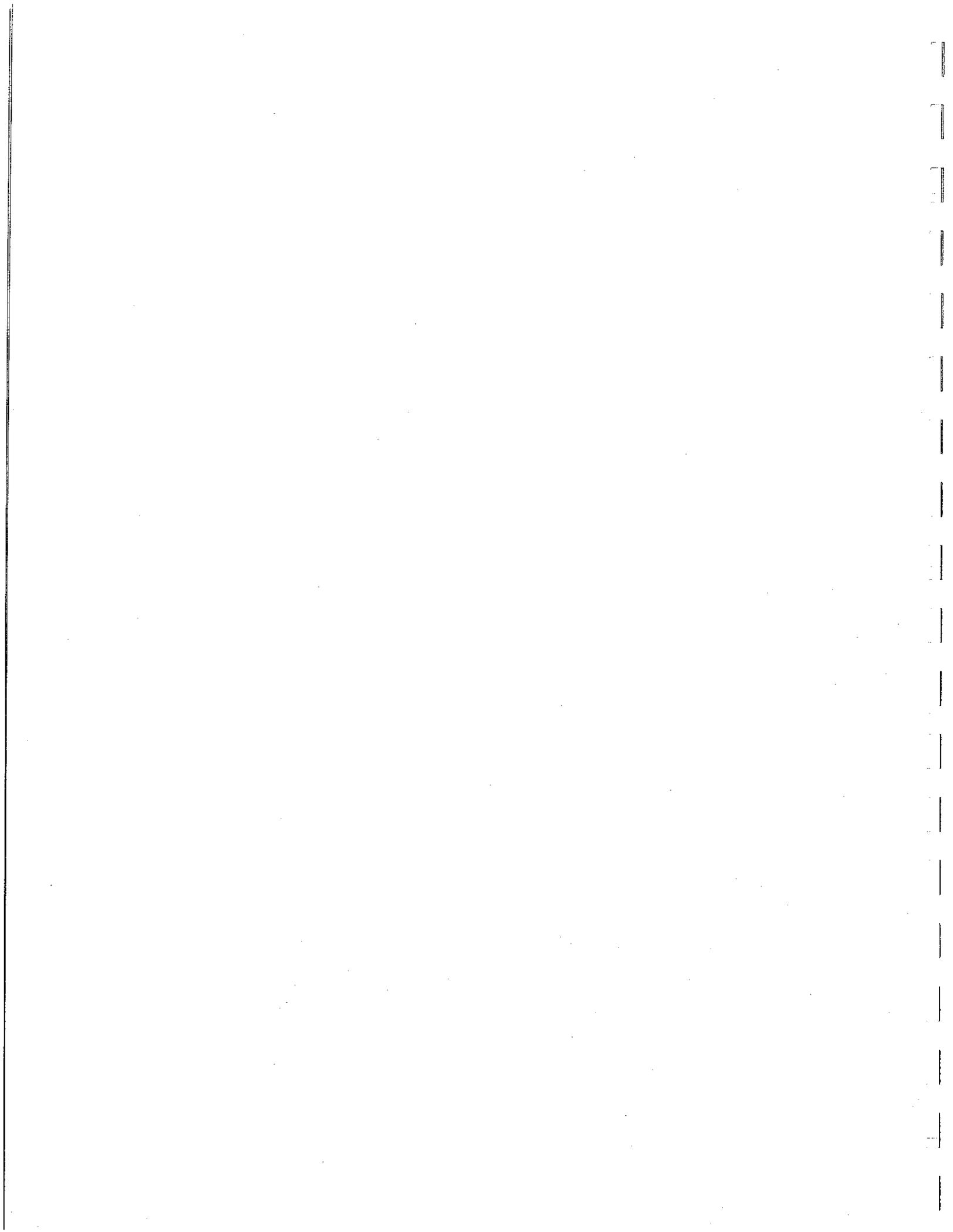
16 Doc. 135-C; 10-12-76.

17 Doc. 188; 8-14-74/



APPENDIX 2

RESPONSES TO COMMUNITY ATTITUDES SURVEY



RESPONSES TO COMMUNITY ATTITUDES SURVEY

Haverhill, Massachusetts
December, 1988

Total Responses Received: 326 (As of October 28, 1988)

1. What do you think are the three most serious problems facing the City in the next five years? (Check Three)

a. Traffic	<u>36%</u>	a.
b. Current City Growth (Location and type)	<u>30%</u>	b.
c. Future Use of Available Vacant Land	<u>22%</u>	c.
d. Protecting Our Natural Resources	<u>46%</u>	d.
e. Quality of City Services	<u>20%</u>	e.
f. Quality of City Facilities (buildings and land)	<u>12%</u>	f.
g. Maintaining an Adequate Supply of Reasonably Priced Homes and Apartments	<u>29%</u>	g.
h. Water Supply and Distribution	<u>46%</u>	h.
i. Trash Disposal	<u>37%</u>	i.
j. Other (please be specific) _____	<u>11%</u>	j.

2. Is the present rate of growth in Haverhill:

(Check One)

a. Too Fast	<u>62%</u>	a.
b. Too Slow	<u>4%</u>	b.
c. About Right	<u>33%</u>	c.
(1% blanks)		

3. If you answered "too fast" which action(s) do you feel should be taken?

a. Decrease building permits	<u>32%</u>	a.
b. Increase zoning restrictions	<u>27%</u>	b.
c. Other (specify)	<u>6%</u>	c.
(35% blanks)		

4. Are there enough shopping facilities in Haverhill?

a. <u>47%</u> YES	b. <u>52%</u> NO	(1% blanks)
-------------------	------------------	-------------

5. If NO, where are additional shopping facilities needed?

(Check One)

- | | | |
|------------------------|------------|---|
| a. Downtown | <u>34%</u> | a. |
| b. Shopping Centers | <u>12%</u> | b. |
| c. Neighborhood Stores | <u>6%</u> | c. (be specific about location and use enclosed map, if you wish) |
- (48% blanks)

6. Would you support rezoning to provide for extended commercial/retail development?

- | | | |
|-------------------|------------------|-------------|
| a. <u>33%</u> YES | b. <u>60%</u> NO | (7% blanks) |
|-------------------|------------------|-------------|

(if you wish, show locations on enclosed map.)

7. What kinds of retail stores and services are needed that are not presently available?

- | | | | | | |
|----------------|------------|----|-------------------------------|------------|----|
| a. Banking | <u>1%</u> | a. | f. Household Goods | | f. |
| b. Food Stores | <u>37%</u> | b. | (sheets, dishes, etc.) | <u>20%</u> | g. |
| c. Drug Stores | <u>6%</u> | c. | g. Cards/Gifts | <u>5%</u> | h. |
| d. Clothing | <u>37%</u> | d. | h. Movie Houses | <u>26%</u> | i. |
| e. Hardware | <u>5%</u> | e. | i. Restaurants | <u>16%</u> | j. |
| | | | j. Other (please be specific) | <u>9%</u> | |

8. Are there enough public recreational facilities in the City?

- | | |
|-------------------|------------------|
| a. <u>40%</u> YES | b. <u>52%</u> NO |
|-------------------|------------------|
- (If NO, mark on enclosed map areas where you believe facilities are lacking)

(8% blanks)

9. If not, what kinds of public recreational facilities are needed?

(Check One or More)

- | | | |
|-----------------------------------|------------|----|
| a. Playfields (for active sports) | <u>26%</u> | a. |
| b. Tot Lots | <u>18%</u> | b. |
| c. Tennis Courts | <u>8%</u> | c. |
| d. Swimming Facilities | <u>18%</u> | d. |
| e. Playgrounds | <u>29%</u> | e. |
| f. River-related Recreation | <u>23%</u> | f. |
| g. Other (List) _____ | <u>8%</u> | g. |

10. Should additional multi-family housing (four or more units) be:

- | | | |
|--|------------|----|
| a. Mainly condominiums (ownership) | <u>2%</u> | a. |
| b. Mainly rental units | <u>27%</u> | b. |
| c. A mixture of both | <u>20%</u> | c. |
| d. I would not support additional multi-family housing | <u>50%</u> | d. |
- (1% blanks)

11. For which of the following reasons, if any, would you support additional multi-family housing in Haverhill?

(Check One or More)

- | | | |
|---|------------|----|
| a. Provides a place in Haverhill for young marrieds. | <u>29%</u> | a. |
| b. Provides a place in Haverhill for older couples. | <u>31%</u> | b. |
| c. Provides a place in Haverhill for single people. | <u>14%</u> | c. |
| d. Provides a place in Haverhill for low and moderate income elderly couples and individuals. | <u>41%</u> | d. |
| e. Provides a place in Haverhill for low and moderate income families. | <u>28%</u> | e. |
| f. Provides tax income to the City in excess of the cost of City services. | <u>10%</u> | f. |
| g. None of the above. | <u>20%</u> | g. |

12. Where should multi-family housing be encouraged:

- | | | |
|--|------------|----|
| a. City core (downtown) | <u>22%</u> | a. |
| b. Close-in neighborhoods | <u>16%</u> | b. |
| c. Other areas served by sewers | <u>30%</u> | c. |
| d. Outlying areas not served by sewers | <u>3%</u> | d. |
- (Mark specific areas on the enclosed map, if you wish)
(29% blanks)

13. Should the City encourage housing at a more reasonable cost than presently available (i.e., affordable housing)?

- | | | |
|-------------------|------------------|-------------|
| a. <u>67%</u> YES | b. <u>26%</u> NO | (7% blanks) |
|-------------------|------------------|-------------|

14. Why did you move to Haverhill?

(Check One or More)

- | | | |
|--|------------|----|
| a. Convenience to Job | <u>15%</u> | a. |
| b. Availability of Housing in My Price Range | <u>21%</u> | b. |
| c. Schools | <u>4%</u> | c. |
| d. Lifetime Resident | <u>63%</u> | d. |
| e. Other Reasons (list) _____ | <u>9%</u> | e. |

15. Is the amount of industrial development in Haverhill at the present time?

(Check One)

- | | | |
|----------------|-------------|----|
| a. Too Much | <u>6%</u> | a. |
| b. Too Little | <u>30%</u> | b. |
| c. About Right | <u>60%</u> | c. |
| | (4% blanks) | |

16. If you answered "too little", would you support rezoning to provide for additional industrial development?

- | | | |
|--------------------------|--------------------------|--------------|
| a. <u>24%</u> YES | b. <u>16%</u> NO | (60% blanks) |
| 60% (eliminating blanks) | 40% (eliminating blanks) | |

(If you wish, show locations on enclosed map.)

17. Would you support water & sewer extensions?

To promote economic development and increased tax revenue from industrial/commercial zoned areas and increase tax revenue?

- | | | |
|-------------------|------------------|--------------|
| a. <u>67%</u> YES | b. <u>24%</u> NO | (10% blanks) |
|-------------------|------------------|--------------|

To promote expansion in undeveloped residential zoned areas?

- | | | |
|-------------------|------------------|--------------|
| c. <u>46%</u> YES | d. <u>40%</u> NO | (14% blanks) |
|-------------------|------------------|--------------|

To provide utilities to those residential areas presently on private systems?

- | | | |
|-------------------|------------------|--------------|
| e. <u>66%</u> YES | f. <u>20%</u> NO | (14% blanks) |
|-------------------|------------------|--------------|

18. Should the City consider limiting sewer and water system extensions so as to limit growth in undeveloped areas?

- | | | |
|-------------------|------------------|-------------|
| a. <u>56%</u> YES | b. <u>37%</u> NO | (7% blanks) |
|-------------------|------------------|-------------|

25. Income of Your Family
(Per Year, Before Taxes)

- | | | |
|----------------------|------------|----|
| a. Under \$15,000 | <u>15%</u> | a. |
| b. 15,000 - \$19,999 | <u>9%</u> | b. |
| c. 20,000 - \$29,999 | <u>14%</u> | c. |
| d. 30,000 - \$39,999 | <u>18%</u> | d. |
| e. 40,000 - \$49,999 | <u>11%</u> | e. |
| f. 50,000 - \$59,999 | <u>11%</u> | f. |
| g. 60,000 or More | <u>12%</u> | g. |
- (10% blanks)

26. How Long Have You Lived
in Haverhill?

- | | | |
|-----------------------|------------|----|
| a. Less Than 2 Years | <u>3%</u> | a. |
| b. 2-5 Years | <u>7%</u> | b. |
| c. 6-10 Years | <u>6%</u> | c. |
| d. More Than 10 Years | <u>81%</u> | d. |
- (2% blanks)

27. Type of House or Apartment You Live In

- | | | |
|--|------------|----|
| a. Own and live in a single-family house | <u>60%</u> | a. |
| b. Own and live in a two-family house | <u>10%</u> | b. |
| c. Own and live in a condominium | <u>6%</u> | c. |
| d. Rent an apartment or condominium | <u>17%</u> | d. |
| e. Other (_____) | <u>5%</u> | e. |
- (2% blanks)

28. What ward do you live in (refer to enclosed map)?

- | | | |
|-----------|------------|----|
| a. Ward 1 | <u>26%</u> | a. |
| b. Ward 2 | <u>19%</u> | b. |
| c. Ward 3 | <u>24%</u> | c. |
| d. Ward 4 | <u>31%</u> | d. |

Use the space below and the map which follows for any additional comments you may have. Remove Front Blue Sheet, then fold the survey form so that the address of the City Clerk is on the outside and return the form to the City. Postage has been pre-paid.

COMMUNITY ATTITUDES SURVEY COMMENTS

Haverhill, Massachusetts

(NOTE: the number after each comment indicates the number of times the comment was received.)

Question 1. Most serious problems facing the City (mentioned among top three):

- o Police Scandal (7)
- o Trash incinerator (4)
- o Drugs & vandalism (2)
- o Too much low-income housing
- o Bring diversified people together
- o Public Transportation
- o Better drinking water
- o Drugs & alcohol
- o Downtown should be one way
- o Not enough land to build
- o Recycling of paper, aluminum, tin, glass, etc.
- o More Police protection (2)
- o Quality Elected Officials (2)
- o Limit growth (2)
- o More affordable housing
- o Clean up the City (2)
- o Eliminate Canadian Geese from Kenoza Lake
- o Housing school children
- o Preserve open space around lakes (2)
- o Maintain parks & recreation
- o Quality of environment
- o Homeless
- o Water Supply
- o School Space (2)
- o Schools (6)
- o Potholes (2)
- o Crime (3)
- o Taxes
- o Too many condos (3)
- o Air pollution
- o Good paying jobs

Question 3. Actions to control growth (other):

- o Continue urban renewal
- o Increase lot sizes (3)
- o Reduce multi-family, condos (13)
- o Require impact statements
- o More open space in developments
- o Control building permits to maintain balance of industrial & residential construction
- o Enforce existing zoning laws (3)
- o Long range city planning
- o Yearly ration of building permits by zone type
- o Stricter Board of Appeals
- o Check if builders are following restrictions
- o Have experienced people on Planning & Conservation Boards
- o Unbalanced growth rate could damage the City
- o Two-acre zoning on outskirts of downtown
- o No more developments like Jefferson Estate
- o Repair existing buildings
- o Establish quality Master Plan & adhere to it
- o Moratorium
- o Stop special permits to build on wetlands

Question 7. Retail stores & services needed (other):

- o Arcade
- o Quality Department store (17)
- o Another Supermarket (27)
- o Shopping centers on Rte. 97 near Rte. 495 (2)
- o Not enough presently available
- o Utilize existing shopping centers
- o West Gate needs upgrading
- o Like those in Plaistow
- o Not enough Downtown (4)
- o Not enough on Merrimack St. (3)
- o Not enough in Ward (3)
- o Not open during convenient hours
- o Not enough in Riverside & Bradford 8
- o Specialty Merchandising
- o Good specialty dress shops (2)
- o There are enough now
- o Riverfront Facilities
- o Downtown theater (2)
- o Downtown night entertainment (3)
- o Civic center for sports & concerts
- o Outlets
- o Garden Center
- o Local newspaper
- o Computer Store
- o Furniture Store
- o Good Restaurant (2)
- o Marine Facilities
- o Mall
- o Large hotel
- o Book store
- o Toy store
- o Shoe store

Question 9. Recreational facilities needed (other):

- o Revamp existing facilities (3)
- o Teen facility (12)
- o Sidewalks all along Salem St. in Bradford
- o Bradford lacks recreational facilities (4)
- o Use the Stadium for Boat Ramp
- o Outdoor Hockey Ring
- o Equipment similar to that at Haverhill Stadium
should also be located in Bradford & Downtown
- o Maintain existing facilities (15)
- o Riverside Park is great
- o Safe running/walking paths (3)
- o Facilities needed on Buy-Hales Island
- o City cannot support existing facilities
- o Poor tennis courts
- o Marinas are beautiful; make use of it
- o All of the above
- o Horseshoe areas
- o Large outdoor playground or two
- o High class night club for dancing (2)
- o Parks Dept. Rangers needed
- o Boating facilities
- o Cross-country skiing areas
- o City park (4)
- o Skateboarding

Question 14. Why moved to Haverhill (other):

- o To live with my sweetheart
- o Like the area & environment (3)
- o Purchased family home (2)
- o To be near family (6)
- o Pleasant location adjacent to Bradford College
- o Transferred by Company
- o Connections
- o Previous rental unit sold as condo
- o Quiet location with access to Rte. 495
- o Married a Haverhill resident (2)
- o Living with elderly widow
- o Company moved to Haverhill
- o Country neighborhood
- o Moved here from Maine
- o Location
- o Came to U.S. for better opportunities
- o Returned after retirement

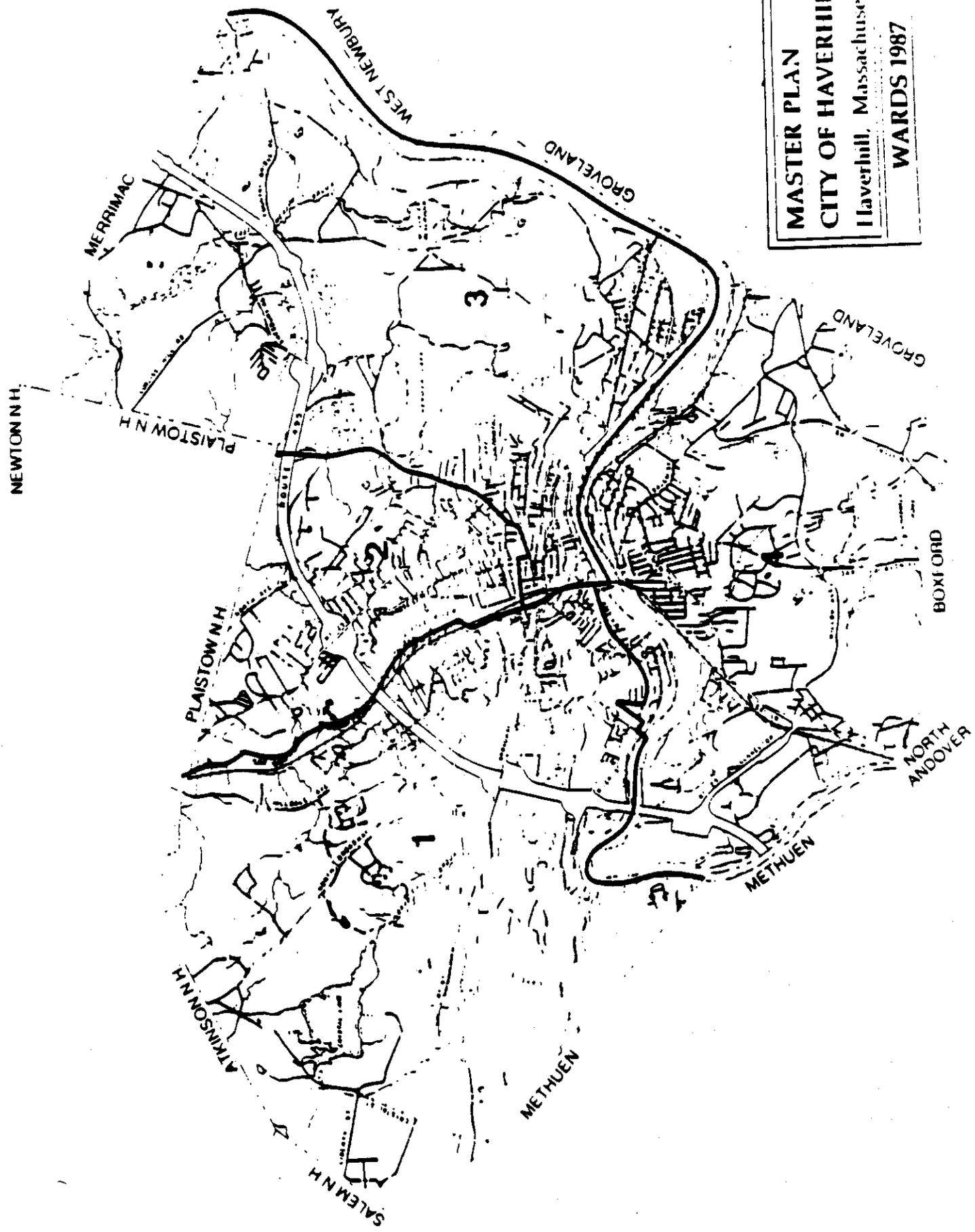
Other Comments (at end):

- o Our water is terrible (9)
- o Homeless need help (2)
- o Thanks for this survey
- o Improve School Dept. (4)
- o Use Little River area for recreation
- o Keep condos out of neighborhoods (7)
- o Bring back the arts & culture
- o Inadequate traffic signals (3)
- o Repair existing housing/slumlords (3)
- o Supermarket - Bradford/Ward Hill (3)
- o Apartments, not condos (2)
- o Housing for young couples (4)
- o Need litter control (2)
- o Clean drains each year
- o Straighten out Police Dept. (3)
- o Convert large brick vacant buildings on Washington St. to multi-family
- o Public recreational facilities are not kept up adequately so as to provide use to the public. (8)
- o Abundance of multi-family housing, more single family homes (3)
- o Do something with the old Woolworth building (3)
- o Beautiful open space is being lost to cookie-cutter style housing developments.
- o Use empty lots & the old railroad bed for recreational areas with neighborhood involvement for upkeep (3)
- o Downtown area needs to be cleaned up & made safer (2)
- o More affordable housing for low income (4)
- o Proper sewage (especially on Rte. 110) (4)
- o Rapid expansion of the city's industrial base
- o Downtown should be developed further keeping the "old" style
- o Revitalize Downtown mill buildings
- o Traffic is bad (4)
- o Drug Problem (3)

- o Castle & Stadium areas are city jewels to be prized
- o Maintain play areas around neighborhood schools
- o Do something about the dump/incinerator off Rte. 495; it smells & is an eyesore (2)
- o Eliminate trash plant in Ward Hill
- o Develop & adhere to a Master Plan. Do not misuse or consume natural resources & large undeveloped land.
- o Improve road conditions (2)
- o Enforce city codes (i.e., landlords & owners of commercial buildings).
- o Rubbish disposal problem must be resolved, including use of incinerator & recycling (2)
- o Utilize or maintain vacant buildings (2)
- o Monitor rental units for health standards.
- o Preserve open space (7)
- o Make Washington & Merrimack Streets one way.
- o Make efforts to maximize values of both private & public properties.
- o Low interest mortgages are a good alternative to low cost housing.
- o Replace water pipes in older sections (Riverside area) (2)
- o Develop a River Promenade.
- o Enforce building codes & reduce variances. Refurbish downtown buildings.
- o Continue River revitalization. Clean-up the City.
- o Continue mgmt. team at Hale.
- o Restructure entire Police Dept.
- o Continue to plant trees.
- o Seriously considering moving because of trash incinerator; other friends feel the same way. It is the worst thing to happen to Haverhill.
- o Too late for a Master Plan.
- o Odd construction at Main/ Merrimack Sts.
- o Give the boarded up homes to young couples to rebuild, then they could pay taxes instead of mortgage.
- o Knock down 4 boarded up homes on Emerson St. & build police station there (2)
- o It was a mistake to deny the Lane Project in the 110/495 area. We need more revenue projects to insure City modernization.
- o Find another way to re-route traffic on Rte. 125 to NH (2). No more businesses in this area; it is like Rte. 1. Build up Merrimack St.
- o Concerned about high taxes.
- o Rents are too high 2; City should put a freeze on it.
- o More multi-family for elderly & young families.
- o Bring back the "beat copy" into all neighborhoods. Good luck.
- o Control zoning ordinances & variances.
- o Pursue payment of back taxes.
- o Opinion of any taxpayer is valid regardless of age or occupation (2)
- o Public Works Dept. does nothing; should be cleaning up the city.
- o More recreational facilities needed.
- o We love our new Mayor.
- o Haverhill & Bradford are jewels that should be preserved. No absentee landlords.
- o Additional development will tax water supply.
- o Major streets should be commercialized or altered to reduce traffic (i.e., Groveland St.).
- o Enhance Kenoza Lake recreational facilities.
- o Rural residential zones should be developed in a less dense & more natural manner.

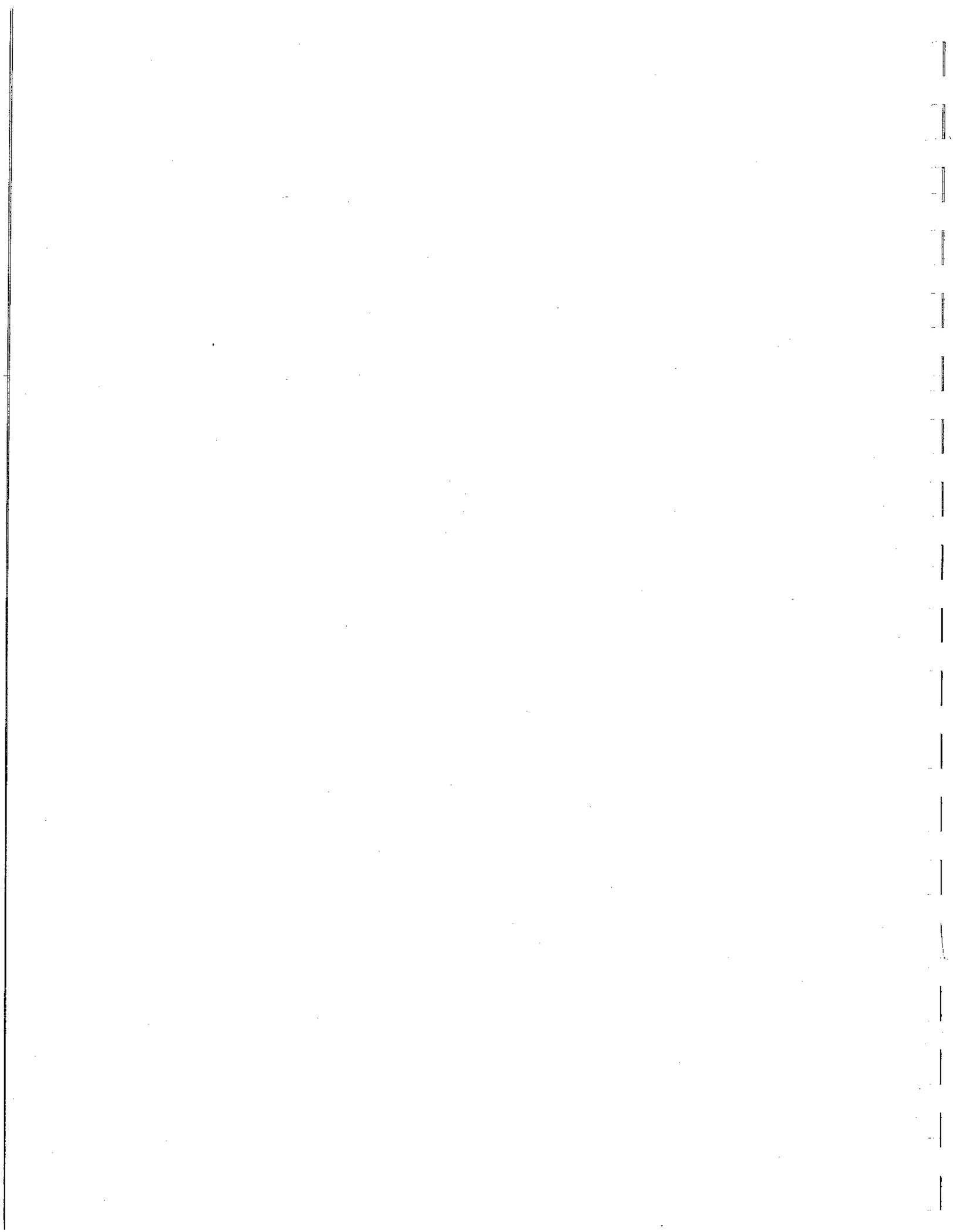
- o City should hire professional department heads who would have more constructive input (i.e., health, engineering, DPW).
- o Enlist citizens' help in cleaning up their properties & the City; provide incentives for this (i.e., lower taxes).
- o Condos & housing development should be stopped until we see if facilities are adequate (3)
- o Zone land for farms.
- o Hope the zoning plan will also be for larger building lots & no non-conforming lots.
- o Would not favor any limits on building permits or zoning restrictions to limit growth.
- o Sponsor low-interest loans for lifetime residents.
- o Revitalize the abandoned warehouse district.
- o Build parking lots & run public transportation from them to rejuvenated factories.
- o On the whole, Haverhill is a good place to live.
- o Haverhill residents should have first priority at Ogden Martin Plant.
- o School buses are overcrowded.
- o Need recreation for teens (2)
- o Remove fire boxes from streets because of cost of false alarms.
- o Gravel pits are a disgrace.
- o Enforce signage laws.
- o Roads and sidewalks need repair (2)
- o Rte. 97 should be zoned for small businesses.

**MASTER PLAN
CITY OF HAVERHILL**
Haverhill, Massachusetts
WARDS 1987



APPENDIX 3

CITY-OWNED VACANT LAND, 1988



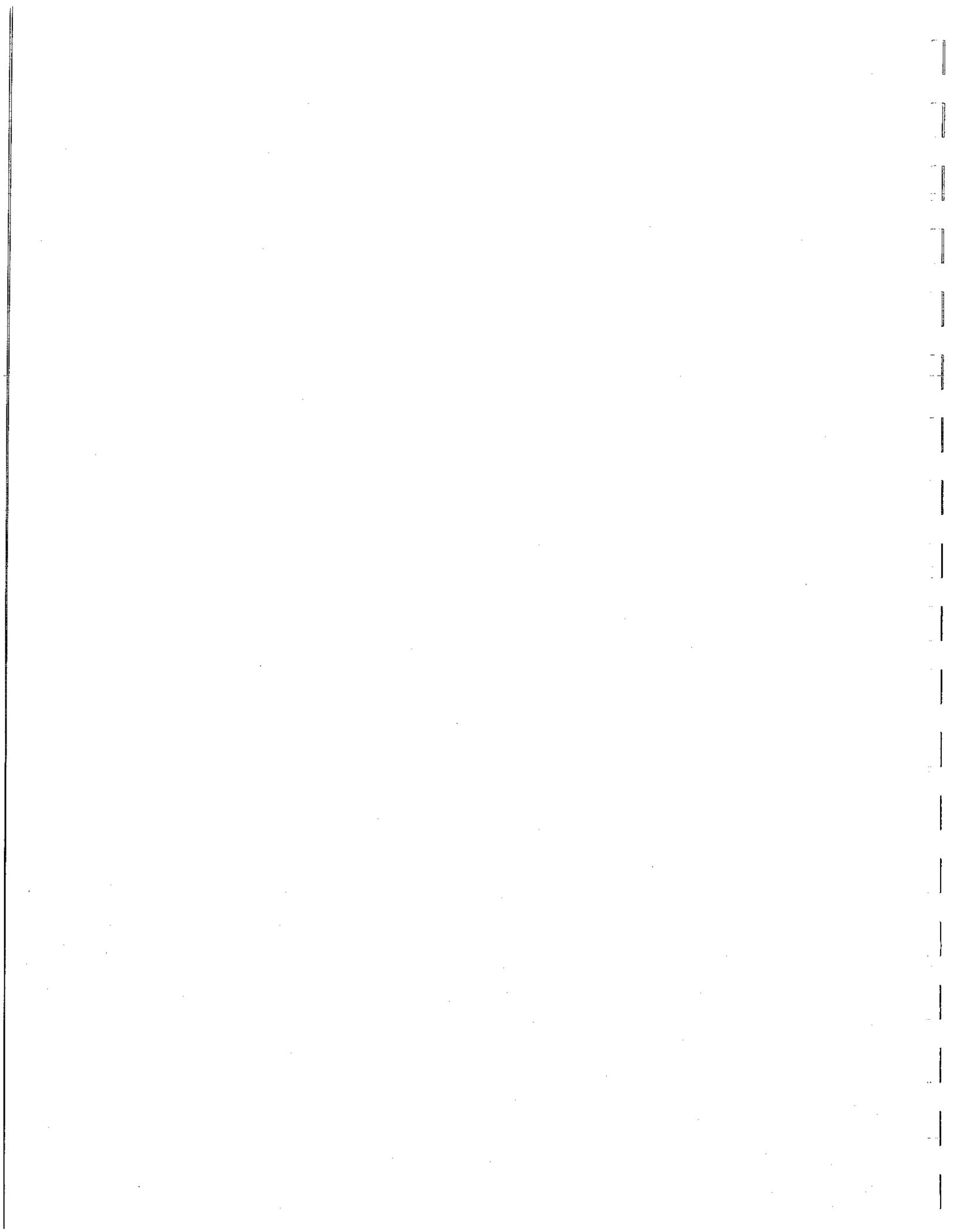
Map	Assessors Parcel #	Street	Size	Comments	Proposed Use
1	460-2-18 460-2-19	County Bridge Rd.	4.0 A. 1.8 A.	Contiguous	
2	460-2-1 460-2-2 460-2-4 460-2-5 460-2-6 460-2-7 460-2-10	County Bridge Rd.	3.5 A. 1.0 2.2 1.0 6.0 4.3 4.4	Contiguous; on Meadow Brook; wet; landlocked	Watershed preservation
3	459-2-12	Middle Road	4.0 A.		
4	442-2-4 442-2-5	Groveland/ Lackey Sts.	7,200 sf 1,179 sf	Has a structure	
5	436-2-14	Groveland/ Broadman Sts.	38,800 sf	Not vacant	
6	435-5-140	Riverview	5,320 sf		
7	402-90-5	Water St.	14,989 sf	City Landing #6	Merrimack Riverfront Park
8	206-46-7	51 Kenoza Ave.	26,130 sf	Contains structure	
9	620-531-1	Lawrence St./ Kenoza Ave.	4,834 sf		
10	613-501-17 613-501-18	482 12th Ave.	7,800 sf. 7,710 sf	Also contiguous to other vacant, privately-held parcels	With land acquisition could be a potential affordable housing site

11	614-502-1 614-502-12	483 13th Ave.	7,200 sf 7,200 sf	Not contiguous; however, with intervening vacant parcels total	Potential housing site approximately 1A.	
12	614-505-10A 614-505-16	14th Ave.	7,067 sf (total)	These are 2 platted lots that would be an extension of Sunnyside Avenue		
13	618-513A-23 618-513A-24 618-513A-25 618-513A-26	Valley St.	4,930 sf 3,890 sf 9,600 sf 4,480 sf		With land acquisition to make some of these contiguous, could be potential affordable housing site or sites	
	618-512A-28 618-512A-27	20th Ave.	7,200 sf 8,800 sf			
	618-515-13 618-515-14 618-515-9A	Valley St.	4,980 sf 4,900 sf	Appears to be Paper St.		
	618-515-16	649 Primrose St.	4,900 sf			
	618-515-7			Contains structure		
	636-1-10 562-1-3	Rosemont Ave.	11.28 A. 10.24 A.	On the Little River; parcels are contiguous	Open space; floodplain protection	
15	654-608-2	Main St.	53.08 A.	Now American Legion Park	Potential school site	
16	529-25-16	80 Eduora St.	2.1 A.	Contiguous; adjacent to Railroad; close to floodplain		
17	745-1-46A 745-1-46B	Ferry Rd. (Bradford)	6,922 sf 2,620 sf		Riverfront Park	

18	745-2-3		34,850 sf		
	745-2-1A			Contiguous	
	745-2-14				
	471-4-1	Rocks Village	.5 A.	City Landing #1	Riverfront Park
	471-5-1A		.12 A.	City Landing #2	
	451-5-9		12,300 sf	City Landing #3	

Note: See the City-owned vacant Land map. There are a few things to keep in mind about the vacant Land map.

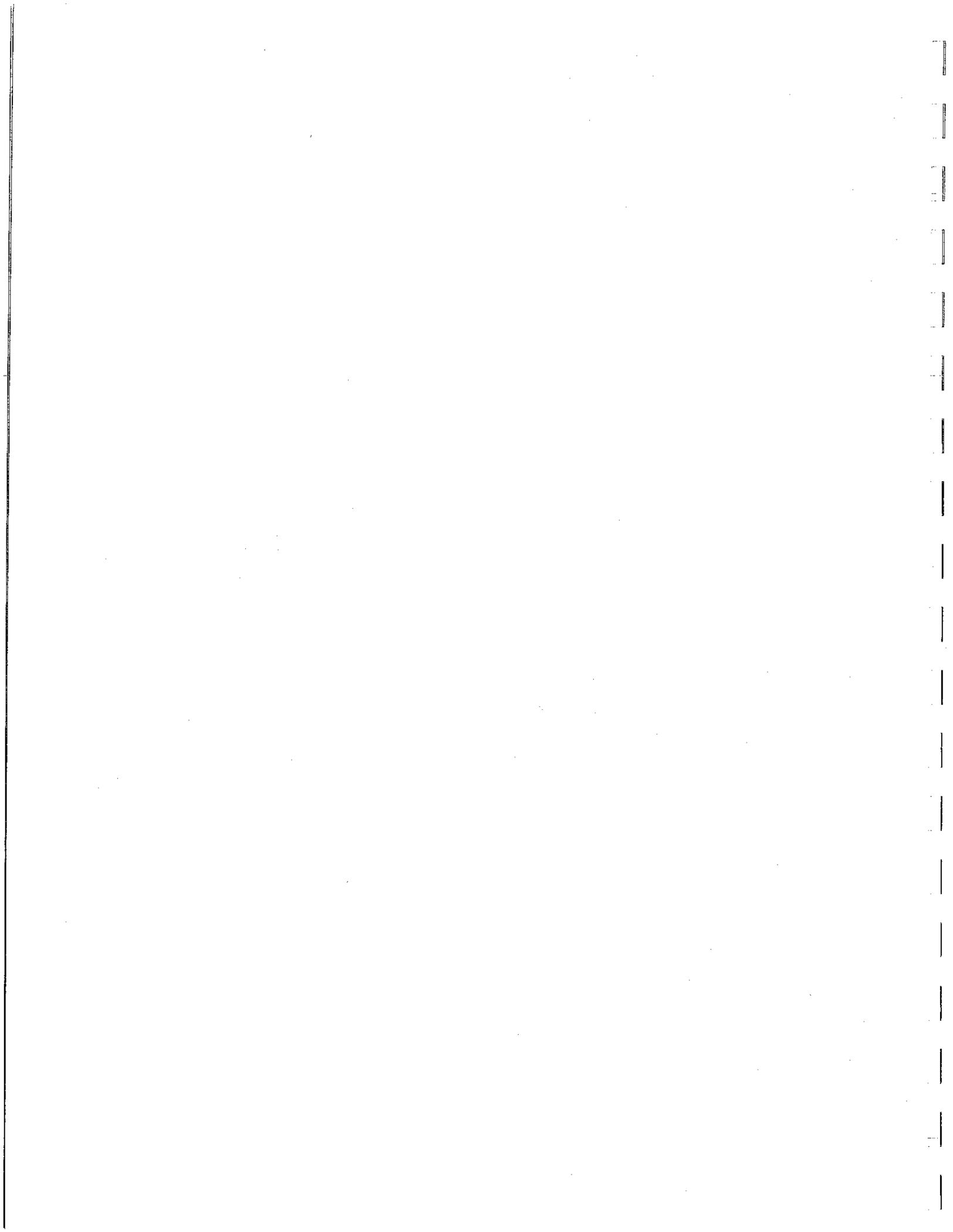
1. None of the sites have been field-checked.
2. Many of the parcels shown are already conservation land of some sort (that is why they are not numbered).
3. Parcels that looked too small (i.e., below 10,000 sf) for multi-family housing or school sites were not identified.



APPENDIX 4

**ABSTRACT OF A COMPREHENSIVE PLAN FOR THE
PRESERVATION, PROTECTION AND CONSERVATION
OF THE HISTORICAL & ARCHAEOLOGICAL RESOURCES
OF HAVERHILL, MASSACHUSETTS**

(The Final Comprehensive Historic Presentation Plan
(Volumes I, II & III) is available in the
Office of Community Development, Haverhill City Hall, Rm 309)



**A COMPREHENSIVE PLAN
FOR THE PRESERVATION, PROTECTION AND CONSERVATION OF THE
HISTORICAL AND ARCHAEOLOGICAL RESOURCES
OF
HAVERHILL, MASSACHUSETTS**

The Comprehensive Historic Preservation Plan for the City of Haverhill is prepared under the direction of the Haverhill Historical Commission and the Office of Communities and Development. It is designed to comply with the Secretary of the Interior's Standards and Guidelines for Preservation Planning, published by the U.S. Dept. of the Interior, National Park Service, and to correspond to the historic preservation plan for the Commonwealth of Massachusetts, as described in Cultural Resources in Massachusetts: A Model for Management, published by the Massachusetts Historical Commission.

SECRETARY OF THE INTERIOR'S STANDARDS FOR PRESERVATION PLANNING

- STANDARD I** Preservation planning establishes historic contexts.
- STANDARD II** Preservation planning uses historic contexts to develop goals and priorities for identification, evaluation, registration, and treatment of historic properties.
- STANDARD III** The results of preservation planning are made available for integration into broader planning processes.
-

The City of Haverhill's Preservation Plan seeks to integrate a systematic consideration of the physical remains of Haverhill's past into ongoing management and planning processes. It is also a tool to advocate for the importance of maintaining Haverhill's heritage by preserving representative and outstanding properties and districts, as well as to demonstrate the importance of a better understanding of the past through the study of remaining historical and archaeological resources.

The philosophical framework within which this plan is developed, is based upon two fundamental assumptions. First, is that wise management of Haverhill's heritage promotes economic development, vital community character and a desirable quality of life. Second, is that growth and development are important to Haverhill's future and can best be coordinated with the management of Haverhill's heritage, by fostering a spirit of public understanding, cooperation and active planning.

THE NATIONAL HISTORIC PRESERVATION ACT

The National Historic Preservation Act has defined "historic property" as, "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places; this term includes artifacts, records, and remains which are related to such a district, site building, structure, or object."

The historical and archaeological resources which are addressed in Haverhill's Preservation Plan correspond with definitions in the National Historic Preservation Act.

IN ACCORDANCE WITH STANDARD I, Haverhill's Preservation Plan develops historic contexts. A "historic context" is an organizational framework which establishes relationships between similar historic properties based on cultural themes and geographical and chronological limits. The development of historic contexts is the foundation for making decisions about the identification, evaluation, registration and treatment of Haverhill's historic properties.

IN ACCORDANCE WITH STANDARD II, goals and priorities are developed which correspond to historic contexts. Effort has been made to coordinate these with the goals and priorities of Haverhill's concurrently developing Master Plan. Recommendations for actions to meet these goals are also formulated. These recommendations refer to a variety of tools which broadly include:

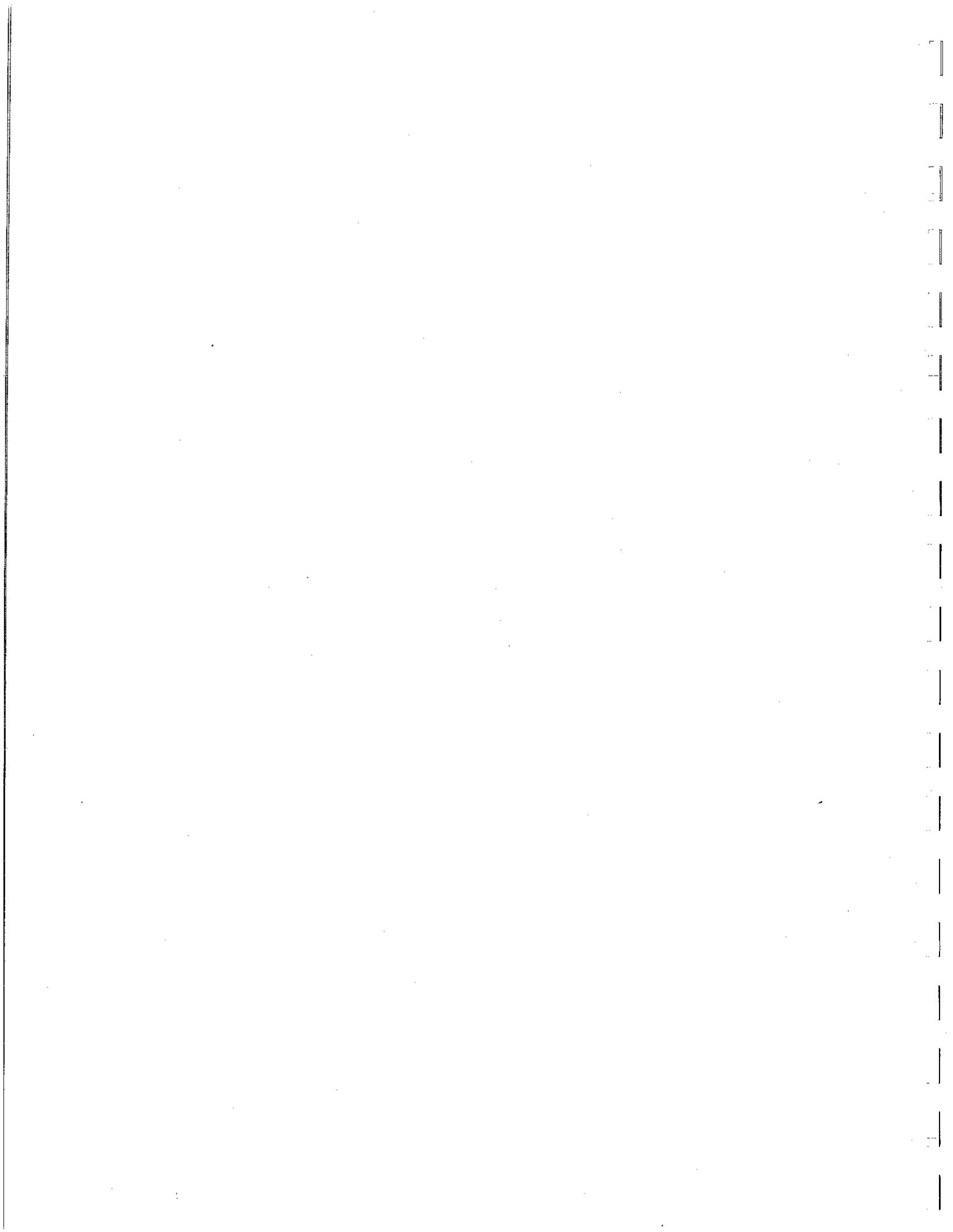
TOOLS

Survey and Inventory; Ordinances; Special District Zoning; State and National Registers of Historic Places; Design Review and Site-Plan Review; Environmental Review; Public Education Programs; Economic Incentives; Government and Private-Sector Agencies and Programs; and Funding Sources, including the Certified Local Government Set-aside Funds.

IN ACCORDANCE WITH STANDARD III, the results of Haverhill's Preservation Plan are made available for integration into the City's broader planning processes by formal reference in the Master Plan Document. It is anticipated that this plan will be used not only by preservationists, but also by a variety of City Officials, regulatory boards and commissions, and other organizations and individuals interested in understanding Haverhill's heritage. A Comprehensive Historic Preservation Plan for the Preservation, Protection and Conservation of the Historical and Archaeological Resources of Haverhill, Massachusetts, is thus designed to be an accessible and "user-friendly" public document.

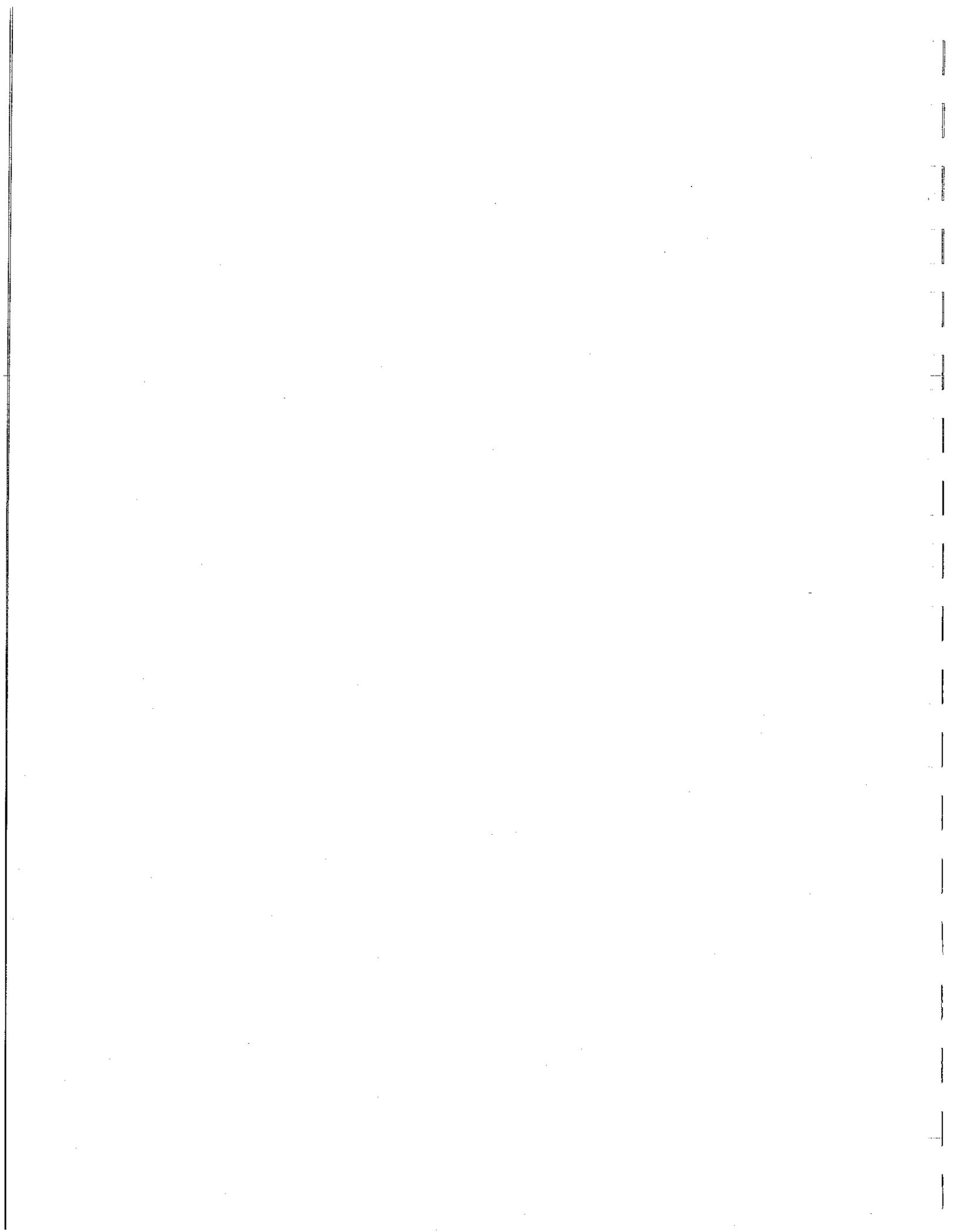
APPENDIX 5

**NEWSPAPER ARTICLES ON THE NEW MASTER PLAN
AND ZONING ORDINANCE RECOMMENDATIONS**



SUNDAY EAGLE-TRIBUNE

JANUARY 14, 1990



Sunday Eagle-Tribune

WINNER OF THE 1988 PULITZER PRIZE FOR GENERAL NEWS REPORTING

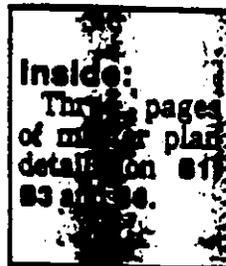
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NO. 2 **

SUNDAY, JANUARY 14, 1990

62 PAGES

Master plan eyes Haverhill in 2000



By Bill Castwell
Eagle-Tribune Writer

Haverhill — A blueprint of a new Haverhill is off the drawing board and ready to take the city into the 21st century.

Once it is reviewed by the public and approved by city leaders, the new master plan will control development and set Haverhill's goals for the year 2000 and beyond.

Planning Director Joseph Bevilacqua said this is what the plan means:

FOR RESIDENTS: Protection of their neighborhoods by strict zoning that keeps residential areas the way they are now. New schools for children and better transportation and water systems for families.

FOR BUSINESSES: More land in particular zones to encourage development, especially that of research and office companies, and an invitation to smaller businesses that want to plant their seeds in Haverhill.

City leaders who worked on the plan said its keys are what it can do for the people of Haverhill.

"A city is its people," said City Councilor Arthur Sewer, who was chairman of a committee that helped draw up the plan. "I think the plan is designed with them in mind."

Haverhill is celebrating its 150th birthday, and has its biggest population in 50 years — 52,000. The city is a former shoe manufacturing giant that has survived that industry's death by shifting to a mix of other businesses.

Haverhill's 36 square miles makes it one of the region's largest communities. Its strengths are natural resources — the Merrimack River, a series of lakes and ponds, much open space — and its location, with five highway hook-ups with Route 495, closeness to

Photos see PLAN, B6

Haverhill's needs: Schools, water, transport

Haverhill — For Haverhill to be successful now and in the next century, the city needs more classrooms, a better water supply and a better transportation system — including a major airport near-

That was the word from experts who studied Haverhill to prepare a master plan to control development in the 1990s and beyond.

Here are major recommendations from the consulting firm of HMM Associates, Inc.

SCHOOLS Build four new elementary schools as soon as possible, and plan for two to three others in the near future. Haverhill has applied for state money to pay 75 percent of the construction cost. If that money comes through, Haverhill's share of the cost will be about \$12 million.

ROADS Continue annual repairs to the worst streets and intersections. There are 10 intersections that badly need improvements, according to the new master plan.

AIRPORT Seek a major regional airport to be developed closer to Haverhill than Logan International in Boston, which is more than 20 miles away.

WATER AND SEWER Protect Kenosha Lake and other reservoirs, and the wetlands that feed them by prohibiting development too close to those areas and extending sewer lines to nearby homes. Haverhill must develop new sources of water because the city will constantly exceed its water supply by 1988. City leaders have already gotten state permission to tap the Merrimack River, if necessary.

BUSINESS Attract research and development office parks to land along Interstate 495. Continue downtown development, with an emphasis on Merrimack Street. Set aside 570 acres to take care of projected business needs through 2000.

OPEN SPACE Preserve land around places like Winnemass Park and Haverhill Stadium, and along the Merrimack River. These will create recreational areas, while also protecting the environment and water supply.

FIRE Build a new fire station on city-owned land on Vincent



A success: The Casablanca Townhouses condo complex is one of several housing developments that reflect Haverhill's rapid growth.

Street, near Haverhill High. The station would improve fire protection for outlying areas of Haverhill, including Bradley's Brook. It will also allow firefighters to reach Route 495 easily, to travel to other parts of the city.

POLICE Continue plans to build a new police station on city-owned land at the corner of Winter and Locke streets, and move the station out of City Hall. The plan could be delayed by the estimated cost, which HMM said has increased from \$2.5 million four years ago to \$4 million today.

PUBLIC WORKS Move some offices into former police station in City Hall to ease overcrowding in current public works offices.

MAYOR THEODORE PELLOS JR., who must sign the plan for it to become official.

"I hope by the end of February or sometime in March the Planning Board and City Council will have taken their final votes, and have it ready to go to the mayor," said City Councilor Arthur Bower, chairman of the master plan committee.

"The meeting Jan. 25 is really the big starting point that will let people give their input," he said. "After the hearing, what we have to do is take the information we get from the people and add it to the documents, make our revisions."

What happens after the meeting is over?

Haverhill — Once residents and businessmen voice their opinions on the proposed master plan, Haverhill's top leaders will control the plan's future.

This is who must approve the plan after the Jan. 25 hearing (or it to become the guide for development in Haverhill).

THE MASTER PLAN COMMITTEE, which will consider public opinion at the Jan. 25 hearing, then will make any changes to the plan before taking a final vote.

THE PLANNING BOARD, which will have its own public hearing before voting on the plan.

CITY COUNCILORS, who also will have a public hearing and vote on the plan, making any changes

Intersection improvements					
These improvements have been recommended in Haverhill's new master plan.					
Location	Improvements				Cost estimates (1988 dollars)
Main St. at Primrose St.**	1	X	X	X	\$344,000
Broadway at Hillside Ave.	1	X	X	X	\$344,000
Washington St. at Essex St.	1		X		\$27,000
Main St. at North Ave.	1	X	X	X	\$34,000
Main St. at Salem and S. Elm Sts.	1	X	X	X	\$336,000
Hillside Ave. at Monument and Bonnington	1	X	X	X	\$30,000
Water St. at Groveland St.	2		X	X	\$21,000
Water and Lincoln St. at Riverside and Keeley St.	2		X	X	\$13,000
Lake St. at Broadway	2		X	X	\$21,000
Broadway at N. Broadway	2	X	X	X	\$17,000
Total:					\$1,088,000

*Priority 1: Immediate action required. Priority 2: Action required within five to 10 years. **Cost estimate for improvements at this location includes acquisition of right-of-way. Right-of-way should be purchased at market value. **Priority 2 projects for acquisition. Cost estimate given is approximate to the determination of recommended improvements, acquisition of right-of-way.

Haverhill enters 1990s with new master plan

HAVERHILL. — For 28 years, Haverhill has used the same set of documents to control development in its neighborhoods and business areas.

That alone was enough for city leaders to consider drawing up a new master plan, but leaders were pushed over the edge by:

THE BUILDING BOOM of the 1980s, which brought Haverhill more than 3,000 new homes, including single-family houses, duplexes, condominiums and apartments. That boom increased the number of homes in Haverhill from 18,300 in 1960 to 22,328 today.

A JUMP IN POPULATION from 44,673 in 1960 to 51,700 today. In 1988, Haverhill went over 50,000 people for the first time since 1938. That increase has put pressure on city services, such as the water and sewer systems. Haverhill plans to build four new elementary schools for a growing student population.

A REVOLUTION in property use in several parts of Haverhill, such as downtown. There, former factories have been converted to condominiums, apartments, retail shops and restaurants.

FUTURE DEVELOPMENT. City leaders want to have a new plan in place to control development in the 1990s and into the next century. They want future development to be more organized than it was in the 1980s.

AN OUTCRY from residents who felt that new construction was gobbling up much of the open land in Haverhill's 35 square miles.

Voters sent that clear message two years ago, when they dumped from office then-mayor William Ryan, the man responsible for putting much of the building boom in motion. Voters also dumped city councilors who supported his plans.

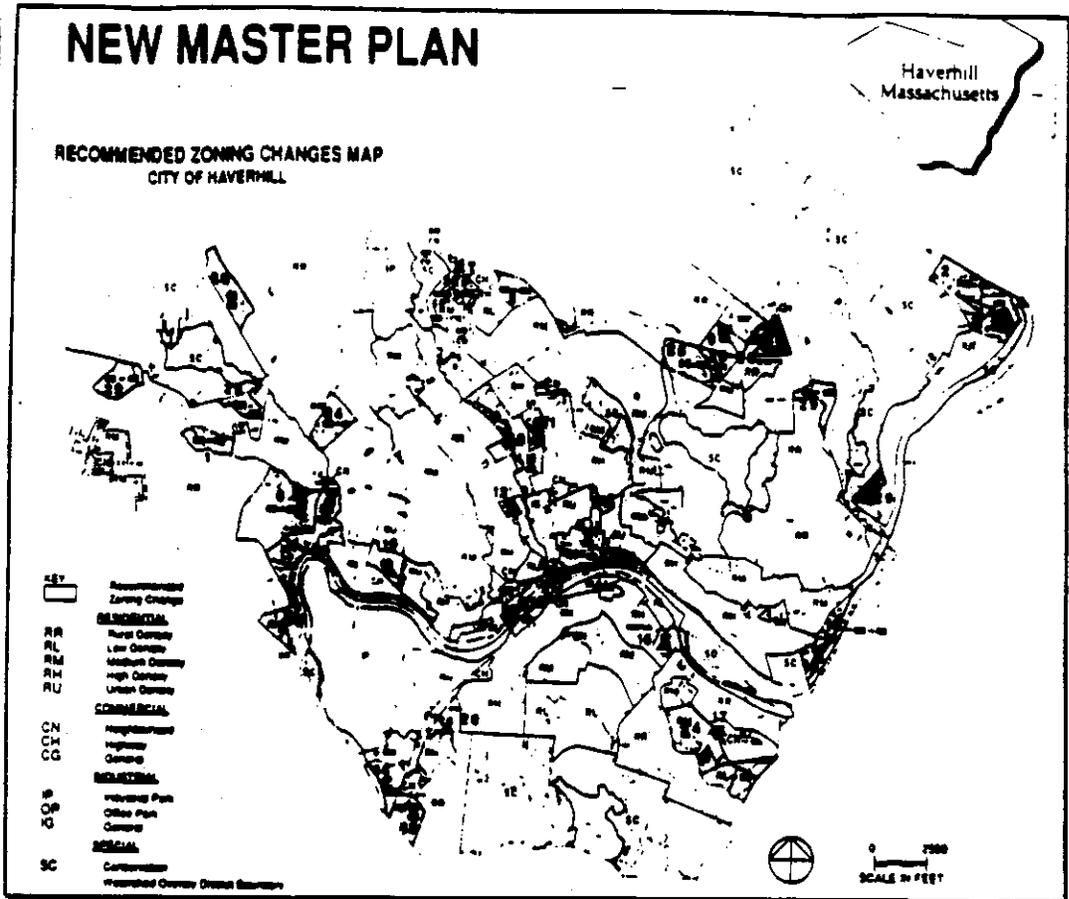
They elected as their new mayor longtime council president Theodore Peina Jr., who stepped up the master plan process. Mr. Peina had appointed a master plan committee, but critics said the process was moving too slowly.

In the last couple of elections there had been a hue and cry that growth was taking place in a rather haphazard fashion," said City Councilor Arthur Bower, who is chairman of the master plan review committee. "People were worrying about the ability of the city to provide services for all this development."

The key players in the master plan were the mayor, Planning Director Joseph Saville and other city department heads who gave advice about the plan, and Dr. Bower's committee of 14 people.

The committee included other councilors, the school superintendent, and representatives of neighborhood groups and other city boards, such as the Conservation Commission and Planning Board.

Haverhill put aside \$200,000 for the plan. So far, the committee has spent about \$20,000, mostly on payments to HNSA Associates, a Concord-based consulting firm that drew up the plan.



Here is how master plan would change current Haverhill zoning

Editor's note: The numbers below correspond with numbers on the map.

Here are specific zoning changes proposed under the new master plan:

- 1. **AYERS VILLAGE:** A small area on both sides of Broadway rezoned from RM to RR to further protect existing residential areas.
- 2. **ROCKS VILLAGE:** Land surrounding the village's historic district boundaries rezoned from RM to RR to limit higher density uses.
- 3. **EAST END OF SALEM STREET:** An area at the east end of Salem Street at Cross Road and Sun Valley Drive rezoned from LR to RL.
- 4. **SALEM STREET:** An area on the south side of Salem Street near Chadwick Road rezoned from RM to RL.
- 5. **NORTH AVENUE:** Land on the southwest side of North Avenue at the Pleasant, N.H., border rezoned from RR to RM. Much of the area is already developed at RM density.
- 6. **BROADWAY:** Land off Forest Street rezoned from RR to RM. The area already contains planned unit developments, making it easier in density to the RM district.
- 7. **RIVER STREET:** Land bordering River Street, Bradley Avenue and West Lowell Avenue rezoned from RH to RM.

- 8. **FOREST STREET AND BROADWAY:** Land at this intersection rezoned from CN to RM.
- 9. **ANDOVER ROAD AND ROUTE 495:** Land at this intersection rezoned from RM to RL.
- 10. **NEAR ANDOVER RIVER:** Land bordering the river, Ferry Road and Coffin Avenue rezoned from RM to RH.
- 11. **PRINCE STREET:** Part of a CG district rezoned to RH.
- 12. **MILLVALE AVENUE:** Land at the former Carrotan's supermarket rezoned from CG to RH.
- 13. **RAILROAD AVENUE:** Land now zoned as IP changed to RH.
- 14. **NORTH ANDOVER BORDER:** Land at that border, near Merrimack River and Boston & Maine Railroad, rezoned from IP to RH.
- 15. **NORTH ANDOVER BORDER AND ROUTE 125:** Land at this border rezoned from RR to RH. Much of the area is already developed into multi-family buildings.
- 16. **KIMBALL STREET:** Land at the end of the street rezoned from IP to RH. Parts of the area are in the flood plain, requiring careful review before being approved for multi-family use.
- 17. **SALEM STREET AND GROVELAND ROAD:** Land at the intersection rezoned from CN to RL. The land is occupied by a seasonal ice cream stand.
- 18. **LINCOLN AVENUE:** Land near Groveland Street rezoned

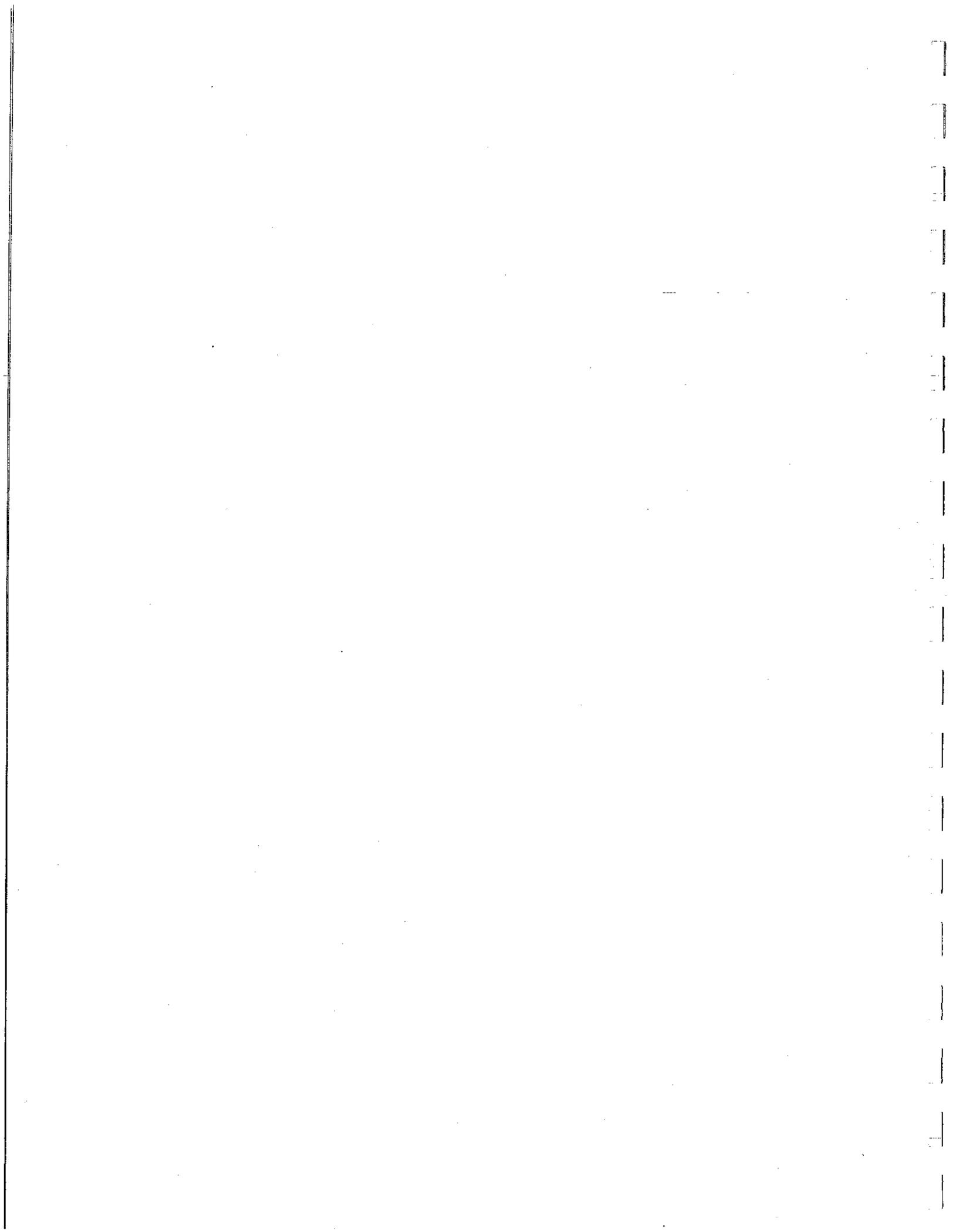
- from CG to CH.
- 19. **NORTHERN RIVER STREET:** Land at the north side of River Street at Route 495 rezoned from CG to CH.
- 20. **ROUTE 125 AND BOSTON ROAD:** Land at the north intersection rezoned from CG to CH.
- 21. **RIVER STREET:** Land rezoned from IG to CG.
- 22. **CENTRAL BUSINESS DISTRICT:** Land encompassing the district rezoned from CG to the new CC zone.
- 23. **WASHINGTON STREET:**

The historic area rezoned from IG to CC.

- 24. **BROADWAY:** Land next to an industrial park rezoned from RR to IP.
- 25. **ANDOVER ROAD AND ROUTE 495:** Two areas near the intersection rezoned from SC to the new OP zone.
- 26. **ANDOVER ROAD AND ROUTE 495:** Two other areas on both sides of the highway at that intersection rezoned from CN to OP.
- 27. **MAIN STREET AND PLAIN TOW ROAD:** Parts of the CH district near the New Hampshire border expanded to make a bigger CH zone, offering better development.
- 28. **NEAR LITTLE RIVER:** An area consisting mostly of wetlands along the river from south of Bertha Street to Route 495 rezoned from IG to SC.
- 29. **LAND AROUND RESERVOIRS:** Five areas around three lakes — Millvale, Crystal and Kenesha — rezoned from RR to SC, to preserve the land and prevent

MASTER PLAN NEWSPAPER SUPPLEMENT
THE HAVERHILL GAZETTE

JANUARY 16, 1990



A NEW MASTER PLAN

Haverhill
Massachusetts

The City of Haverhill is nearing completion of a new master plan to guide the city's development over the next fifteen years. HMM Associates, Inc. of Concord, Massachusetts, in charge of a team of planners, urban designers, housing economists, and attorneys, including John Brown Associates, Inc., CBT/Childs Partman Tseckares and Masendino, Inc., Choate Hall and Stewart, and Charles Eisenberg and company, began work on Haverhill's Master Plan in July, 1988. Mayor Theodore A. Pelosi, Jr., the Mayor-appointed Master Plan Review Committee chaired by City Councilor Dr. Arthur Bower, Ph.D.S., and Haverhill's Planning Director, Joseph J. Bevilacqua have directed and coordinated this planning effort.

The Master Plan Review Committee is providing this newspaper summary of the consultants' recommended master plan and zoning map revisions to fully inform the residents and property owners of Haverhill. A public hearing has been scheduled for Monday, January 22, 1990 at 7:00 p.m. in Haverhill's City Council Chambers to formally present these recommendations and to receive public comment.

The last time Haverhill had a Master Plan was in 1969 when the city's population was stagnant, its economy weak and the city's image negative. In 1990, the city will have choices of how fast it wishes to grow, the type of housing it desires, the commercial and industrial development it wishes to encourage, and adapting its

development scenarios have been posted on the City Clerk's bulletin board in City Hall to inform the general public of progress by the Master Plan Review Committee. In addition, four public hearings were held with all parts of the Haverhill community and on two occasions bus tours were held with the MPRC City Department Heads, and members of the Consultant Team to view areas and locations of the city affected by the Master Plan proposals.

It also reflects more general trends in the region and New England as a whole.

Haverhill and the surrounding communities have had a decade of strong population growth, low unemployment and substantial new development. From 1980 to 1985, the population of Rockingham County, New Hampshire, increased by 2.8% per year from 190,345 to 222,542. During the same period, the population in the Merrimack Valley region of Massachusetts increased by 1% annually from 260,894 to 275,190. The unemployment rate for Rockingham County was a little over 1%, while Merrimack Valley registered about 4%.

Population growth in general has slowed in the current decade. The construction sector will be recovering slowly, but family units, average size, will be in demand. However, a large number of persons per unit will be needed in 2005 and 2010. The population will decline from 2,250,000 in 1988 to 2,100,000 in 2005, the cause of smaller cities.

With moderate population and smaller cities, the estimated demand for new market-rate housing units in Haverhill is shown in the inset.

NOTICE

Mayor Theodore A. Pelosi, Jr. and the City of Haverhill Master Plan Review Committee have requested the City's Master Planning Consultant Team headed by HMM Associates, Inc. of Concord, Massachusetts to present its recommendations for **The City's New Master Plan and Zoning Map** for public information at a city-wide public hearing to take place on **Monday, January 22, 1990 at 7:00 PM in the City Council Chambers Haverhill City Hall 4 Summer Street**

Copies of consultant reports are on file in the City's Clerk's Office and Public Library. The draft zoning map is on display on the City Clerk's bulletin board in City Hall. For additional information, please call (508) 374-2330

Background Studies

During the fall of 1988, the Master Plan Review Committee and the consultants issued a community attitudes survey to obtain information and opinions from a representative sample of Haverhill's population. The questions asked were directed towards future growth policies and important concerns of the sampled population. A

total of 1,160 survey forms were mailed to a random sample of city-wide registered voters and 326 forms were returned, a response rate of 31%, which is about average for this type of survey and, therefore, considered valid.

The major survey findings were highlighted by the responses of 46% of those surveyed that "protecting our natural resources, water supply and distribution systems" over the next five years were the most serious problems facing Haverhill. A major concern for natural resources reveals a broadening sophistication of Haverhill residents who are no longer concerned only about jobs, taxes and their own neighborhoods, but rank environmental and quality of life attitudes as also being important.

The Regional Context

Since the preparation of the 1969 Master Plan, Haverhill has seen substantial change and growth. Much

Housing Market Indicators

Housing is relatively plentiful in Haverhill and surrounding communities. It is not, however, inexpensive. In 1988 the average home in Merrimack Valley or Rockingham County cost close to \$150,000; affordable only to families with incomes exceeding \$50,000 per year.

Haverhill, however, is one of the least expensive housing markets in the region. The median price of a Haverhill home in 1988 was \$139,000; lower than all surrounding communities except Lawrence (as shown in the inset below).

Haverhill has at least two types of housing markets. The first is demand for new market-rate units. This market is regionally driven and is a function of such factors as family formation, family size, affordability as determined by mortgage rates and popu-

Year	1-2 Family Units	Multi-Family Units
1990-1995	100	100
1996-2000	150	150
2000-2005	100	100
Total Units	3,500	3,500

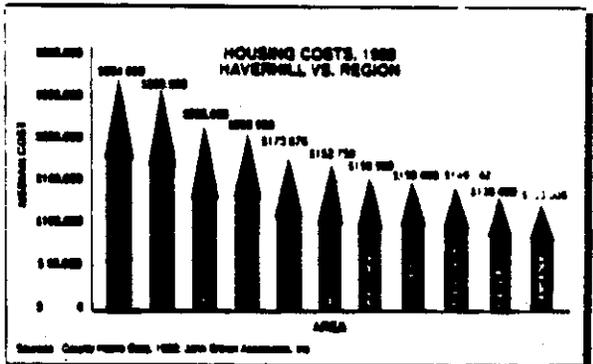
Source: John Brown Associates, Inc.

Haverhill has the demand for housing units, but the low market rate for the region market. Demand is met by the existing stock of non-market-rate construction. At the present time, no programs to increase the stock of

public review process to attain excellence in quality of new development and compatibility with the existing urban design fabric of the city. During the 1990's, protection of the quality of Haverhill's natural resources - its scenic land and water supply - will become a major ingredient in shaping the city's future.

Master Plan Review Committee

Over the last 1-1/2 years, the City of Haverhill's Master Plan Review Committee (MPRC) has tackled difficult public policy issues. The consultants have met with the Mayor-appointed Master Plan Review Committee (MPRC) on a monthly basis beginning in the summer of 1988. Since that time, reports and memoranda have been presented to the MPRC. These reports are on file with the City Clerk and the Public Library. Maps and text references, including future alterna-



A NEW MASTER PLAN

... Therefore, in the short term, the New Hampshire sector of the economy is using market forces to attract investment in significant ways.

Development Impacts

New development patterns and residential expansion will impact the city's services. Depending on the location and amount of the new development, multi-family, the city's services will be impacted to a greater or lesser extent. However, major plans for new schools, athletic fields, and other recommended developments are being undertaken. This is because there are delays in the state's budgeting process for funding the same size for police and fire services. Other impacts involve water supply, water distribution, and sewer system sewage disposal.

Potential impact on Haverhill's water supply is one of both quantity and distribution. Although Haverhill's water supply currently meets demand, additional sources will be needed to meet future water needs. In addition, the current water distribution system does not extend to some of the areas where residential growth will occur in the next fifteen years.

In the past, a variety of additional water supplies were identified and examined by the City. Currently, new water supply options are the Grand Junction Pond in Groveton and the Merrimack River. Since Grand Junction Pond has been identified as an alternative source, the past year has been devoted to the first choice for water to Acacia Lake for treatment. The Merrimack River has been considered as a long-term water supply.

Another potential water supply is from the City of Merrimack's existing water supply on the Merrimack River. It may be possible to use this water for Haverhill's needs. Merrimack's system could provide fire, gas, and bus water.

Merrimack and Haverhill are assisting in the construction of a water treatment plant. Since Merrimack currently has a surplus of water, it is possible to establish Merrimack as a long-term water supply source.

Water's watershed and aquifer protection ordinance will be developed during the city's Master Plan review process to protect Haverhill's existing water supply.

With regard to sewerage capacity, additional residential development should not strain the current capacity of the Haverhill sewer system, as sewer lines are ex-

tended to building areas currently lacking service. The city's wastewater treatment plant can process 10.4 mgd of sewage. In 1980, the plant was processing 12.2 mgd. The existing plant can accommodate projected flows resulting from the Guide Plan.

New development will impact the city's traffic circulation system. Haverhill's Central Business District (CBD) already has several crowded streets and intersections which are near capacity. New development in the CBD is not expected to result in a significant percentage increase in volume. Added development in the outlying areas of the city may occur along streets that were built to handle a light load of traffic. As development continues on whatever pieces of these streets will at some time have to be upgraded. The recommended Transportation Concept

... century industry follows the highway network. Each turnpike intersection represents a critical asset to Haverhill, for no future industrial facility can afford to be far from one. The second positive factor is the availability of land. With land along Route 128 and the eastern Massachusetts Turnpike priced between \$400,000 and \$1,000,000 per acre, industry has given way to office parks. Prime land has become scarce along Route 3 and even Interstate 93 industrial parks have become expensive. Industrial users now look to Interstate 495 and Interstate 95 for new sites, and Haverhill, due to its physical size and good planning, has many to offer.

Industrial Activity

Industrial space is modestly overbuilt in the region at the present time and is slowing down to 500,000 square feet per year from a high of over 1,000,000 square feet. Over the next fifteen years, it can be expected to remain within this range.

... which industries are attracted to, and it is reassuring to companies seeking an investment in Haverhill. Finally, Haverhill's favorable attitude towards industrial development, its regulatory process, and its incentives to come to the city, and its like people, prior to government are wanted and the importance of local attitudes should not be discounted.

... On the negative side, Haverhill is further from the major regional airport (in this case Boston's Logan), than many manufacturers or shippers wish to be. The establishment of a second major airport closer to Haverhill would clearly enhance its attractiveness to industry.

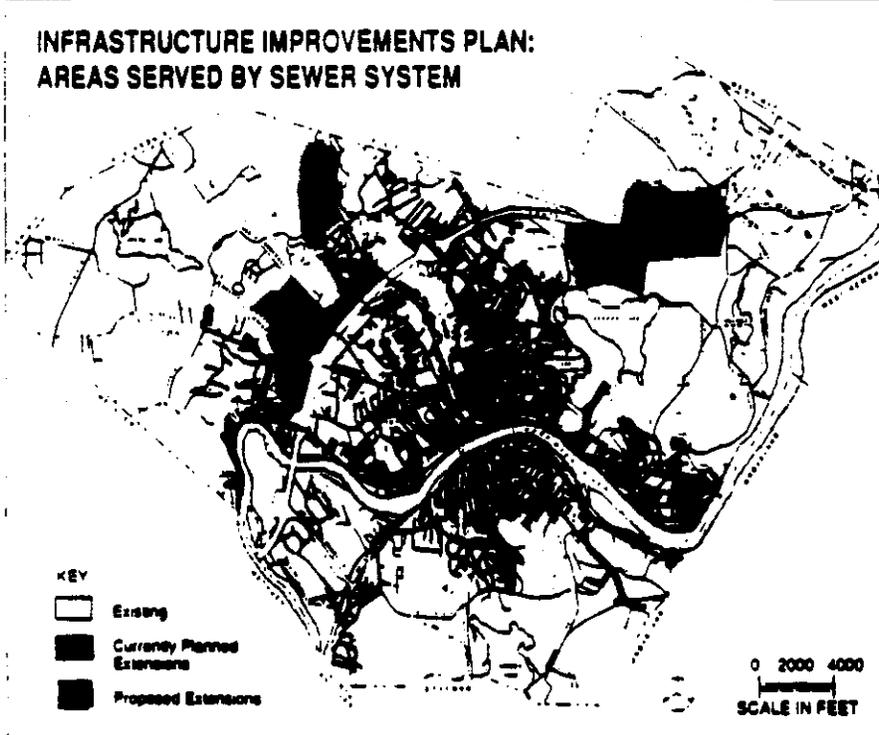
... Office Growth - The potential to attract office users to Haverhill's Central Business District (CBD) is somewhat lower than for the Route 495 Intersections. Access is less convenient, parking is less available, and economies of scale harder to achieve. Nevertheless, Haverhill does offer many attractive sites in the Merrimack Street area, and proper incentives could entice more locally oriented users to locate in that area. Amongst the incentives might be increased density, and cheaper (or subsidized) sites.

... Research and Development (R&D) users are often part office, part industrial and part academic laboratory. While these users tend to stay in established locations, an aggressive campaign could attract them to one of the locations along Interstate 495. R&D is an important use to cultivate because it attracts other industrial and office users to an area.

Transportation

Transportation has played a critical role in the development of the Haverhill area. What the river did for 18th and 19th century Haverhill, Interstate Route 495 has done in the past decade. Along with Interstate Routes 93 and 95, the completion of the high-

... The fourth positive factor is a rather sensitive one: solid waste. While the Ogden Martin facilities are not popular with many Haverhill residents, the long-term assurance of solid-waste disposal is something with-



Plan outlines a number of roadway sections which will need to be improved over the next fifteen years.

Retail Demand

Although the City of Haverhill is well supplied with downtown and neighborhood retail areas, the region is considered under-supplied. However, currently projected developments should fill most of the gap in the next five years.

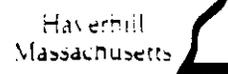
Haverhill is Attractive to Industry

Industrial users are attracted to Haverhill for a number of reasons. The most important factor is Interstate 495. As nineteenth century industry grew up along the river, late twentieth

city of municipal water, sewer and storm drainage. For many industries, this is a prerequisite. As Haverhill opens up new areas for industrial development, its water and sewer systems should be extended, both as a competitive tactic and to protect the city's watershed.

The fourth positive factor is a rather sensitive one: solid waste. While the Ogden Martin facilities are not popular with many Haverhill residents, the long-term assurance of solid-waste disposal is something with-

A NEW MASTER PLAN



Development Of The Recommended Guide Plan

...through new industries to the Merrimack Valley and communities in northern Massachusetts and southern New Hampshire. It extended the metropolitan area to the Maine border.

Interstate Routes 495 and 93 will continue to have adequate capacity for the foreseeable future. As such, they will continue to attract development. Route 113 currently at capacity during rush hour. This problem should be partially alleviated by the planned addition of two lanes to Route 113 between Salem and Manchester, New Hampshire, as well as the proposed addition of another exit. As Haverhill grows, however, many secondary streets and intersections will be approaching capacity as peak traffic hours when will impact development feasibility, particularly at the New Hampshire border.

The promised renovation of Haverhill's railroad stations and service improvements will reinforce the relationship between Haverhill and Boston, while encouraging further development in the CBD. However, nothing relating to rail transportation will significantly alter the patterns or rates of growth in the region.

The same cannot be said of air transport. Sometime in the next fifteen years, eastern Massachusetts will need another major airport to relieve congestion at Logan. If that airport is within thirty minutes driving time of the Merrimack Valley (the Ft. Belknap Air Force Base, Ft. Devens Army Post, or somewhere else), the economy of the region will be profoundly affected and all of the Master Plan estimates will have to be revised upward. The impact cannot be underestimated: the location of the second regional airport will be as important an economic factor for the area as was the completion of the interstate highway system.

Growth Opportunities and Constraints

Available Land

The availability of vacant land is not a constraint in Haverhill or any of the surrounding communities. Most have substantial undeveloped areas despite the growth of the past decade. Haverhill, due to its size, still has almost 4,000 acres vacant (excluding parks and designated open spaces).

approximately 21% of its total land area.

However, much of this vacant land is not suitable for development. Some consists of wetlands, brushy ridge or steep slopes. In many parts of the city, vacant parcels abut critical watersheds.

Open Space Protection

The Master Plan has identified land which should not be developed and has designated this land as Open Space (OS) on the Recommended Guide Plan for Future Land Use, although it must be recognized that the city would have to acquire potential open space land in some manner either through purchase, donation or protective easements to assure protection. There are several reasons why a parcel of area would be put in this category.

Areas surrounding or adjacent to significant bodies of water are recommended as open space. The purpose is fourfold. First, it complies with the basic guidelines of the Commonwealth's Wetland Protection Act. Second, it helps to protect the water from degradation and siltage. Third, it provides aesthetic protection for the body of water. Fourth, it allows the city to provide for public access and passive use. The areas that fit this category are generally surrounding Crystal Lake, Millvale Reservoir, Chadwick Pond, Kenova Lake and Lake Saltonstall. Also included are the banks of the Merrimack River which should be protected from further development except for recreation and marine-related uses (i.e., boat docking, marina, etc.).

Streambeds are another type of open space. Again the purpose for such a designation is multi-faceted: to protect the streams which often feed the lakes and reservoirs impacting the water supply; to protect the watershed; to comply with the Wetlands Act; to protect the beauty of these areas; to serve as a buffer between and among land uses; to provide floodplain protection; and to protect wildlife habitats. The most significant of these areas are Bradley's Brook, East Meadow Brook, and the Little River.

A third category is recreation areas. These include active areas such as golf courses, the Stadium and playgrounds. But it also includes more passive parks such as the one at Kenova Lake.

...were several elements that were common to all the scenarios. Following the development of a greenbelt along the Merrimack River, that area and in the Crystal Lake watershed be acquired, and that there be no water and use changes in Haverhill's urban core areas.

Selection Of A Future Scenario

The impacts of each development scenario on the city's infrastructure systems (i.e., water, sewer, transportation) were discussed with the Master Plan Review Committee (MPRC) and potential tax revenues were evaluated for each scenario. A fourth scenario was then developed and presented to the MPRC. This scenario also responded to comments raised by the public on deficiencies with the previous plans. It also reflected the one consistent desire of the MPRC that sufficient land be available to support new jobs and to provide enough land to allow proper development to continue.

After numerous open public meetings with the MPRC, as well as the June 18, 1989 city-wide public hearing to discuss public reaction, received both by letter and from public testimony, a recommended final guide

Recommended Final Guide Plan For Future Land Use

...development, including the potential for public access to the waterfront.

Housing Areas

During the development of the master plan, the city designated for its future development, including the rural character of the surrounding area.

The inclusion of a central designation for the Village area originally proposed by the City of Haverhill.

Future Alternative Development Scenarios

Future alternative development scenarios were prepared for review by the Master Plan Review Committee in April, 1989. These scenarios showed three different approaches to development over the next 15 years. One alternative had an open space emphasis; its purpose was to slow growth and maximize protection of sensitive environmental lands.

A second alternative had an economic development emphasis to maximize opportunities for industrial and commercial growth and to provide housing for new employees brought to Haverhill under the scenario. The third scenario sought to provide opportunities for moderate growth while protecting the city's watersheds and natural resources.

The future scenarios were drawn from the existing land use pattern, existing zoning, responses from the Community Attitudes Survey and public comments at the three public hearings held in the Fall 1988 on the Master Plan's background studies. Although the scenarios were schematic in nature, their purpose was to initiate a discussion that would eventually result in a community consensus as to the type, location, and intensity of future development in Haverhill over the next fifteen years.

POPULATION OF HAVERHILL, 1900-1989 Increase (Decrease) Over Previous Census Or Year

YEAR	POPULATION	INCREASE DECREASE	PERCENT CHANGE
1900	37,175		
1910	44,116	6,940	18.7%
1920	53,884	9,768	22.1%
1930	46,716	(8,174)	(8.6%)
1940	46,732	(1,958)	(4.0%)
1950	47,280	528	1.1%
1960	48,436	(1,844)	(3.9%)
1970	46,346	810	2.0%
1980	46,120	226	0.4%
1985	46,888	748	1.6%
1986	48,664	1,798	3.8%
1988*	48,620	568	1.2%
1989**	50,819	568	1.2%
1990**	51,791	1,662	3.4%

* Census of 1988 by State Data Center, Commonwealth of Massachusetts, University of Massachusetts.
 ** City of Haverhill
 Sources: U.S. Census, 1980-1988; 1989 State Census; 1990 Population, State Data Center, Commonwealth of Massachusetts, University of Massachusetts.

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Open Space Preservation

Low density residential in the favor of a village surrounding by rural, agricultural and

The Vears Village area consists of low- and moderate density family residential with some multi-unit residential centers as well as proposed

The residential district along Rte. 125 connector which consists of single family homes should be preserved by zoning designation. Also the adjacent area should be high density residential rather than industrial uses

Along the Amesbury Road Rte. 125 is proposed for high density residential uses which would consist of multi-family units. It should be noted that these more intensive residential uses probably would require storm and sanitary sewers be installed such as a manner as to protect the surrounding wooded areas. Storm sewers or low backing detention ponds in this area may require the installation of water sewer lines

Very substantial amount of research and further research it is recommended that the River Street area should contain so

The Route 125 area area Bradford has been designated for low density residential use

The essentially residential character of Upper Main Street north of I-495 should be retained although modest revisions in the commercial area boundaries are suggested which would result in better quality development proposals

Infill for development in residential portions of the inner city should be reserved for residential, open space, or off-street parking uses depending upon lot size and neighborhood need

Industrial Locations

The consultants market absorption rate analysis indicated that Haverhill needs to set aside approximately 100 acres of commercial and industrial land to meet projected land needs through the year 2005. Under existing zoning, the city is reserving approximately 708 acres, under the recommended Guide Plan for Future Land Use, approximately 872 acres are set aside. This is substantially more than the projected need for the next 15 years, but reflects the Master Plan Review Committee's desire to designate additional areas in Haverhill for new industrial development to assure adequate land will be available

Existing industrially zoned areas have generally been retained or modestly expanded. New areas proposed for office and research and development (R&D) users also have been designated on the Guide Plan

At the I-495 Interchange with Amesbury Road, four areas are proposed for Office and R&D uses. Three of these areas are in the Mills and Reservoir watershed and one critical wetlands as identified by Camp Dresser & McKee's recent Watershed Management Plan. These areas will need careful planning controls by means of a new watershed and aquifer protection ordinance to insure that they are properly developed

Business Activity

Future commercial/retail areas generally mirror those that now exist. Except for minor modifications to the commercial zoning along North Main Street no new strip commercial development is proposed for major thoroughfares. The downtown area should continue as the primary commercial focus in Haverhill with the attention of existing and proposed shopping centers

Existing commercial areas should continue to provide convenience retail and services uses to their neighborhoods

No major retail plan is proposed pursuant to the consultants market evaluation and regional analysis which indicates that there is a demand for such activities for the foreseeable future

NOTICE PUBLIC HEARING ON HAVERHILL'S NEW MASTER PLAN AND ZONING MAP RECOMMENDATION:

Monday, January 22, 1990
at 7:00 PM at the
City Council Chambers
CITY HALL
4 Summer Street
Haverhill, Massachusetts

The proposed new industrial zones along the Merrimack River floodplain will be an open space retention by zoning in the existing Special Conservation (SC) zone

Land Use Designation In The Recommended Guide Plan

The relationship of the Guide Plan's land use design to Haverhill's existing zoning are described below

Low Density Residential (LR) responds to Haverhill's

COMPARISON OF POTENTIAL DEVELOPMENT CAPACITY AT FULL BUILD-OUT ON AVAILABLE SUITABLE LAND CITY OF HAVERHILL

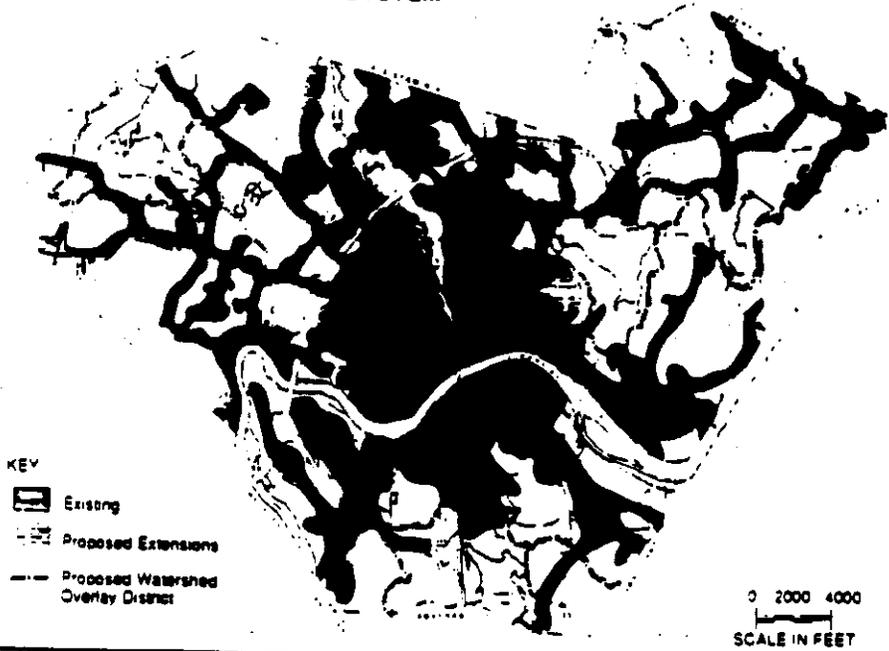
LAND USE TYPE:	Under Existing Zoning	Under Recommended Guide Plan
Low Density Residential	3,420 acres	3,987 acres
Moderate Density Residential	787	282
High Density Residential	350	204
Commercial	81	28
Industrial	100,708	515,872
Office/R&D	31	171
Neighborhood	5,245	5,245
Vacant Land in Inner-City Built-Out Areas	180	90
TOTAL DEVELOPABLE LAND	3,425 acres	5,425 acres
Open Space/Preservation	99	307
Class Space/Preservation	0	582
TOTAL OPEN SPACE LAND	99 acres	889 acres

POTENTIAL DEVELOPMENT:	Under Existing Zoning	Under Recommended Guide Plan
Low Density Residential (DL's)	9,610 DL's	2,147 DL's
Moderate Density Residential (DU's)	1,679	564
High Density Residential (DH's)	2,942	2,555
Schools	14,229	5,137
In Built-Out Areas	355	47
TOTAL DWELLING UNITS	19,084 DL's	10,349 DL's
Commercial (sf)	196,040 sf	566,280 sf
Industrial (sf)	30,840,400	38,733,750
Office/R&D (sf)	0	2,228,222
Schools	38,888,400	50,359,360
In Built-Out Areas	335,400	247,222
TOTAL NON-RESIDENTIAL DEVELOPMENT	37,121,840 sf	47,595,162 sf

NOTE: Square footage of potential development was based on the following assumptions: 1) Average Density (ADU) of 75 units/acre for all residential development; 2) Average Density (ADU) of 25 units/acre for all commercial development; 3) Average Density (ADU) of 10 units/acre for all industrial development; 4) Average Density (ADU) of 10 units/acre for all office/R&D development; 5) Average Density (ADU) of 10 units/acre for all school development; 6) Average Density (ADU) of 10 units/acre for all in-built-out areas development.

Source: John Brown Associates

INFRASTRUCTURE IMPROVEMENTS PLAN: AREAS SERVED BY WATER SYSTEM



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RECOMMENDED FINAL GUIDE PLAN FOR FUTURE LAND USE

Special Conservation and RR (Rural Density) zoning districts.

Moderate Density Residential (MR) corresponds to current RM (Medium Density) and RL (Low Density) zoning districts.

High Density Residential (HR) corresponds to current RL (Urban Density) and RH (High Density) zoning districts which allow single, two- and multi-family residences.

Industrial (I) corresponds to current IG (General Industrial) and IP (Industrial Parks) zoning districts.

Commercial (Retail) (C) corresponds to current CG (General Commercial), CH (Highway Commercial), and CN (Neighborhood Commercial) zoning districts.

Office and Research (O & R) is a land use classification that is new to Haverhill. O & R is a form of industrial development, but more oriented toward office uses.

Each new school would house approximately 200 pupils. Approximately six new schools would be needed to replace all the aged facilities at current levels of enrollment. Seven new schools would accommodate approximately 4,200 students, the projected enrollment in the year 2015. This would be adequate to accommodate the population projected under the recommended Guide Plan.

As of September 1988, sites for the four schools proposed for initial construction had not yet been formally selected by the School Committee. Sites under consideration include each of the current middle schools, the American Legion Farm on Upper Main Street, a 53-acre city-owned site of which only a portion would be used, and vacant land at the Regional High School on Broadway. The School Committee would like to construct one of the new schools in Bradford.

It is recommended that Haverhill immediately proceed with the construction of the four new elementary schools. After these schools are in operation, Haverhill should develop a plan to construct two to three additional schools to replace existing outdated facilities, and to accommodate future projected enrollments. It is recommended that sites for an additional three schools should be located in either the urban core or the north-east quadrant of the city.

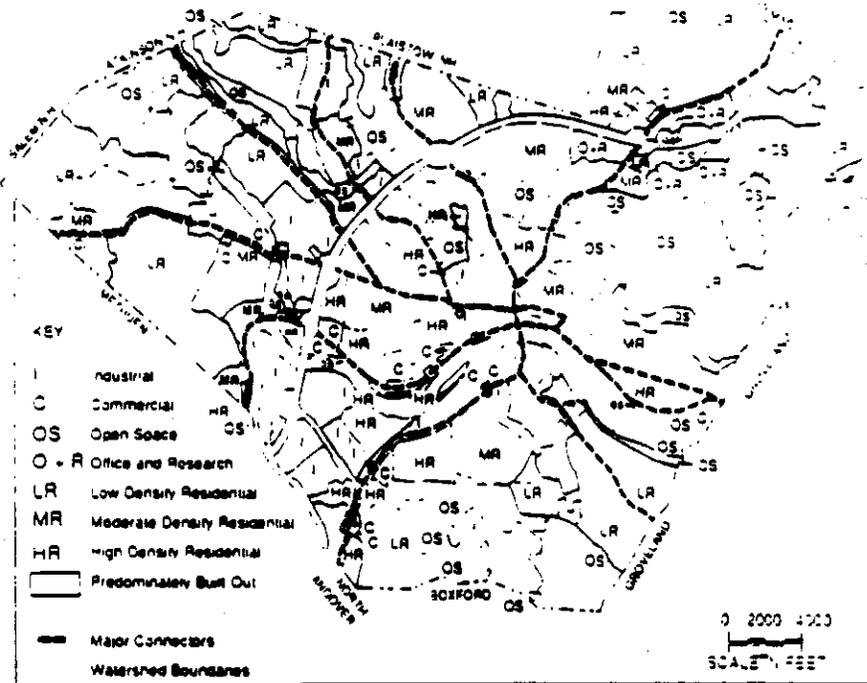
Police Protection

The city is planning to construct a needed police station on city-owned land at the intersection of Winter and Locke Streets. The city has selected an architect, however, the city is still proceeding with the design phase at the present time because of cut-backs in state aid.

The City Council authorized \$2.8 million to construct the new police station four years ago. However, based on estimates received from various architects, it appears this amount would be too low. A more current estimate of cost received by the consultant team from the City Auditor is approximately \$4 million.

Fire Protection

It is recommended that a new fire station be built on city-owned land on Vincent Street, adjacent to the High School. This location will provide an improvement in fire protection to the outlying areas of Haverhill which have experienced substantial residential and industrial growth in recent years. The Vincent Street location is accessible



Open space (OS) is a designation for land that should be protected from development. Legally, it is not possible to translate this designation to a specific zoning district. However, it is certainly possible to designate land as open space on the Guide Plan for Future Land Use. It must be recognized that the city would have to acquire potential open space, and in some manner either through purchase, donation, or protective easements. However, some land may be undevelopable due to its physical characteristics such as wetlands, floodplains, and steep slopes.

Community Facilities Plan

Schools

The School Committee hired a consultant to assess the need for additional schools for the City of Haverhill. The report of this effort (A Study of Long-Range Options for School Facilities, 1989-2010) by Dr. George Collins stated that there was a need for seven (7) new elementary schools to eliminate overcrowding and to accommodate increased growth.

to the Bradley-Brown areas as well as in 2015, which would provide good access to many other areas of the city.

The new fire station would create an opportunity for construction of the city's administrative, fire alarm, and training facilities.

Public Works Facilities

The Water Treatment Division of the Department of Public Works is currently overcrowded. Once the Police Department moves from City Hall, consideration should be given to moving the Water Treatment Division into a portion of the City Hall space.

Transportation Concept Plan

Roadway Section Improvements

The following roadway segments should be improved in conjunction with new development proposals during the Guide Plan period.

- High Priority Roadway Segments**
- Broadway (Between Hilldale Avenue and Lake Street)

- New Street (Between Broadway and Lake Street)
- Broadway (Between New Street and Hilldale Avenue)

Secondary Priority Roadway Segments

- Lake Street (Between Broadway and North Hilldale Avenue)
- Monument Street (Between Hilldale Avenue and North Hilldale Avenue)
- Vine Street (Between North Hilldale Avenue and Hilldale Avenue)
- Hilldale Avenue (Between Broadway and NH State 25)
- Marsh Avenue (Between Hilldale Street and Lake Street)
- Green Street (Between Hilldale Street and North Hilldale Avenue)

The improvement of these roadways should be a high priority, resulting in more efficient traffic flow and more efficient traffic flow. The improvements will vary depending on the roadway segments involved. That the Route 25 bypass through Marsh Avenue and the North Hilldale Street interchange will share state line warrants independent of the growth. This will result in volumes of traffic.

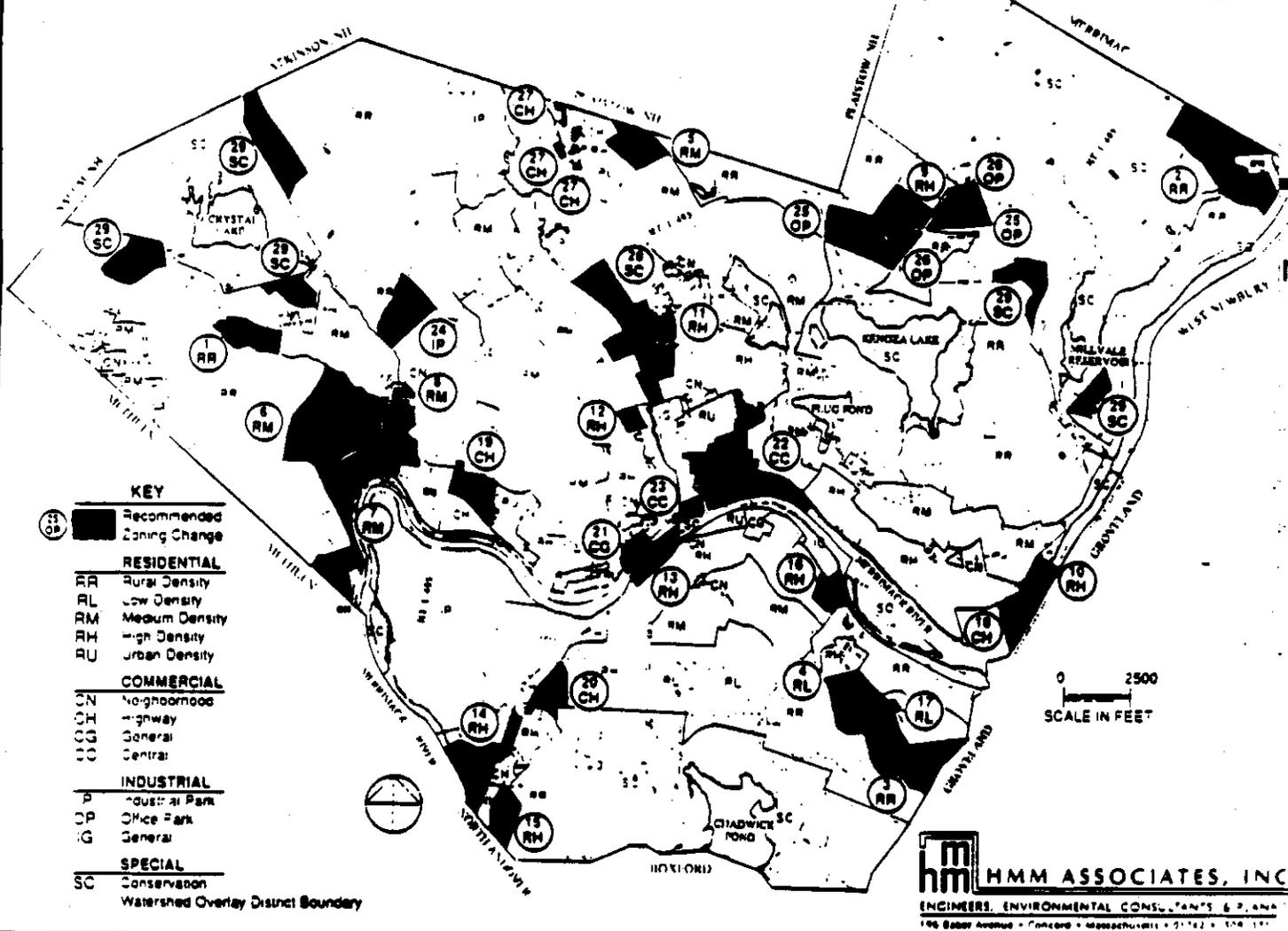
COMPARISON OF POTENTIAL GROWTH AT FULL BUILD-OUT CITY OF HAVERHILL

	Under Existing Zoning	Under Recommended Guide Plan
POPULATION:		
Additional Potential Kaining Population	29,674	16,022
TOTAL POTENTIAL POP	81,375 (people)	67,723 (people)
POTENTIAL EMPLOYEES:		
Commercial	1,320	1,416
Industrial	36,590	36,753
Office / R & D	0	28,021
TOTAL	37,910 (employees)	66,190 (employees)

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RECOMMENDED ZONING CHANGES CITY OF HAVERHILL



21 An area of Commercial (CG) District near the intersection of Route 24 and Boston Street is recommended for rezoning to Commercial (CH) District.

22 An area on River Street is recommended for rezoning from General Industrial (IG) to a General Commercial (CG) District.

23 The area generally encompassing the Central Business District is proposed for rezoning from General Commercial (CG) to a new Central Business (CC) District.

24 The historic area on Washington St. is proposed for rezoning from General Industrial (IG) to General Commercial (CG).

24 An area adjacent to the existing Industrial Park (IP) District on Broadway is proposed for rezoning from Rural Density Residential (RR) to an IP District.

25 Two areas near the intersection of Amesbury Road and Route 495 (on both sides of Route 1-495) presently zoned SC are proposed for rezoning to a new Office Park (OP) District.

26 Two additional areas on both sides of Route 1-495 at the intersection of Amesbury Road and Route 1-495 presently zoned Highway Commercial (CH) are recommended for rezoning to new Office Park (OP) District.

27 Portions of the Highway Commercial (CH) District near the intersection of Main St. and Plaisir

Road in the New Hampshire state line are proposed to be redrawn with the CH zone size modestly expanded to result in better quality development proposals.

28 A fairly extensive area situated on the River, largely comprised of wetlands from south of Burke Street to Route 1-495 is recommended to be rezoned from General Industrial (IG) to Special Conservation (SC).

29 Five areas are recommended to be changed from Rural Density Residential (RR) to Special Conservation (SC) Districts around three watersheds (Millvale, Crystal & Kenosha) to reflect watershed boundaries.

PLEASE NOTE
The draft proposed zoning map is posted on the bulletin board of the Haverhill City Clerk's Office for public review.

Next Steps
Following the January 22, 1990 public hearing scheduled by the City of Haverhill on the consultants recommended Guide Plan and proposed zoning map changes, the city's Master Plan Review Committee will consider whether modifications to the consultants' recommendations are appropriate.

The MPRI recommendations from will be forwarded to the Board and City Council for consideration. A public hearing will be held prior to final Master Plan and Zoning Changes to the public. It will also require public hearing for adoption.

As the City Council moves into its last stages of adopting a final Master Plan, the development decisions for the special districts should be made and property owners should be taking an active role in the process. The consultant's recommendations are important and will be facing Haverhill.

Zoning categories reflect new plan

Here are the zoning categories proposed by Haverhill's new master plan and what they mean:

RR: Rural Density Residential. Single-family homes. Largest land requirements for construction. Aimed at protecting environmentally sensitive areas. Multi-family buildings are eliminated. Planned unit developments are eliminated.

RL: Low Density Residential. Single-family homes, much special conservation land.

RM: Medium Density Residential. Combination of single-family and multi-family homes. Covers areas between urban core and rural parts of the city. No significant changes in use or dimensional regulations. Planned unit developments allowed on 10 or more acres by special permit.

RH: High Density Residential. Combination of single-family and multi-family homes. Lowest land requirements for construction. Tightly packed neighborhoods, like those close to urban core. Allows three-family buildings on lots having minimum 12,000 square feet. Minimum lot size of 40,000 square feet for multi-family

buildings. Multi-family must be 10,000 square feet for first unit and 3,000 for each additional unit. Professional offices by special permit are eliminated.

RU: Urban Density Residential. Also near city's core, older well-developed neighborhoods. Some small businesses allowed by special permit. Three-family buildings allowed on minimum lot of 11,000 square feet. Minimum lot size for multi-family is 25,000 square feet. First unit of multi-family must be 7,500 square feet, each additional unit 2,000. Professional offices allowed by special permit.

CN: Commercial neighborhood. Single-family, two-family and some multi-family homes. Allows businesses compatible with nearby homes, such as small retail and service firms.

CH: Commercial Highway. Mix of businesses like those on Route 125 near the Plaistow, N.H., border. Restaurants, shopping centers, retail and offices, for example. No housing except what exists there now. Land requirements reduced slightly. Maximum height of buildings increased from 2.5 to three stories.

CG: Commercial General. Older commercial zones such as part of downtown Washington Street. Professional offices and retail, condos and apartments allowed in some cases. Maximum height of buildings is six stories for multi-family and three stories for other uses (there were formerly no height requirements). Minimum lot size for multi-family buildings is 20,000 square feet.

CC: Commercial Central, a new zone in the heart of the downtown business district, including Merrimack Street and lower Washington Street. Geared toward business, but some condominiums and apartments allowed on upper floors.

IP: Industrial Park. Areas such as Ward Hill Industrial Park with buildings of one and two stories. No housing.

OP: Office Park, a new zone setting aside land on Amesbury Road for a research and development office park.

IG: Industrial General. Areas such as Granite and Hale streets where old factories still have industrial use. No housing.

SC: Special Conservation for land to be protected as open space.

