

**THE
WARE GROWTH MANAGEMENT
AND DEVELOPMENT
PLAN**



Prepared for the Town of Ware
by
LandUse, Incorporated

Fall 1987

ACKNOWLEDGEMENTS

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The Board of Selectmen
Water and Sewer Commissioners
Water and Sewer Superintendent
The Zoning Board of Appeals
Park Commissioners
Community Development Director
School Superintendent
Building Inspector
Conservation Commission
Recreation Committee
Town Government Study Committee

Highway Department
Board of Health
Historic Commission
Fire Chief
Police Chief
School Committee
Finance Committee
Bylaw Study Committee
Board of Assessors
Housing Authority
Town Clerk

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TOWN OF WARE GROWTH MANAGEMENT AND DEVELOPMENT PLAN

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EXECUTIVE SUMMARY FOR THE WARE MASTER PLAN

Spring 1986-Fall 1987

Below are excerpts from the Ware Master Plan, which summarize the reasons for which the Master Plan was prepared, the informational foundation of the Plan, and the goals, recommendations and action steps in the Plan.

INTRODUCTION TO THE MASTER PLAN

Ware needs to decide where it is going:

- Will it become a bedroom community?
- Will it encourage or discourage industry?
- Will it be a town where only upper income people can live, or a town where there is housing for all income levels?
- Will it continue to have scenic country views, or will the roads be lined with houses?

The town is at a point of transition. With a population of over 9000 and growing, how much longer can it function with a part-time building inspector? More people mean more children. Are the school facilities adequate? Is there enough water for increased numbers of residents?

In 1986, Town Meeting participants recognized that the Town of Ware needed to start answering some hard questions about its future, and they allocated money to prepare a Growth Management and Development Plan.

Section A reviews where the Town of Ware stands now in terms of its land and how people are using that land. It answers questions such as: What kinds of people are moving to town now? How much land is left for development? Where are there potential pollution problems? Is there enough housing for everyone? A summary of the factors that need to be considered in making planning decisions is included at the end of each subsection.

Next, in Section B, the planning factors are used to answer the following question: What direction should the Town take in the future, and what are the potential problems associated with the different options open to the Town. From this section is derived a clear vision of the Ware's desired growth in the future. Projections are given of potential growth scenarios. The Town was divided into eleven separate planning areas and the characteristics of each area are examined. The question is asked: What will Ware look like in 15 years? The answer to this statement is summarized in the vision of Ware that evolves as the section progresses.

Section C takes the vision statement of Ware in the year 2000 and puts a structure around it. It establishes and explains the goals that provide the foundation for determining the steps that the Town needs to take to direct its future. Once the goals are outlined, they are broken down into objectives and action steps, which are at the heart of making this plan work.

How was the Plan developed?

The Growth Management and Development Plan was produced over a period of one and a half years, and represents the opinions and ideas of many town residents and officials. All boards, committees and officials concerned with land use administration were interviewed. These same officials were invited to a meeting to review the initial findings of the data collection and interviews. This meeting was instrumental in helping to shape the initial goals for the Plan.

Numerous state agencies were contacted in the process of information collection, among them: Division of Employment Security (DES); Division of Environmental Quality Engineering (DEQE); Executive Office of Communities and Development (EOCD); Soil Conservation Service (SCS); Department of Public Works (DPW); Massachusetts Natural Heritage Program (MNHP); Pioneer Valley Planning Commission (PVPC). Additional sources of data include the U.S. Census, Federal Department of Commerce records on New Housing Starts and Hampshire County Atlas Inventory.

Finally, there was ample public participation through a number of public meetings that were held to review the proposed zoning bylaw, which incorporated many of the ideas of this Plan. In addition, public meetings were held to review the Plan once it was completed, to ensure that it met with public approval. Workshops were held with town officials to review the plan and provide for an implementation process.

How should this plan be used?

This Plan should be used in three different ways.

First, it should serve as a set of long-term guidelines for decision-making. In other words, when decisions are made, town officials should ask themselves whether they are moving toward the long-term objectives of this Plan. Using the plan as a guide will encourage the various town departments and boards to move in the same direction and in cooperation.

Second, the Plan should give town officials short term objectives. At the start of each year, officials should consider what they want to accomplish. This plan recommends such objectives.

Finally, a growth plan should stand as a statement of the Town's concern for its future and for its commitment to planning. This plan is a first step in the many years of land use planning that lie ahead.

SUMMARY OF THE FACTORS THAT WERE CONSIDERED IN PREPARING THIS PLAN.

Historical and Cultural Planning Factors

1. Early industrialization occurred due to poor agricultural soils and abundant sources of water power. Thin soils and abundant water bodies and wetlands are important considerations in growth planning.
2. Location of the Boston and Albany and the Massachusetts Central Railroads rails in the town of Ware, which changed the isolated character of the town, and brought

Polish, French Canadian and Irish workers to the area. Today, the railroad still stands as one of the important infrastructure assets around which the Town should plan. The Town's history of ethnic diversity has resulted in a large number of social and civic clubs

3. Rise and fall of the textile industry in Ware between the early 1800s and 1937.
4. Subsequent formation of Ware Industries, causing diversification of industry in town. A continuation of this diversity should be an objective of town planning.
5. Development of the Quabbin Reservoir, which greatly changed the character of the region. The Reservoir is a rare natural resource asset that the Town should aid in protecting and take advantage of through recreation and tourism development.

Natural Resource and Land Use Planning Factors

1. Much of the undeveloped and developing land in town has slopes of 15% or greater, which is generally considered a limiting factor for development because it significantly increases the expense of building on the land and providing services to it.
2. Wetlands and Floodplains exist on land that has seen a considerable amount of development. This needs to be considered because of damage to the environment that is presently occurring in these areas, the fact that it is likely to see increased density development unless protected, and because the town regulations are evidently not well enforced. Additionally, these areas have to be given careful consideration for future infrastructure extension.
3. Over half of the area in town is shown to have soils that are severely limited for septic installation, due to factors such as slope, rapid permeability, and in other cases a hardpan that inhibits drainage.
4. Present and future water supplies are located in areas that need additional protection. In particular, the future water supply is located on prime industrial land, depending on how land is zoned. In addition, other areas in town which show high potential for water availability are currently experiencing substantial residential development (Beaver Lake area and Northwest Ware).
5. There is a projected water supply deficit by the year 2000 unless a new wellfield on Upper Church Street is activated.
6. Loss of agricultural land in the past 10-15 years, as well as forest land, to residential development has caused concern for a continuation of this trend.
7. There has been a considerable increase in mining/dump/landfill land in the last 15 years.
8. A 31% increase in residential land since 1972, which is a continuation of a trend between 1952 and 1972, raises the issue of the Town being able to handle continued increases of this magnitude.

Demographic Planning Factors

1. Ware experienced a growth rate exceeding that of the County and the State (37% vs. 11.9% vs. 0.8%, respectively) between 1970 and 1980, and this increase in population is projected to continue.
2. The high percentage of children under 14 years and residents 65 years and over are indicators of groups with special needs (schools, recreation facilities, affordable housing, transportation) that the town will have to provide in increased amounts in the future.
3. An additional group requiring affordable housing is the families headed by single women, which are represented in a higher percentage in Ware (3.1%) than in Hampshire County (2.1%).
4. Ware's lower levels of education need to be taken into account both by the school administrators and economic development leaders, as they plan school curriculum and job needs of the town's population.
5. The Town has lower income levels than both the County and the State.
6. The advent of "executive-type" housing in Beaver Lake is creating a two-tiered society of professionals in that area, and blue-collar Ware natives in other parts of town. How can the town work to lessen the gap between the groups?

Planning Factors Related to Ware's Economy

1. Ware's labor force significantly increased between 1970 and 1980, fueled by the population increase and increased number of women and teenagers in labor force. Given future projected population increases, as well as a projected continuation of increased numbers of women and teenagers in the force, it appears that the labor force will continue to increase.
2. As of May 1986, the unemployment rate in town is on par with the state rate (4.0%).
3. In 1980, Ware had a higher percentage of people employed in blue-collar jobs, and a corresponding lower percentage of white collar workers than the County and the State. As more people are moving into high-priced homes in the Beaver Lake area, this trend may have shifted slightly.
4. In 1980, Ware had a fairly high percentage of people working in town, as well as a slightly higher percentage of people commuting out-of-state than for the County (1.7%).
5. There has been a loss of two-thirds of the manufacturing jobs in town since 1967.
6. Most business leaders see the mills as the realistic possibility for increasing industry and/or commerce in town. They also mentioned the difficulty of finding semi-skilled labor in town.

7. Despite the increase in the labor force and the increase in the number of establishments in town since 1967, the total employment in town has decreased by over 350 people since 1967.
8. A land analysis of the town showed relatively little land that was suitable for commercial or industrial development.

Housing Planning Factors

1. The evident lack of apartment units in 1987, particularly 3 and 4 bedroom units, was caused by a very small increase in multi-family units between 1970 and 1980.
2. Ware had 26% of all the mobile homes/trailers in Hampshire County in 1980.
3. Ware has a higher percentage of houses built before 1939 (49.1%) than both the County (39.9%) and the State (47.3%), indicating that there are a considerable number of houses that will require renovation, preservation or removal. Of particular concern to the town are areas that need to be preserved for historic value, and areas that might be buildable lots in future if structures are removed.
4. Despite the estimated 30% increase in the cost of land and housing in the last year, Ware's prices are still reasonable compared to the average County figure. This has been a major factor in the residential development boom in town of the last few years. The considerable development, however, is raising the prices out of the reach of Ware residents. Also, there is likely to be a slowdown in the residential market within the next few years. If Ware is committed to residential development as the way of the future, this could seriously affect the type and cost of future development, as well as sale of existing properties, further escalating housing cost.
5. Over half of Ware's population cannot afford to buy a house in town at the present cost of \$75,000-100,000. Given the lack of large, moderately-priced apartments, it is difficult for families who earn less than Ware's median income of \$23,062 to find housing in town, rental or ownership.

WARE'S VISION OF THE FUTURE

This is the statement of the "vision" that was kept in mind during the development of the goals and opportunities that form the backbone of this Plan.

Ware is no longer a mill town, nor will it regain the reputation as a commercial center that it once had. But it is a scenic, active town whose residents should be proud of the real advantages that the town possesses:

- abundant parks and recreation opportunities;
- healthy downtown;
- the safety and character of a small town, increasingly rare as development reaches the furthest corners of rural Massachusetts;
- a well developed and active set of social organizations for the adult population;
- its own hospital;

- a good school system which is continually improving;
- scenic roads and vistas.

Following are the six planning goals and corresponding recommendations and action steps that are consistent with this vision, and have resulted from recommendations of town officials and citizens and the information analyzed in Section A.

GOAL 1: STRENGTHEN LAND USE ADMINISTRATION IN THE TOWN OF WARE

OBJECTIVE 1: IMPROVE COMMUNICATION BETWEEN BOARDS AND DEPARTMENTS.

1. Create a Development Review Board
 - a. The Board of Selectmen should officially establish a Development Review Board (DRB) made up of representatives of all land use and planning related boards and departments.
 - b. The DRB should meet once every two months to review the following issues:
 - Recent subdivision proposals,
 - The ability of town services to accommodate new growth,
 - Coordination of flow of information between boards and departments.

OBJECTIVE 2: MAINTAIN ACTIVE LAND USE BOARDS.

1. Reactivate the Conservation Commission
 - a. The Selectmen should organize a meeting to review past problems of the Commission and identify new members.
 - b. The Conservation Commission chairman should sponsor a training session for all new Conservation Commission members with the Massachusetts Association of Conservation Commissions at Tufts University.

OBJECTIVE 3: PROMOTE EFFICIENT AND EFFECTIVE ADMINISTRATION OF LAND USE REGULATIONS.

1. The Planning Board or Selectmen should bring a proposal for a position of full-time building inspector/zoning enforcement officer (BI/ZEO) to Town Meeting .
2. The Selectmen should create a position of part-time secretary for Planning Board and BI/ZEO.
3. Encourage participation of town officials in planning process and in establishment of regulations they will be enforcing through the creation of the Development Review Board.

4. Board of Health: Examine the feasibility of creating a full-time Health Inspector position.
5. Planning Board: Use the provisions in the zoning and subdivision regulations to hire engineering assistance at the developer's cost.
6. Planning Board: Revise zoning bylaws and subdivision regulations as necessary to take into account changes in development patterns.

**GOAL 2: ENCOURAGE ECONOMIC GROWTH THAT FITS WITHIN
THE CONTEXT OF THE TOWN'S ABILITY TO ABSORB SUCH
GROWTH.**

OBJECTIVE 1: ENCOURAGE RE-USE OF THE MILLYARD.

1. Planning Board: Provide flexible use of millyard space through zoning.
2. Community Development: Encourage implementation of millyard study.
3. Planning Board: Ensure that infrastructure is adequate for potential uses through the special permit process.

OBJECTIVE 2: STRENGTHEN COMMERCE IN DOWNTOWN.

1. Development Review Board: Link downtown with West Street commercial area through improved sidewalks, cooperative parking and shuttlebus service supported through the Downtown Association.
2. Highway Department: Facilitate traffic flow by improving intersection regulation, as well as sign and pavement markings.
3. Continue facade improvement program through Community Development Office.
4. Planning Board: Encourage housing in downtown by allowing mixed use and multi-family dwellings.
5. Planning Board: Encourage use of upper floors by allowing mixed use and off-site parking.
6. Planning Board: Allow for off-site parking provisions for new businesses.
7. Planning Board: Encourage expansion of downtown commercial area up Route 9 West through the creation of a downtown commercial zoning district that extends west to Eagle Street.
8. Selectmen: Consider re-use of fire station for future commercial use as a way to bring business up Main Street toward the millyard.

OBJECTIVE 3: LINK DOWNTOWN AND MILLYARD.

1. Community Development: Promote cooperation between millyard tenants and downtown merchants through Downtown Association.
2. Community Development: Develop a millyard/downtown design plan that will focus on facilitating pedestrian traffic and visual systems to link the two areas. (i.e. direct sidewalks, joint parking, landscaping)

OBJECTIVE 4: ENCOURAGE SIGNING THAT AIDS THE GROWTH OF THE DOWNTOWN.

1. Highway Department: Provide adequate signs for municipal parking lot.
2. Highway Department: Use signs oriented to pedestrians as well as automobiles through sign regulations in zoning.
3. Planning Board: Promote signs that complement architecture of downtown through creation of sign design standards by Merchants Association. Link the downtown and millyard through such signing.
4. Mill owners and tenants to form millyard association to implement design standards in millyard for consistent signage and promotion of entire mill complex (joint signage).
5. Planning Board: Encourage joint signs for plazas through the site plan review process.

OBJECTIVE 5: STRENGTHEN WARE'S TOURIST ECONOMY.

1. Community Development office: Work with regional tourism office of Department of Commerce and Development to design promotion strategy linking Ware with surrounding tourist attractions.
2. Community Development office: Create local tourism promotion board to bring together relevant businesses and encourage joint promotion.
3. Planning Board: Encourage development of bed and breakfast places through zoning.
4. Planning Board: Encourage start-up of businesses to service visitors through expansion of commercial area in downtown and through limited commercial uses in outlying areas.
5. Community Development: Produce materials and provide a location for visitors to Ware to find out what the town has to offer. Work with local merchants on formation of Chamber of Commerce to aid in this process.

GOAL 3: PROTECT NATURAL AND HISTORIC RESOURCES.

OBJECTIVE 1: PROTECT WARE'S HISTORIC AREAS.

1. Historical Commission: Establish local historic districts.
 - a. Contact the Massachusetts Historic Commission and acquire necessary information to prepare a local historic district application.
Massachusetts Historical Commission
80 Boylston St.
Boston, MA 02116
(617) 727-8470
 - b. Prepare a local historic district report.
 - c. Work with the Planning Board to ensure consistency with the Master Plan and Zoning By-laws.
2. Planning Board: Use Special Permit and Site Plan Review to support the Historic District.
 - a. On special permit and site plan review applications, require the owner identify whether the property is located within the Historic districts.
 - b. Consider the historic district as a "community character" criteria in the special permit decision-making process.
3. Encourage cooperation of town boards such as Historic Commission and boards related to land use administration to ensure similar objectives for these areas.
 - a. The Historic Commission should directly participate in the Development Review Board.
4. Millyard Association: Millyard development should recognize the site's historic importance and comply with the millyard reuse study.
5. The Zoning Board of Appeals should issue variances in historic districts only in extreme circumstances.

OBJECTIVE 2: PROTECT WARE'S SCENIC VISTAS AND ROADS.

1. Planning Board: Adopt a back lot development zoning regulation to provide an alternative to development along road frontage and allow use of land behind road development.
2. Conservation Commission: Protect critical scenic views in the Town.
 - a. Arrange a scenic view assessment through the Department of Landscape Architecture and Regional Planning at UMass/Amherst.
 - b. Prioritize areas for acquisition.
 - c. Examine Conservation Restrictions, land banking acquisition and the Massachusetts DPW Scenic Highway Program as funding sources for land acquisition or protection of views.

3. Conservation Commission: Discuss the feasibility of a scenic roads by-law within the Development Review Board.

OBJECTIVE 3: ENSURE THAT SENSITIVE ENVIRONMENTAL AREAS ARE PROTECTED.

1. Protect environmental areas through the Conservation Commission regulations.
2. Planning Board: Require all subdivisions and site plan review projects to submit locus maps that relate to the Master Plan's environmental maps.
3. Planning Board: Support Conservation Commission monitoring effort by arranging for a training program in wetlands identification for the Commission and other town officials and boards. The Massachusetts Association of Conservation Commissions could provide such a training.
4. Planning Board and Building Inspector: Protect environmental areas through zoning.
 - a. Enforce the Water Supply Protection District.
 - b. Use site plan review and special permit criteria to emphasize environmental protection.

OBJECTIVE 4: PROTECT WARE'S EXISTING AND FUTURE WATER SUPPLY.

1. Planning Board: Protect the wellfields through zoning.
 - a. Establish the Water Supply Protection District.
 - b. Contract for an Aquifer Identification study to identify the precise location of the Town's groundwater supply.
2. The Water and Sewer Commission should ensure that the water supply is taken into consideration by all boards through the Development Review Board process.
3. The Water and Sewer Commission: Examine the Department of Environmental Quality Engineering's Aquifer Lands Acquisition program to protect lands above the aquifer.

OBJECTIVE 5: PROTECT WARE'S WATER BODIES.

1. Planning Board: Enforce the floodplain zoning to protect rivers and streams.
 - a. Insist on strict enforcement by the Building Inspector.
 - b. Continue support for legal services to enforce zoning.
2. Enforce the Board of Health regulations.
 - a. Examine the feasibility of full-time health inspector.
3. Enforce the Conservation Commission regulations.
 - a. The selectmen should reactivate the Conservation Commission.
 - b. Train town employees to assist in wetlands violation identification.
 - c. Participate in the Development Review Board.

4. Planning Board: Use special permit and site plan review to protect development that is located near waterbodies.
 - a. Specifically require site design to protect waterbodies.
 - b. Amend the subdivision control regulations to include provisions to stop environmental damage before it occurs.
5. The Water and Sewer Commission: Coordinate with the DEQE to periodically test all major waterbodies for pollution.

OBJECTIVE 6: ENSURE THAT NATURAL LIMITATIONS OF WARE ARE NOT EXCEEDED IN FUTURE DEVELOPMENT.

1. Planning Board: Adopt and enforce zoning regulations that match density with town services and soil limitations.
 - a. In the future, adjust zoning to reflect extensions in sewer and water service.
 - b. Maintain communication between the Planning Board and Board of Health regarding septic system failures and the adequacy of lot sizes.

GOAL 4: PROVIDE A RANGE OF HOUSING CHOICES FOR THE ENTIRE COMMUNITY.

OBJECTIVE 1: PROMOTE PUBLIC/PRIVATE COORDINATION TO IMPROVE BUILDING DEVELOPMENT AND APPLICATION OF ZONING BYLAWS AND SUBDIVISION.

1. Community Development office: Form a Homeownership Opportunity Project (HOP); promote understanding and awareness of program through educational workshop coordinated by Community Development office with EOCD representatives and other HOP communities and developers.
 - a. Arrange for EOCD to give workshop on HOP for Ware, Palmer and surrounding towns. Invite developers as well as officials and interested townspeople.
 - b. File first phase application to become a partnership community.
2. Planning Board: Use Site Plan Review and improved subdivision regulations to work cooperatively with developer.
 - a. Administer bylaw in consistent manner. Provide process handouts to all developers.
 - b. Use part-time administrative assistance to create a "one-stop shopping" for all builders and developers. Make information accessible.
 - c. Be open in site plan review and subdivision planning to improve methods of design and construction.
3. Encourage non-governmental bodies to participate in providing a variety of housing types.

- a. Through Community Development office, invite local civic and religious organizations to attend HOP workshop. Raise issue of their involvement in housing.
 - b. Provide any assistance possible to local civic and religious organizations that are working to meet housing needs of community.
4. Promote concept of land trust to assist in housing and open space planning.
 - a. Community Development office organizes a workshop with Center for Rural Massachusetts, Trust for Public Lands, and a local land trust (i.e., Franklin County, Valley Land Trust, Institute for Community Economics). Invite general public; focus on individuals with particular interest in organizing this non-governmental body.
5. Examine land bank bill as a method to generate local funds for housing and open space planning.
 - a. Board of Selectmen, Planning Board and Conservation Commission review state bill and examples of local petitions.
 - b. Establish local land bank.

OBJECTIVE 2: IMPROVE HOUSING QUALITY IN TOWN.

1. Encourage rehabilitation of existing structures through continued support for Community Development department.
2. Planning Board: Ensure that density of area is in keeping with available infrastructure.
3. Planning Board: Use lot sizes to encourage a variety of housing types.
4. Planning Board: Work to create full-time building inspector position to ensure that zoning regulations and building code is strictly enforced.

OBJECTIVE 3: PROMOTE A RANGE OF HOMEOWNERSHIP AND RENTAL COSTS IN WARE.

1. Community Development department: Promote awareness of and participation in HOP program in order to create a variety of housing types.
2. Planning Board: Keep lot sizes as small as possible to reduce total housing costs.
3. Planning Board: Continue to give people the option of mobile home ownership through existence of mobile home park by-law in zoning by-laws.
4. Planning Board: Encourage duplexes by allowing them in certain zoning districts.
5. Planning Board: Encourage triplexes, quadraplexes, condo-miniums and multifamily housing by allowing them in specific districts with special permit required to ensure compatibility.

OBJECTIVE 4: ENSURE AN ADEQUATE SUPPLY OF HOUSING FOR PEOPLE WITH SPECIAL NEEDS.

1. Community Development: Monitor housing needs of elderly population through surveys, public information, links with human service organizations, Senior Center and churches.
2. Continue support for housing authority actions to develop elderly and low/moderate income housing.
3. Enforce state requirements for special needs access to public buildings.
4. Housing Authority: do survey to determine need to develop housing for handicapped people.

OBJECTIVE 5: ENCOURAGE HOUSING IN THE DOWNTOWN.

1. Planning Board: Encourage higher density housing development in the Main Street area by increasing allowed units per acre and lowering minimum lot sizes.
2. Planning Board: Focus on revitalization of existing structures and upper floor use by allowing mixed use in downtown and allowing conversions by special permit, with adequate parking provided.

OBJECTIVE 6: PRESERVE HOUSING CHARACTER IN TOWN.

1. Planning Board: Implement new zoning to protect character of various neighborhoods in town.
2. Planning Board: Require buffers in new developments to minimize visual and use disturbances.
3. Planning Board: Separate different uses through zoning districts where non-residential uses would negatively impact housing.
4. Support Historic Commission in preserving historic districts and structures by working with local historic district commission to create a local historic preservation district.
5. Planning Board: Rehabilitate older housing stock by allowing conversions to higher densities in the downtown and to mixed uses in residential/commercial districts.

GOAL 5: PLAN INFRASTRUCTURE DEVELOPMENT TO ACCOMMODATE GROWTH.

OBJECTIVE 1: ENSURE ADEQUATE INFRASTRUCTURE FOR EXISTING AND FUTURE HOUSING.

1. Planning Board: Use unaccepted road map to control growth on unaccepted roads.
2. Water and Sewer Commission: Extend water lines on Upper Church Street and Old Gilbertville Road to allow higher density development.
3. Water and Sewer Commission: Extend sewer down Route 32 South to allow higher density development.
4. Water and Sewer Commission: Review possibility of sewer and water extensions on Route 9 West.
5. Water and Sewer Commission: Fund project to study feasibility of extending sewer to Beaver Lake. Examine betterment district for financing extension.
6. Work to create a local Department of Public Works (DPW).

OBJECTIVE 2: ENSURE THAT THE TOWN HAS AN ADEQUATE PRESENT AND FUTURE ROAD SYSTEM.

1. Highway Dept.: Establish a long range improvement/ maintenance program for road improvements and a system for establishing future needs.
 - a. Contract with Civil Engineering Department at University of Massachusetts/Amherst to prepare a Pavement Management Program.
 - b. Establish a local DPW.
2. Examine town-wide policy to not accept new roads.
 - a. Development Review Board should initiate discussion.
 - b. Policy statement should come from Board of Selectmen and Planning Board.
3. Highway Dept.: Fund study to examine feasibility of a truck by-pass around the downtown from Route 9/32 on the northeast side of town to Route 32 on the southwest side.

OBJECTIVE 3: PURSUE INFRASTRUCTURE PLANNING PROJECTS.

1. Selectmen: Implement recommendations of recent DPW study that was commissioned by the Town Government Study Committee.
2. Selectmen: Meet with Police and Fire Chiefs for joint Fire and Police facilities in future.
3. Selectmen: Require report on long term continuation of landfill or creation of alternative from the Board of Health.

OBJECTIVE 4: ENSURE THAT UPGRADING AND MAINTENANCE REQUIREMENTS OF PRESENT SERVICES ARE ONGOING AND ADEQUATE.

1. Water and Sewer Commission: Establish a program to prioritize necessary repairs for water and sewer lines and road maintenance.

2. Planning Board: Implement Water Supply Protection District by-law for protection of wellfields.
3. Development Review Board should periodically determine maintenance and repair priorities related to growth. Initiated by Water and Sewer Board and Highway Superintendent

OBJECTIVE 5: PLAN INFRASTRUCTURE DEVELOPMENT TO MEET FUTURE INDUSTRIAL AND COMMERCIAL NEEDS.

1. Water and Sewer Commission: Extend sewer system along Route 9 West to allow higher density commercial use.
2. Water and Sewer Commission: Extend sewer lines to Church Street airport site to protect wellfield.
3. Water and Sewer Commission: Extend sewer down Palmer Road to allow higher density commercial and industrial development.
4. Water and Sewer Commission: Ensure adequate services for future and existing businesses in millyard.
5. Work to create a local Department of Public Works (DPW).

OBJECTIVE 6: ENSURE ADEQUATE PARKING IN THE DOWNTOWN.

1. Highway Dept.: Improve public awareness of municipal parking lot through better signs.
2. Highway Dept.: Arrange joint parking with millyard to create more parking in the downtown area and to link millyard and downtown.

OBJECTIVE 7: PROMOTE EFFICIENT AND SAFE TRAFFIC FLOW IN DOWNTOWN AND HIGHWAY COMMERCIAL AREAS

1. Highway Dept.: Prepare an updated study on traffic lights and pedestrian walks in downtown.
2. Highway Dept.: Increase signs for driver awareness of by-passes to downtown area.
3. Highway Dept.: Stay abreast of plans for work on Rte. 32, but do not base planning on assumption of improved Rte. 32 access.

GOAL 6: USE LAND USE REGULATIONS TO ENCOURAGE A MIXTURE OF RESIDENTIAL, INDUSTRIAL AND COMMERCIAL DEVELOPMENT.

OBJECTIVE 1: PROVIDE ADEQUATE LAND FOR INDUSTRIAL DEVELOPMENT.

1. Industrial Development Committee and Community Development Committee: Encourage industrial development in specific parts of town.
2. Planning Board: Use Site Plan Review to allow for a compatible mixture of uses.
3. Planning Board: Encourage development, where feasible, along the railroad by keeping districts along the rail line flexible.
4. Ensure environment is protected while encouraging development of industrial land through site plan review and participation of Board of Health and Conservation Commission in Development Review Board.

OBJECTIVE 2: MAINTAIN VIABILITY OF HIGHWAY COMMERCIAL ZONES FOR INCREASED COMMERCIAL DEVELOPMENT.

1. Link these zones with downtown development projects.
2. Planning Board: Allow flexible commercial uses through zoning.
3. Community Development Highway Dept.: Encourage merchant cooperation to coordinate joint parking areas.
4. Planning Board: Use Site Plan Review to promote good site design, good traffic and pedestrian flow, and to discourage strip development.
5. Use sign regulations to discourage inappropriate signs.

OBJECTIVE 3: ENCOURAGE A MIXTURE OF BUSINESSES FOR A DIVERSITY OF EMPLOYMENT OPPORTUNITIES.

1. Industrial Development Committee and Community Development office: Promote cooperation between relevant town boards and private organizations (Downtown Association, future Chamber of Commerce) in encouraging a mixture of businesses to come to town.
2. Community Development dept.: Work with Downtown Association to form a Chamber of Commerce.
3. Community Development dept.: Develop advertising/ marketing strategy for the Town through the Downtown Association and Chamber of Commerce.
4. Community Development dept.: Encourage public/private coordination and cooperation in applying for economic development assistance grants.
5. Planning Board: Increase amount of potential commercial and industrial land through flexible zoning.

INTRODUCTION

Ware needs to decide where it is going:

- Will it become a bedroom community?
- Will it encourage or discourage industry?
- Will it be a town where only upper income people can live, or a town where there is housing for all income levels?
- Will it continue to have scenic country views, or will the roads be lined with houses?

The town is at a point of transition. With a population of over 9000 and growing, how much longer can it function with a part-time building inspector? More people mean more children. Are the school facilities adequate? Is there enough water for increased numbers of residents?

In 1986, Town Meeting participants recognized that the Town of Ware needed to start answering some hard questions about its future, and they allocated money to prepare a Growth Management and Development Plan.

Section A reviews where the Town of Ware stands now in terms of its land and how people are using that land. It answers questions such as: What kinds of people are moving to town now? How much land is left for development? Where are there potential pollution problems? Is there enough housing for everyone? A summary of the factors that need to be considered in making planning decisions is included at the end of each subsection.

Next, in Section B, the planning factors are used to answer the following question: What direction should the Town take in the future, and what are the potential problems associated with the different options open to the Town. From this section is derived a clear vision of the Ware's desired growth in the future. Projections are given of potential growth scenarios. The Town was divided into eleven separate planning areas and the characteristics of each area are examined. The question is asked: What will Ware look like in 15 years? The answer to this statement is summarized in the vision of Ware that evolves as the section progresses.

Section C takes the vision statement of Ware in the year 2000 and puts a structure around it. It establishes and explains the goals that

provide the foundation for determining the steps that the Town needs to take to direct its future. Once the goals are outlined, they are broken down into objectives and specific action steps, which are at the heart of making this plan work.

How was the Plan developed?

The Growth Management and Development Plan was produced over a period of one and a half years, and represents the opinions and ideas of many town residents and officials. All boards, committees and officials concerned with land use administration were interviewed. These same officials were invited to a meeting to review the initial findings of the data collection and interviews. This meeting was instrumental in helping to shape the initial goals for the Plan.

Numerous state agencies were contacted in the process of information collection, among them: Division of Employment Security (DES); Division of Environmental Quality Engineering (DEQE); Executive Office of Communities and Development (EOCD); Soil Conservation Service (SCS); Department of Public Works (DPW); Massachusetts Natural Heritage Program (MNHP); Pioneer Valley Planning Commission (PVPC). Additional sources of data include the U.S. Census, Federal Department of Commerce records on New Housing Starts and Hampshire County Atlas Inventory.

Finally, there was ample public participation through a number of public meetings that were held to review the proposed zoning bylaw, which incorporated many of the ideas of this Plan. In addition, public meetings were held to review the Plan once it was completed, to ensure that it met with public approval. Workshops were held with town officials to review the plan and provide for an implementation process.

How should this plan be used?

This Plan should be used in three different ways.

First, it should serve as a set of long-term guidelines for decision-making. In other words, when decisions are made, town officials should ask themselves whether they are moving toward the long-term objectives of this Plan. Using the plan as a guide will

encourage the various town departments and boards to move in the same direction and in cooperation.

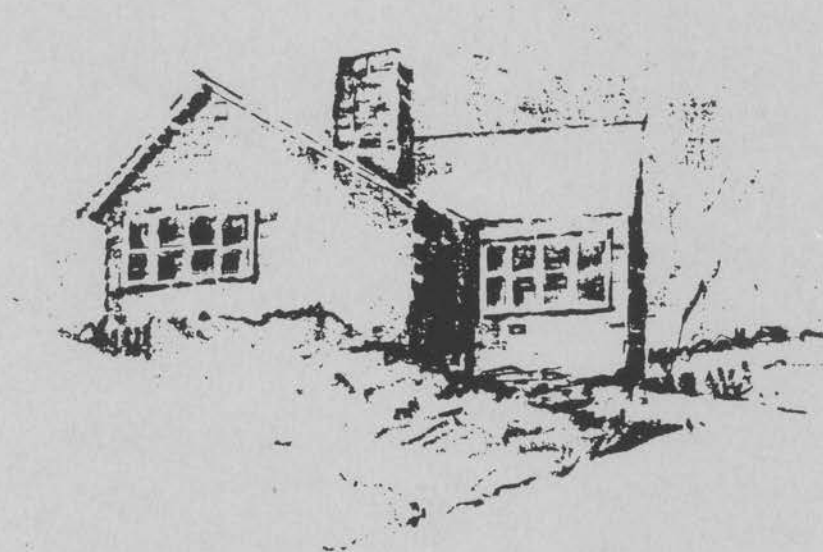
Second, the Plan should give town officials short term objectives. At the start of each year, officials should consider what they want to accomplish. This plan recommends such objectives.

Finally, a growth plan should stand as a statement of the Town's concern for its future and for its commitment to planning. This plan is a first step in the many years of land use planning that lie ahead.

SECTION A

OUR PAST AND PRESENT

1. Ware's History
2. Ware's Natural Resource Base
3. Ware's Demographics
4. Ware's Economy
5. Ware's Housing Stock
6. Ware's Town Services and Land Use Administration



1. WARE'S HISTORY

The history of the Town of Ware is integrally tied to, yet also uniquely different from, the history of the region surrounding the Quabbin Reservoir. Formed in 1662, Hampshire County contained most of Western Massachusetts, including Springfield and Northampton. As the area grew in population, Hampshire County was divided into smaller counties: Worcester in 1730, Berkshire in 1761, Franklin in 1811, and Hampden in 1812. (Ware, Mass.1975 Comprehensive Plan).

The original settlers who moved into Hampshire County were primarily colonists relocating from other parts of Massachusetts, attracted by the land grants and free farm land. Irish, French Canadian and Polish immigrants began to arrive in the 1800's as jobs were created by the railroad construction and the emerging local industries. Despite the hardship of making an adequate living from agriculture, particularly during the financially desperate years of the Revolutionary War, agriculture remained the predominant occupation in the region until 1860. Dairy farming began to develop in Ware during the 1960's.

The development of the Town of Ware differed from the surrounding towns in that it was forced to industrialize more quickly because the soils were less suited to agriculture. Ware's name is derived from the Indian word "Nenameseck", the original name of the Ware River, which means fishing weir (basket). The town became more settled as people realized the advantages of water power and established mills. By the year 1742, when the Ware River Precinct was formed, Ware's economy was based primarily on manufacturing. The saw and grist mills established in 1729 are thought to have been the first mills in the Ware territory. There were several tanneries in town, but other industries such as an iron furnace, a fulling-mill for homespun linen, a machine shop and an auger factory preceded the development of other types of mills, such as the cotton, woolen and paper mills of the early 1800s (Ware General Report, 1961).

Ware Center was the location of much of the town's activity during the early part of its history, but there was a shift to the eastern side of town as the number of mills began to increase and people began to move from agricultural pursuits into the factories.

The town's dependency on the mills brought about several periods of economic depression. In 1771, the General Court in Boston formally recognized the poverty of Ware, and passed an act to build a bridge over the Ware River. The formation of the bridge and the emerging road system were instrumental in bringing travellers into the town, and created a new occupation for town residents, that of tavern keeping. By 1782, eight taverns had been established in the area.

A new era of industrial enterprise began in Ware in the 1820's, when Boston capitalists provided money to utilize the river's power to manufacture textiles. The majority of the mills were combined and incorporated into three concerns: the Otis company, the George H. Gilbert Manufacturing Company and the Charles A. Stevens Company, all of which manufactured textiles. The families who owned these mills left behind an important legacy of tenement buildings and stores, and contributed greatly to the Town's hospital and churches.

One of the turning points in Ware's economic history came with the advent of the railroads. Up to that point, transport of goods was very expensive because the roads were privately owned and operated as turnpikes. This was one of the reasons why Ware had developed as an isolated, self-sufficient community. Once a branch of the Boston and Albany Railroad was established along the Ware River in 1870, Ware became less susceptible to economic fluctuations of the surrounding communities, and developed as a trading and distributing center for the area. This trend continued until 1922, when a textile slump in New England caused a crisis in the textile industries in town. The Gilbert and Steven companies, which had previously merged, eventually closed in 1926. This was followed by a strike in the Otis Company mills, the largest single employer of Ware residents, which closed the mills for five months. The mills continued to operate on a more limited scale, and eventually were liquidated in 1937. This event, combined with a severe flood and hurricane in 1938, nearly devastated the entire community.

The town acted to save itself from economic ruin by forming Ware Industries, a corporation made up of townspeople as shareholders. Their strategy was to occupy the former mill space with small industries. By 1942, Ware Industries consisted of 17 different industries located within the area, and the company was paying dividends. Ware Industries continued to operate successfully,

despite attempts to unionize and industrial decline in the 1960's, and the Town acquired the nickname "the Town that can't be licked". Ware Industries was eventually liquidated in the late 1970's. As industry began to decline in town, Ware remained as a commercial center for nearby towns. This trend has changed in the last decade, as an increasing number of residents shop in nearby urban centers in Massachusetts and Connecticut.

One of the regional developments that has had a significant impact on the Town is the creation of the Quabbin Reservoir. The Reservoir, which was formed by damming the Swift River, was established to provide a water supply for the metropolitan Boston area. The towns of Enfield, Prescott, Greenwich, Dana, and Millington were evacuated and dis-incorporated in 1937 so that the river valley could be flooded to create the storage reservoir. The resulting changes in jobs and industries, change of geographical and governmental structures, and advent of a new tourism element have significantly affected Ware and the surrounding region.

Historical and Cultural Planning Factors

1. Early industrialization occurred due to poor agricultural soils and abundant sources of water power. Thin soils and abundant water bodies and wetlands are important considerations in growth planning.
2. Location of the Boston and Albany and the Massachusetts Central Railroads rails in the town of Ware, which changed the isolated character of the town, and brought Polish, French Canadian and Irish workers to the area. Today, the railroad still stands as one of the important infrastructure assets around which the Town should plan. The Town's history of ethnic diversity has resulted in a large number of social and civic clubs
3. Rise and fall of the textile industry in Ware between the early 1800s and 1937.
4. Subsequent formation of Ware Industries, causing diversification of industry in town. A continuation of this diversity should be an objective of town planning.

5. Development of the Quabbin Reservoir, which greatly changed the character of the region. The Reservoir is a rare natural resource asset that the Town should aid in protecting and take advantage of through recreation and tourism development.

2. WARE'S NATURAL RESOURCE BASE

A. Topography

The Town of Ware is located in the easternmost part of Hampshire County, and occupies 25,660 acres (40.09 square miles). Ware is bordered on the northeast by Hardwick, (which is in Worcester County); on the east by West Brookfield and New Braintree, (also in Worcester County) on the south by Warren and Palmer, (which are in Hampden County) and on the west by Belchertown (in Hampshire County). (See Figure 1: Base Map of Ware) The maximum elevation areas are a peak in the southeastern corner of the town (1050 ft.) and Quabbin Hill (1026 ft.). Approximately two-thirds of the area of the town falls in the 500-1000 ft. elevation range, while the area which runs due south of the Quabbin Reservoir and then east through the commercial district is in the 0-500 ft. range (See Figure 2: Map of Elevation in Ware).

The Quabbin Reservoir, formed by damming the Swift river in 1938 to supply water to the metropolitan Boston area, occupies almost a third of the town area and is administered by the Metropolitan District Commission (M.D.C.). The Swift River flows southerly from Quabbin Reservoir along the Ware-Belchertown boundary until it joins the Ware River at the Three Rivers junction. The Ware River originates in Hubbardston, Mass. and flows generally southwesterly through the Town of Ware. The primary floodplain areas are located around these two rivers (See Figure 3).

B. Soil Conditions and Slope

The topography of much of Western Massachusetts was radically changed by glaciation during the Pleistocene period (approximately one million years ago). The retreat of the last glacier, about 11,000 years ago, removed 10 to 15 ft. of bedrock from the most exposed ledges (as well as much of the softer bedrock in the valleys), rounded the hills, deposited debris and created new land forms. The Muddy Brook Valley, which is a glacial flute (small valley), is an example of this geologic phenomenon, and a considerable percent of the soils in the town area were formed from glacial till and alluvial deposits. The large stones and boulders left as glacial debris often pose serious problems for agricultural land use, and the slow permeability through the glacial till hardpan in the substratum of the soils is a severe limitation for septic systems.

FIGURE 1: BASE MAP OF WARE

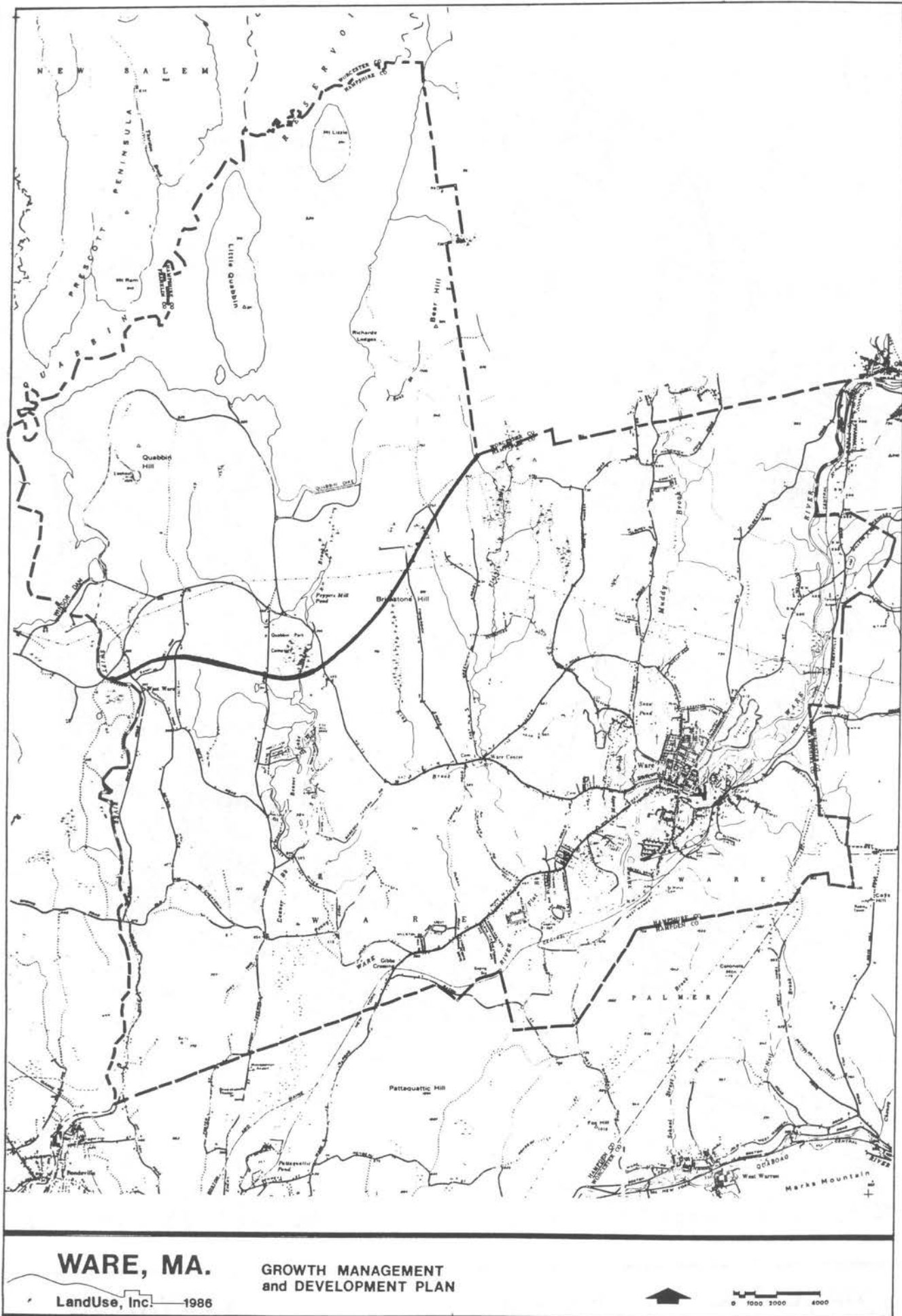


FIGURE 2: ELEVATION IN WARE

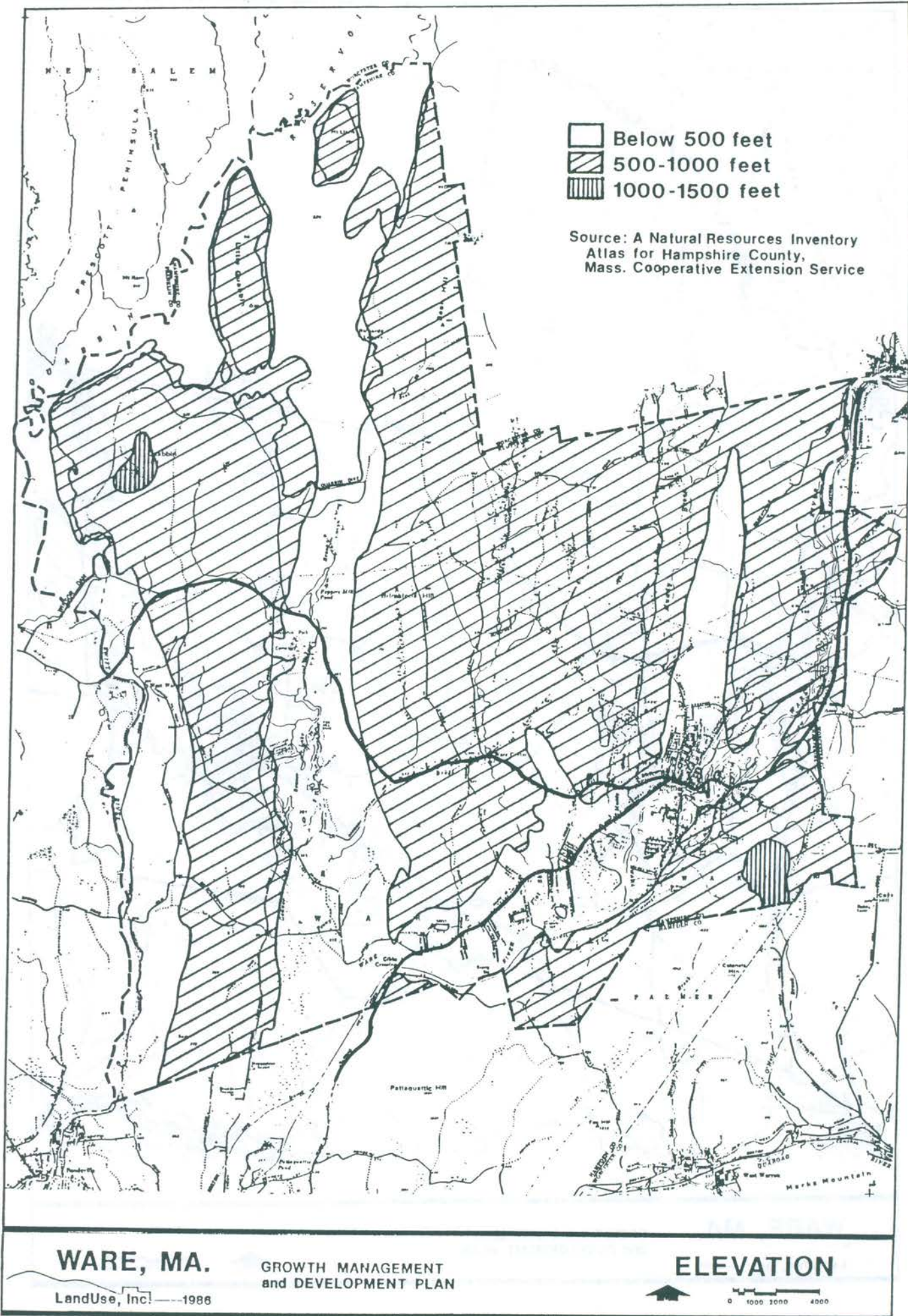
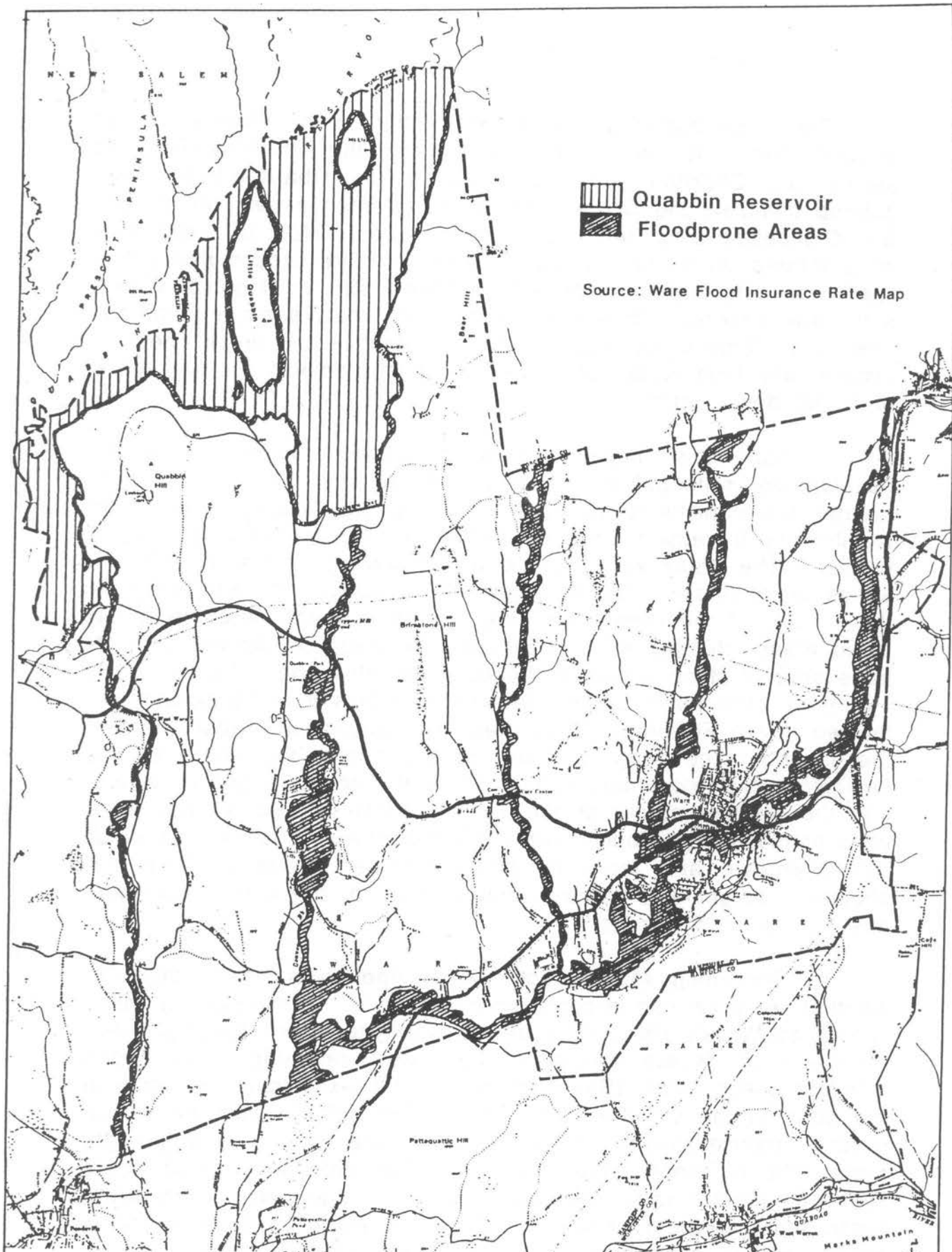




FIGURE 3: FLOODPRONE AREAS IN WARE



 Quabbin Reservoir
 Floodprone Areas

Source: Ware Flood Insurance Rate Map

WARE, MA.

LandUse, Inc. 1986

GROWTH MANAGEMENT
and DEVELOPMENT PLAN

FLOODPRONE AREAS




There are numerous soil types existing in the Ware area, but several dominant series are as follows: the Hinckley-Merrimac series; the Charlton series as well as the Charlton-Hollis-Rock outcrop complex; the Scituate series; the Canton series; the Canton and Gloucester soils; and the Windsor series. Most of these soils were formed on glacial outwash plains, and are predominantly fine sandy loam developed on glacial till. (See Table 1) Most of Ware's soils are severely limited by slope for small scale commercial sites, and large rocks, shallow depth to bedrock and droughtiness or occasionally high water table pose serious problems for agriculture or forest development.

Slope is an important factor to consider in determining the development potential of an area. Areas with slope of 15% or greater are considered to pose limitations for building due to the significantly increased physical or financial requirements of such a project. The areas with a slope of 15 percent or greater form a series of north-south bands below the Quabbin until approximately the latitude of the commercial area, at which point there are a few steep areas interspersed in the central business district and another large area of steep slopes in the southeastern corner of town. (See Figure 3) The major areas with slopes of less than 15 percent are located in the Fisherdick Road area in a north-south pattern east of the Quabbin (covering an area approximately the width of the Quabbin) which continues due south to the southern boundary, and into the western corner of the Town. There is also a fairly large band of moderately sloped land along the eastern boundary, in which the downtown and more densely developed areas of town are situated. In general, approximately 50-60% of the town's land area has a slope of 15% or less.

Combining soil character with slope gives an indication of whether an area can accept septic systems. After applying these criteria to Ware's soils, most of the soil types were found to have moderate to severe (primarily the latter) restrictions for septic tank absorption fields. (See Table 1) Notable exceptions are some of the soils in the Charlton and Charlton-Hollis-Rock complex series, which comprise roughly 5% of the total area, and have only slight restrictions for septic tank systems. The only area which offers slight limitations (and therefore the least expense) for installing septic tanks is the Highland St.-Church St.-North St. area, which is already extensively sewered. This does not preclude septic

FIGURE 4 SLOPE IN WARE



WARE, MA.

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GROWTH MANAGEMENT
and DEVELOPMENT PLAN

SLOPE

0 1000 2000 4000

TABLE 1: PRIMARY SOIL TYPES IN TOWN OF WARE

SOIL SERIES, SLOPE, SYMBOL	CHARACTERISTICS	SEPTIC LIMITATION
<u>Charlton</u> 3-8% (CmB) 8-15% (CnC)	Deep, well-drained, moderate to rapid permeability. Surface to 5 in., subsoil 15 in., substratum is firm, gravelly sandy loam to 60 in. Suited to trees; limitations: stones and boulders on surface; small building limitation: slope.	Slight to Moderate: slope
<u>Charlton-Hollis</u> Rock Complex strongly sloping (CrC) steep - (CrE)	Well to excessively well-drained, mixed with exposed rock; moderate to moderately rapid permeability; surface to 5 in., subsoil to 20 in., substratum to 60 in. or more. Poorly suited to farming, suited to trees; limitations: stones and boulders; exposed rock and slope cause seedling mortality and uprooting. Small building limitation: slope.	Moderate to Severe: slope
<u>Scituate</u> fsl* 3-8% - (SgB,ShC, StB) fsl 8-15% - (SgC)	Moderate to well-drained, firm glacial till. Fine sandy loam surface and subsoil, loamy sand hardpan at 18-30 in. Permeability is moderate to rapid until hardpan is encountered, then becomes slow to moderately slow. Excessive seepage on high water table within 1 1/2 to 2 ft. of surface 4-5 months of year. Suited to farming and trees; limitation: wetness.	Severe: wetness,slow permeability
<u>Canton</u> fsl 3-8%,very stony - (CaB) fsl 8-15%, very stony(CaB,CaC)	Well-drained,has developed fine sandy loam mantle over gravelly loam substratum. Crumbly to depth of 40 in. or more. Permeability moderately rapid to rapid in substratum. Very stony surface, stones below surface.	Severe: slope, large stones
<u>Canton and</u> <u>Gloucester</u> (GyE)	Very deep, somewhat excessively drained Gloucester and well-drained Canton, formed in extremely stony glacial till on steep slopes; have fine sandy loam surface soils and the underlying till is fine sandy loam or sand. Have many stones on surface and in subsurface. Poorly suited to trees; limitation: stones	Severe: poor filter
<u>Windsor loamy</u> <u>sand</u> 3-8% - (WnB) 8-15% - (WnC)	Deep, excessively drained soils on glacial outwash plains and terraces. WnB: surface is loamy sand to 8 in., subsoil is loam sand to 21 in., permeability is rapid to very rapid throughout, available water capacity is low. Poorly suited to trees; limitation: droughtiness. WnC: surface is loamy sand to 12 in., substratum is sand to 60 in. or more. Permeability is rapid to very rapid throughout. Poorly suited to trees; limitations: droughtiness, slope. Small building limitations: rapid permeability, slope.	Severe: poor filter

Source: Soil Conservation Service, Soil Survey of Hampshire County

systems in other areas, but it does mean that the specific soils conditions must be considered on an individual basis, and lot size adjustments must be made to accommodate the general soil limitations.


C. Water Conditions and Availability

The current source of water for 3055 households (approximately 94% of the town's residents) in Ware is a series of wells located to the west of Barnes Street. The pumping station, to the east of the wells, forces the water up to the two existing standpipes, located at Church and Anderson Streets. These wells have a daily capacity of 1.24 million gallons per day (mgd), and the town's average consumption is 0.976 mgd. In the past, the maximum demand has risen to 1.40 mgd during the summer season, and this accounts for the system's inability to meet demands during the summer months. There are also periods during the winter when supply is inadequate.

The superintendent of the municipal water department reports that the system is barely able to meet the needs of the Town in the winter and is insufficient during the summer months. Repairs have been made in the past few years on some of the mains, but have been less than sufficient due to lack of funding.

Another major problem is that there is no backup system in the event of a failure at the current wellfield. A site has been identified on Upper Church Street (Dismal Swamp) that could provide 1.0 mgd. Ten test holes have been bored, but funds have not been obtained to protect the wellfields. The estimated cost to develop the Church Street site is between \$300,000-400,000. A water study done by the Pioneer Valley Planning Commission (LPVRPC) predicted an increasing deficit in the future unless additional sources are utilized. The PVPC estimated that if the new well in Dismal Swamp is brought on line, Ware should have a supply surplus of 0.59 mgd in the year 2000. In addition to the recommendation to develop new wells in town, this study advised that Ware continue major renovations to the Town's antiquated water distribution system.

There were 491 private wells in 1985, primarily in the central and western parts of town. A map of the aquifers in Ware shows that there is high aquifer yield in the southern and eastern parts of the town, as well as a band of high aquifer yield from the Quabbin to





the southern boundary and a moderate yield parallel to this band in the center of the Town. (See Figure 5) The areas most notably lacking in aquifer potential are the western part of the town area, as well as a considerable part of the central area, on either side of Greenwich, Fisherdick, and Old Gilbertville Roads.

While open water seems to present few serious development restrictions in Ware, wetlands and floodplains are more significant. The floodplain areas in Ware are located primarily along the Ware and Swift Rivers and, with the exception of the Ware River floodplain near the center of town, are relatively free of development (Refer back to Figure 2).

D. Land Use Patterns in Ware 1952-1985

Table 2 lists the land use changes that occurred during the period 1952-1985. Current land use in town is shown on Figure 6.

1952-1972 Land Use Patterns

The major forest types in Ware are the Appalachian-Oak (Northern red oak, white oak, chestnut oak, American chestnut) and the Northern Hardwood (Sugar maple, beech, yellow birch, white/paper birch, hemlock). From 1952 to 1972 there was a 7.2% increase in the amount of forest land, accounting for 66% of total land acreage in Ware. A new factor in the forest statistics during this period was the addition of 353 acres of plantation forest land. The increase in forest land appears to be the result of unused agricultural land reverting back to forest.

One of the most striking land use changes during this twenty-year period was the 51% decrease in the amount of untillable and open agricultural land. In 1952 there were 4164 acres; this number had dropped to 2060 acres by 1972.

Of the 2104 acres of agricultural land that changed use, 579 acres became residential land (primarily light and medium density) and 1142 acres became forest land. In all, 642 acres of land were converted to residential use from some other use. This translated to a 170% increase in residential land from the 1952 residential land total.

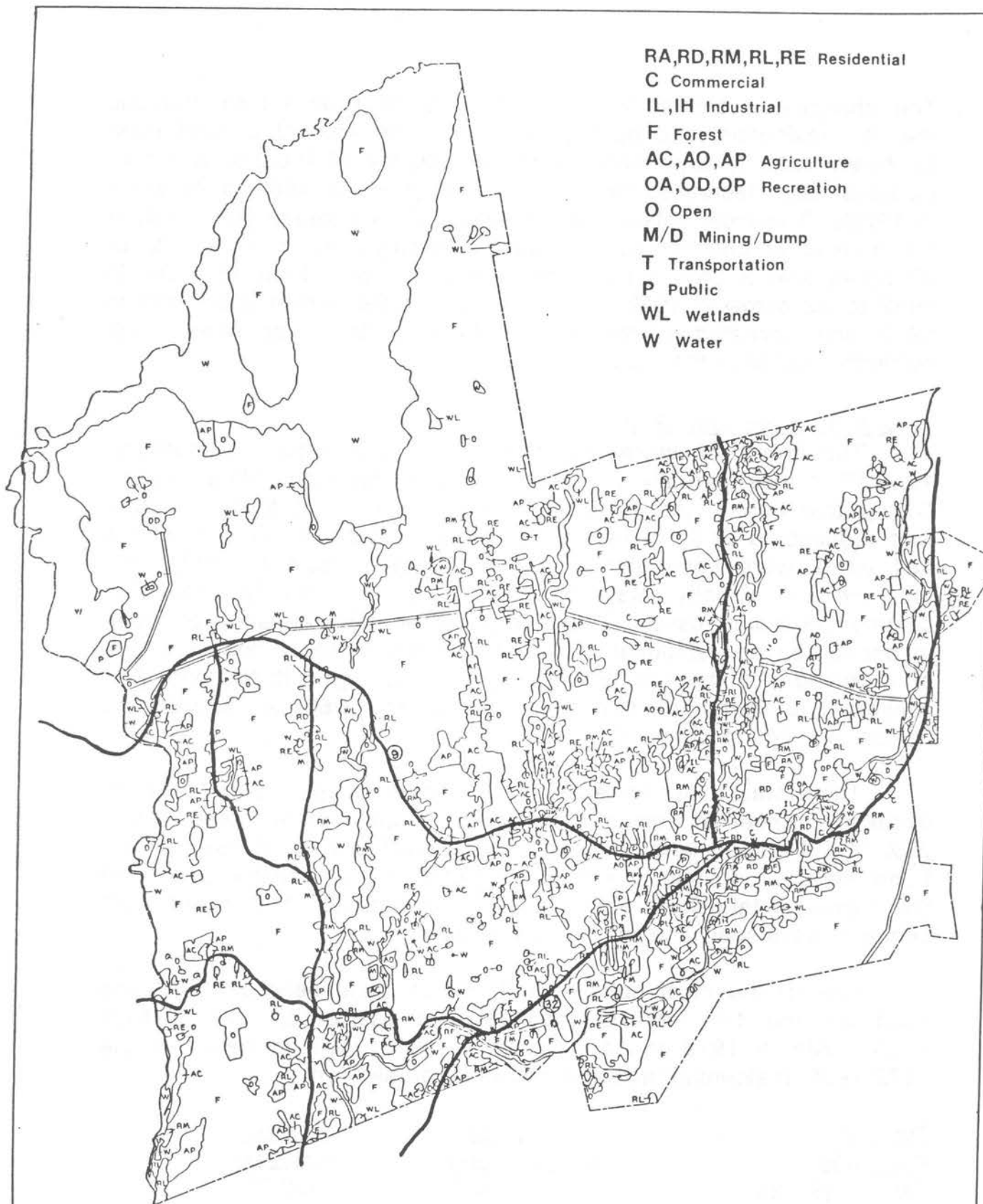
TABLE 2: LAND USE PATTERNS IN WARE 1952-1985

15

TYPE OF USE	1952 ACRES	1972 ACRES	DIFF. IN AC.	% CHANGE	1985 ACRES	DIFF. IN AC.	% CHANGE
Light Residential	47	269	222	+472	346	124	+56
Med. Residential	228	408	180	+79	357.5	177.5	+99
Dense Residential	173	413	240	+139	440.3	27.3	+6.6
Residential Estate	0	15	15	--	30	15	+100
Commercial	21	37	16	+76	26	10	+63
Light Industry	31	22	9	+29	23.5	1.5	+6.8
Heavy Industry	41	37	4	-1	37	--	--
Transportation	7	36	29	+414	37.3	1.3	+4.5
Public land	33	140	107	+320	146	6	+4.3
Agric. Pasture	2182	1280	902	-41	1267	13	-1
Agric. Cropland	799	1038	239	+30	998	40	-4
Forest land	15,750	16,892	1142	+7.2	16,428	464	-2.75
Wetlands	4172	3922	250	-6	3922	--	--
Open Land	2140	968	1172	-55	1293	121	+10
Recreation	0	15	15		Not Categorized in 1985		
Mining/Dump Landfill	0	59	59	--	82	33	+56

Source: 1975 Ware Comprehensive Plan, 1985 Aerial photographs,
MacConnell, Remote Sensing 20 Years of Change in Hampshire County,
1952-1972

FIGURE 6 LAND USE IN WARE



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EXISTING LAND USE



0 1000 2000 4000

The changes in commercial and industrial land were less dramatic than for residential and agricultural land. The amount of land used for heavy industry experienced a 9.7% decrease of 4 acres, and light industrial land decreased by 29% (from 31 acres in 1952 to 22 acres in 1972). The most notable change was a 76% increase (12 acres) in the amount of commercial land along highways, for a 1972 total of 37 acres, and a 35% overall commercial increase (from 46 acres in 1952 to 62 acres in 1972). The majority of the undeveloped land in 1972 was forested (66%), with 12% agricultural or open, 14% wetlands, and 6% urban land.

1972-1985 Land Use Patterns

The trend of increased forest land that occurred between 1952-1972 was partially reversed in the subsequent fifteen years. During that period, the amount of land covered with forest in Ware was reduced to 64%, a loss of 464 acres. Sixty-five percent of the 464 acres were converted to residential use, again primarily light and medium density, 35% to open land, and 3% to industrial/commercial/mining uses. The amount of agricultural land continued to decline by an additional 2.3% (53 acres), primarily due to a loss of cropland. Sixty-nine percent of this lost agricultural land was converted to light and medium residential land, 26% to landfills and dumps, and 5% to commercial use.

There was a net increase of 121 acres of open land (a 12.5% increase), converted from forested land. A trend to be noted is that 73% of 1972 open land changed to residential use as of 1985. If this trend were to continue, it can be predicted that a sizeable portion of the newly established open land, approximately 100 acres, will become residential land in the near future.

One of the most notable land use changes between 1972 and 1985 was the 31% increase (344 acres) in residential land, up from 1105 acres in 1972 to 1449 acres in 1985. Listed below is the 1972-1985 residential acreage increase breakdown:

<u>Type of</u>	<u>1972-1985</u>	<u>Percent</u>
<u>Res. Land</u>	<u>Acre increase</u>	<u>increase</u>
Estates (3+ ac.)	15.0	100.0%
Lt. Res. (1-3 ac.)	124.0	46.0%
Med. Res. (1/4-1/2 ac.)	178.0	44.0%
High Res. (<1/4 ac.)	27.3	6.6%

The 222% increase in light density residential land from 1952-1972, combined with the 46% increase from 1972-1985, indicates that this is the major residential development trend, at least in terms of percentage increases. The 100% increase in residential estate land (residential land of 3 acres or more) is further indication of the trend toward lower density development rather than high density residential use.

During the 1972-1985 period, industrial and mining land revived in comparison to the prior twenty years. Light industrial land experienced a 6.8% increase, up from 22 acres in 1972 to 23.5 acres in 1985. This 1.5 acre increase in light industry partially offset the previous 29% decrease. While there was no change in heavy industry, this is actually an improvement from the period before, when it experienced a 9.7% decrease. There was a 56% increase in land converted to mining and dump/landfill uses, despite a 12 acre conversion of former mining land to multi-family use and cropland. Commercial land grew by 16%, from 62 acres in 1972 to 72 acres in 1985, which is a smaller percentage increase than the 35% increase of 1952-1972. Transportation and public land both grew by 2.8% from 1972 to 1985; the pace of public land development diminished significantly from the 1952-1972 period, when it experienced a 428% increase.

TOTAL LAND CHANGED TO ANOTHER USE BETWEEN 1972-1985

<u>Land Use</u>		<u>Location of changes</u>
Forest	464 ac.	Primarily western and northern parts of town (E.Greenwich Rd.,Beaver Lake, Babcock Tavern Rd.)
Cropland	56 ac.	Primarily southern part of town (Route 32, Laurel Dr., Fisherdict Rd., Eagle St.)
Pasture	15 ac.	Southern part of town (Robinson Rd., Babcock Tavern Rd.)
Open	42 ac.	Northwestern and southern parts of town; (Anderson Rd., Monson Turnpike Rd., off Rt. 32)
Mining	<u>12 ac.</u> 589 ac.	Central part of town (Eagle St.)

E. Natural Resource and Land Use Planning Factors

1. Much of the undeveloped and developing land in town has slopes of 15% or greater, which is generally considered a limiting factor for development because it significantly increases the expense of building on the land and providing services to it.
2. Wetlands and Floodplains exist on land that has seen a considerable amount of development. This needs to be considered because of damage to the environment that is presently occurring in these areas, the fact that it is likely to see increased density development unless protected, and because the town regulations are evidently not well enforced. Additionally, these areas have to be given careful consideration for future infrastructure extension.
3. Over half of the area in town is shown to have soils that are severely limited for septic installation, due to factors such as slope, rapid permeability, and in other cases a hardpan that inhibits drainage.
4. Present and future water supplies are located in areas that need additional protection. In particular, the future water supply is located on prime industrially zoned land. Other areas in town which show high potential for water availability are also currently experiencing substantial residential development (Beaver Lake area and Northwest Ware).
5. There is a projected water supply deficit by the year 2000 unless a new wellfield on Upper Church Street is activated.
6. Loss of agricultural and forest land in the past 10-15 years to residential development has been significant.
7. There has been a considerable increase in mining/dump/landfill land in the last 15 years.
8. A 31% increase in residential land since 1972, which is a continuation of a trend between 1952 and 1972, raises the issue of the Town being able to handle continued increases of this magnitude.

F. Questions to be Considered

- 1) How can we ensure that future development will not endanger the Town's water bodies, water supply and other natural resources?

3. WARE'S DEMOGRAPHICS

A. Population Growth

It is estimated that Ware's current population is approximately 9000. From 1970 to 1980 the Town of Ware grew by 37%, from 6509 people in 1970 to 8953 people in 1980. That growth was impressive given that during the period preceding, 1960 to 1970, the Town's population had shrunk by 2%. When compared to county and state growth trends (see Table 3), this population decrease is similar to overall population changes that occurred throughout Massachusetts from 1960 to 1970. From 1970 to 1980, however, the state's population only rose by 0.8%, compared to Ware's high growth rate. These trends suggest that Ware had locational advantages for work, school or quality of life that stimulated its growth during a time when the state's population growth was stagnant.

Table 3: Change in Population Growth Rate: Comparison of
Ware, Hampshire County and Massachusetts.
1960-1970 and 1970-1980

<u>Year</u>	<u>Ware</u>	<u>H.C.</u>	<u>Mass.</u>
1960-1970	+8.9%	+20.1%	+10.5%
1970-1980	+37%	+11.9%	+0.8%

Source: 1960, 1970 and 1980 U.S. Census

The 1985 Town Census, which is done primarily for voting purposes, indicated that the population had dropped to 8669. There is no national or state standard used for taking town census in Massachusetts, and groups that are not included as voters are often not counted. Projections done by the U.S. Census and MISER (Massachusetts Institute of Social and Economic Research) have been included to offer an alternative, and possibly more realistic, number of residents in Ware as of 1985. The U.S. Census projection for 1985 was 9197 people, and the MISER projection for 1985 was 9367 people. (See Table 4) It is likely that the current population of the town lies somewhere in the range of these two numbers.

<u>Table 4: Population Growth and Projections for the Town of Ware</u>	
1980 U.S. Census	8953
1985 Town Census	8669
1984 U.S.Census Proj.	9197
1985 MISER Proj.	9367

Sources: U.S. Census, Board of Registrars

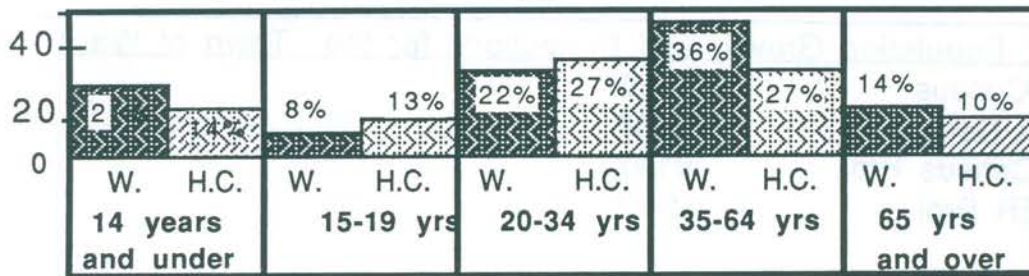
The population density of Ware in 1985 was 223 persons per square mile, which is lower than the Hampshire County density of 255 for the same year. Using the Town Census and MISER projection figures, the current density figure is in the range of 216 to 234 persons per square mile.

A 1980 Census question asked respondents to indicate whether they had moved since 1975 and, if so, where they had been living previously. In general, if people had moved at all, they had moved to Ware primarily from other areas within the state (13%). In fact, the rate of in-state migration to the Town was twice as high as that of the average town across the Commonwealth (7%). It was also true that more people were living in the same house since 1975 (67%), than was the case for both county and state average (52% and 61%, respectively). There tended to be low migration rates from out-of-state areas. In other words, from 1975 to 1980, people tended to either stay in the Town or to move in from other parts of the State.

B. Population Characteristics

Ware's population was primarily white in 1979 (98.5%); a significantly higher rate than the average town in either Hampshire County or the state (52% and 61%, respectively). Fourteen percent of the population was 65 years and over, 36% was 35 to 64 years old, 30% was 15 to 34 years, and 21% was 14 years old or younger. The age distribution of Ware's residents tended to be more comparable to the state average age than to the Hampshire County average age. (See Figure 7) This could be expected given the large college age population of Hampshire County.

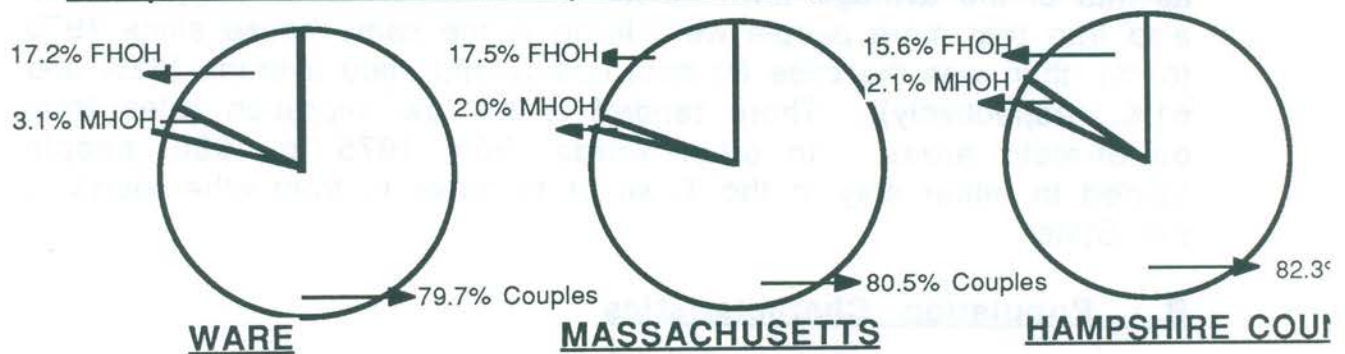
**Figure 7: Age Distribution of Population by Percent:
Comparison of Ware and Hampshire County, 1980**



Source: 1980 U.S. Census

There were 3381 households in Ware in 1980. Of those households, 2080 or 62% were classified as families. The percentage of families and the average size of households were very comparable to state and county averages. Approximately 24% of the total households were one person households, 33% were 2 person households, 17% were 3 persons households and 25% consisted of 4 people or more per household, for an average of 2.64 persons per household.

**Figure 8: Family Households with Children by Head of Household
Comparison of Ware, Hampshire County and Massachusetts, 1980**



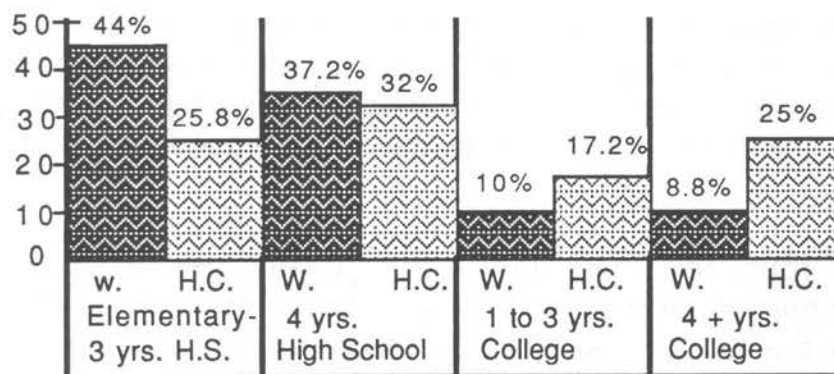
FHOH = Single Female Head of Household
MHOH = Single Male Head of Household
Source: 1980 U.S. Census

Ware's families were distinctive in two ways. First, Ware had a higher percentage of families where no wife was present but children were in residence (Ware 3.1%; Hampshire County 2.1%; Mass. 2.0%). Second, 17.2% of Ware's families are headed by single female parents. (See Figure 8) These statistics raise important questions

regarding the affordability of housing and the availability of jobs for these single head-of-household families.

Statistics concerning school-aged children in Ware's population in 1980 showed slightly fewer children attending nursery school (24% vs 28% vs 32%) than was the case for the County or the State. The Town's statistics for other grades were comparable to the County and State. The levels of formal education indicated some significant differences between the Town and Hampshire County. Forty-four percent of the Town's population had less than a high school graduation degree, compared to a figure of just 26% at the County level (See Figure 9). The percentages of students with high school degrees was comparable between the two areas (Ware 37%; H.C. 32%). Another significant difference was in the percent of persons with a college degree. Nineteen percent had a college degree in Ware while 42% had a college degree in Hampshire County. Given the large number of higher educational institutions in the County, and the number of colleges within a commuting proximity to Ware, it is noteworthy that Ware had lower formal education levels overall than the County as a whole.

**Figure 9: Formal Education Levels by Percent of Population:
Comparison of Ware and Hampshire County, 1980**



Source: 1980 U.S. Census

A final area of concern for the population is income. As of 1980, the median household income for Ware was \$15,375, compared to \$16,675 for Hampshire County and \$17,575 for the State. The per capita income for Ware was \$6586 versus \$6411 and \$7457 for the County and State, respectively (see Table 5). Three

percent of all families were living below the federally designated poverty level in Ware compared with 3% for Hampshire County and 8% for the State. In short, the average family in Ware earned less than the County or State average, but the town also had fewer families living at poverty levels compared with the State.

**Table 5: Median Family, Household and Per Capita Income
for Ware, Hampshire County and Massachusetts 1980**

	<u>Ware</u>	<u>Hamp. Co.</u>
Median Family Income	\$18,755	\$20,030
Median Household Income	\$15,375	\$16,675
Per Capita Income	\$6,586	\$6,411

Source: 1980 U.S. Census

C. Demographic Planning Factors

1. Ware experienced a growth rate exceeding that of the County and the State (37% vs. 11.9% vs. 0.8%, respectively) between 1970 and 1980, and this increase in population is projected to continue.
2. The high percentage of children under 14 years and residents 65 years and over are indicators of groups with special needs (schools, recreation facilities, affordable housing, transportation) that the town will have to provide in increased amounts in the future.
3. An additional group requiring affordable housing is the families headed by single women, which are represented in a higher percentage in Ware (3.1%) than in Hampshire County (2.1%).
4. Ware's lower levels of education need to be taken into account both by the school administrators and economic development leaders, as they plan school curriculum and job needs of the town's population.
5. The Town has lower income levels than both the County and the State.

6. The advent of "executive-type" housing in Beaver Lake is creating a two-tiered society of professionals in that area, and blue-collar Ware natives in other parts of town. How can the town work to lessen the gap between the groups?

D. Questions to be Considered

- 1) What can we do to provide adequate social services, recreation facilities, housing options for our increasing elderly population?
- 2) How can we make sure that we have the necessary recreation and school facilities for our school age population?
- 3) Why has Ware not attracted more of the County's college-educated people?
- 4) Why is the percentage of high-school educated people lower than the County average?
- 5) Do these educational levels limit the workforce in any way in the eyes of prospective new industries or businesses?
- 6) What can we do to encourage Ware residents to pursue their educational opportunities?
- 7) Are there specific training programs that the Town should develop to help provide job skills for residents?

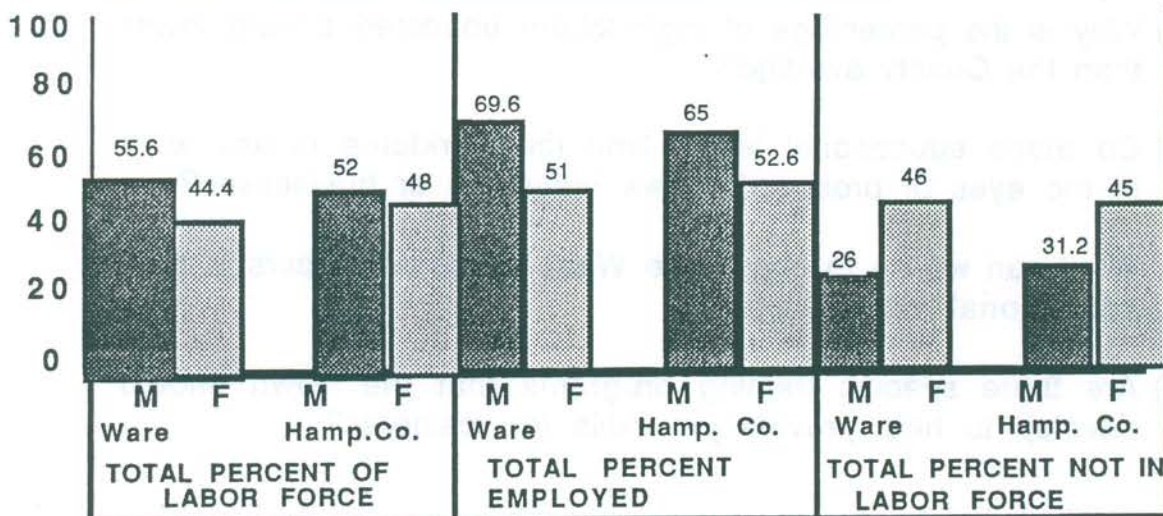
4. WARE'S ECONOMY

A. Labor Force and Unemployment Statistics

The number of Ware residents in the labor force nearly doubled from 1970 to 1980, increasing from 2326 to 4345. This increase resulted in part from the 37% rise in population during the same period, and from the increase of women in the labor force. It is significant that while the percentage of men in the labor force remained fairly constant, increasing from 74% to 76% in the ten year period, the percentage of women in the labor force rose from 47% to 54%. (See Figure 10) The increased number of single parent families, reported earlier, as well as the increasing number of working women, reveal a shift away from the traditional family structure in Ware.

**Figure 10: Workforce Characteristics by Gender by Percent:
Comparison of Ware and Hampshire County, 1980**

PERCENT



Unemployment Rate: 4.6% (Men); 2.8% (Women)

SOURCE: U.S. Census

The May 1986 unemployment rate in Ware was 4.8%. This figure compares favorably to the 1980 rate of 5.8%, but is still higher than current Springfield LMA, Worcester LMA and state rates (See Table 6). Given Ware's current projected workforce of between 4200-4540 people, this unemployment rate translated to approximately 210 people without work in town.

Table 6: Unemployment in Town of Ware, Springfield and Worcester LMAs and Massachusetts 1980, 1984, 1985 and

		<u>1986</u>			
<u>Area</u>		<u>Labor Force</u>	<u>Employment</u>	<u>Unemployment</u>	<u>Unemp. Rate</u>
Ware Town	1980	4345	4087	250	5.8
	1984	9090	8602	488	6.4
	1985	8828	8459	369	5.0
	May 1986	7967	7649	318	4.8
<hr/>					
<u>Area</u>		<u>Labor Force</u>	<u>Employment</u>	<u>Unemployment</u>	<u>Unemp. Rate</u>
Springfield	1980				
LMA	1984	250,707	237,134	13,573	5.4
	1985	247,884	236,952	10,932	4.4
	May 1986	243,280	233,110	10,170	4.2
<hr/>					
Worcester	1980				
LMA	1984	201,444	192,090	9,354	4.6
	1985	203,906	196,274	7,632	3.7
	May 1986	202,050	194,700	7,350	3.6
<hr/>					
Massachusetts	1980	2,832,564	2,674,275	142,099	5.0
	1984	3,051,000	2,906,000	145,000	4.8
	1985	3,061,000	2,940,000	121,000	3.9
	May 1986	3,047,000	2,925,000	122,000	4.0

Sources: 1980 U.S. Census, Division of Employment Security

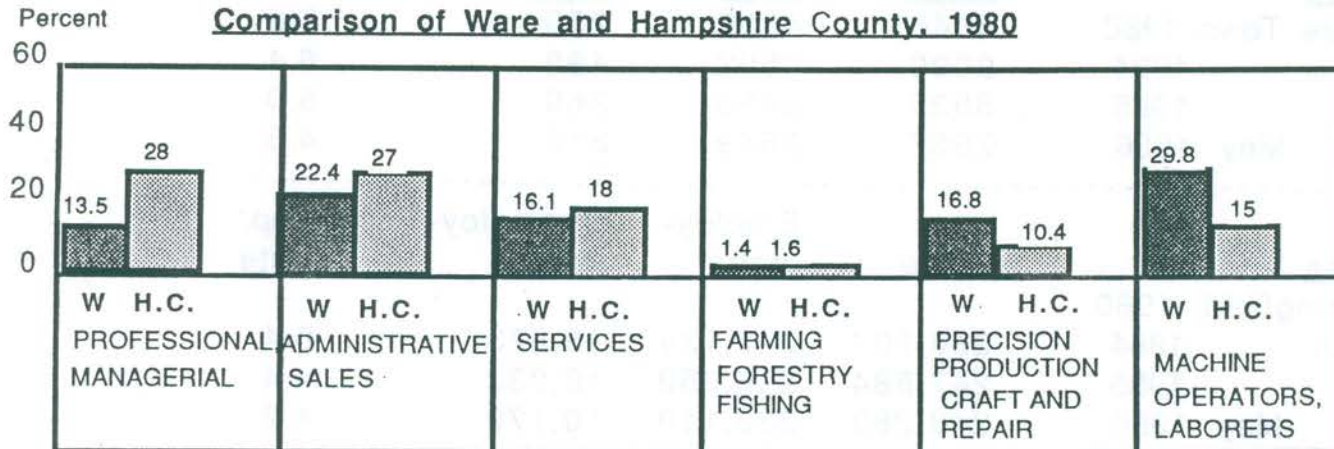
B. Occupations of Residents

According to the 1980 Census, 41% of the Ware's resident labor force worked in managerial, professional, technical or administrative positions. Fifteen percent were employed in the service sector, while 42.5% were in jobs involving manufacturing, precision production and repair, and manual labor. Only 1.5% of the employed residents were involved in agriculture. These statistics reveal an approximately equal percentage of people employed in "white collar" (managerial, professional, sales, service) and "blue

collar" jobs (manufacturing, manual labor), which differs slightly from the breakdown of occupations for Hampshire County as a whole in 1980. (See Figure 11)

Figure 11 Employed Residents 16 Years and Over by Type of Occupation :

Comparison of Ware and Hampshire County, 1980



Source: 1980 U.S. Census

The County statistics indicated that 55% of the County's labor force were involved in white collar jobs, while only 25% worked at manufacturing and manual labor jobs. The higher median family income for Hampshire County (\$20,230) than for Ware (\$18,755) is explained in part by the higher percentage of white collar workers in Hampshire County and the higher percentage of families with 2 or more workers (61% in H.C. vs. 55.5% in Ware). Ware's per capita income of \$6586 in 1980 was actually higher than the Hampshire County per capita income (\$6411).

According to the 1980 U.S. Census, 68% of Ware's labor force worked outside of the town, whereas only 55% of the employed people in Hampshire County traveled outside of the town or city they resided in to go to work. (See Table 7) Despite this difference, the amount of time spent travelling to work was virtually the same for both Ware and the County (19.5 minutes and 17.2 minutes, respectively). The mode of transportation figures were fairly similar, with 89% of all workers from Ware using a car, truck or van to get to work, as compared to 76% for the County.

Table 7: Place of Work: Comparison of Ware and Hampshire County Residents, 1980

<u>Location</u>	<u>Ware</u>	<u>Hampshire County</u>
Commuted out-of-state	2.3%	1.7%
Massachusetts Locations	5.2%	25.4% (outside H.C.)
<u>No Answer</u>	<u>12.6%</u>	<u>6.7%</u>

Source: 1980 U.S. Census

C. Business Establishments in Town

According to information from the Division of Employment Security, there was a decrease in the number of establishments in Ware between 1968 and 1970, from 169 businesses down to 152. Since that time, however, the number of establishments in town has steadily increased at an average rate of 3 per year, or a 1.9% yearly growth rate, to a total number of 197 establishments in 1984. (See Figure 12.)

The manufacturing sector began its sharp decline during 1967-1968, when it decreased from 1936 to 1649 employees. The manufacturing industries managed to regain their former number of employees before suffering a dramatic decrease during 1972-1975. During this period, the number of employees dropped more than 50%, for a loss of 1044 people. Since that time, its number of employees has continued to decline; in 1983 the number was down to 646 people, less than one-third of the number employed in manufacturing in 1967. Though total employment in town establishments has decreased by 374 since 1967 to a total employment of 2303 people in 1984, the loss of jobs in the manufacturing sector has been partially compensated for by increases in both the services and wholesale and retail trade sectors. The number of people employed in wholesale and retail trade has almost doubled since that time, and the services sector has increased by 380%. While the average annual wage for workers in Ware has been increasing at an average rate of \$659 over the past five years, it is still below the average annual wage for neighboring Belchertown and Palmer. (See Table 8)

Table 8: Average Annual Employment, Average Annual Wage and
Number of Establishments: Comparison of Ware and Surrounding
Towns, 1984

<u>Town</u>	<u># of Estab.</u>	<u>Avg. Ann. Emp.</u>	<u>Avg. Ann. Wage</u>
Ware	197	2303	\$13,799
Belchertown	110	2306	\$14,582
Palmer	284	6164	\$15,500
Hardwick	40	585	\$12,892
N. Braintree	9	49	\$7,374
W. Brookfield	57	705	\$11,810

Source: Division of Employment Security

D. Local Opinions

The Industrial Development Committee, as well as business leaders from approximately 10 retail establishments and 5 industries were interviewed in the course of the Growth Management Project. While all of the individuals interviewed felt that there needed to be more commercial and industrial development in town, there was some pessimism concerning feasibility of this objective. Increased industry in Ware was listed as the primary need that should be addressed, with more commercial development following naturally afterward. They responded favorably to the idea of identifying land to be used for industrial purposes, (i.e. an industrial park), but the example of Palmer's industrial park was brought up as an indicator of what could happen to Ware in the same situation. Citing Palmer's accessibility to the turnpike as a major positive factor for that industrial park, the people interviewed were discouraged by the fact that the park has taken fifteen years to fill up. They felt that the situation would only be worse in Ware unless businesses were committed to coming to town before the park was built.

For the most part, reuse of the mills was viewed as the most realistic possibility for increasing industry in town. One deterrent to this idea, which was mentioned by a millowner, is the difficulty of finding semi-skilled labor to work in the mills. This statement was corroborated by another businessman in town, who mentioned that the problem of finding appropriate labor existed in Palmer as

Figure 12: Employment and Wages in Establishments in Ware 1967-1984

Year	Total Annual Payroll in \$,000's	Avg. Annual Wage	# of Estab.	Total Employment	Govt.	Agric. Forestry Fisheries	Mining	Contract Construct	Manufacturing	Trans. Comm. Utilities	Wholesale retail trade	Finance Insurance Real Est.	Services
1967	14,049.0	5,248	169	2,677	* 3	0	6	102	1,936	54	386	89	105
1968	13,582.6	5,629	169	2,413	NR	0	6	94	1,665	58	401	90	101
1969	14,213.9	5,905	160	2,407	NR	0	5	80	1,669	67	412	90	85
1970	14,959.4	6,197	152	2,414	NR	0	6	105	1,649	62	411	93	88
1971	17,193.0	6,550	158	2,625	NR	0	5	115	1,789	53	486	91	86
1972	20,222.0	6,716	166	3,011	NR	0	5	144	1,948	50	505	91	262
1973	18,675.2	7,606	164	2,646	NR	0	4	182	1,550	49	507	92	312
1974	16,269.3	7,352	162	2,213	NR	0	4	80	1,166	30	511	105	317
1975	15,658.5	7,435	169	2,106	NR	0	4	87	904	21	632	111	347
1976	16,353.2	8,056	172	2,030	NR	0	4	63	938	24	523	117	361
1977	18,392.7	8,441	180	2,179	NR	0	5	58	963	40	654	137	322
1978	20,688.4	9,503	179	2,177	NR	0	0	115	1,059	49	490	134	330
1979	21,915.5	9,582	188	2,287	NR	0	0	86	1,095	51	583	134	338
1980	25,457.1	10,502	189	2,418	294	0	0	64	906	42	614	145	353
1981	26,938.6	11,276	180	2,389	266	0	0	77	843	36	634	163	371
1982	26,325.5	11,752	184	2,240	282	0	0	82	639	34	610	191	402
1983	28,492.3	12,753	192	2,234	292	C**	0	62	646	38	609	159	425
1984	31,780.5	13,799	197	2,303	298	C	0	56	718	41	635	138	413

Source: Division of Employment Security

*NR - Not Recorded

**C - Confidential

well. Other industry owners interviewed said that, to some extent, the shortage is determined by wage rate. The general feeling among those interviewed was that a business that was willing to pay \$8-10 an hour would have fewer problems, but any industry seeking a significant number of employees (50 was mentioned as a threshold number) would find it difficult to fulfill its labor requirements.

Approximately half of the business people interviewed felt that the optimal reuse for the mills would be retail trade. They linked this use to the increased development of the downtown area, extending the Main Street commercial area further west on Rt. 9, as well as encouraging more development down Palmer Rd. There was a strong feeling, however, that even with increased commercial development, the town would never be able to compete with the malls (particularly Eastfield Mall) and Palmer. There was a unanimous feeling that a supermarket is needed, and perhaps a restaurant and clothing stores, but other than that, very little could be added that would draw people to shop in town. A minority stated that Ware's future is as a bedroom community, and this aspect of town should be enhanced rather than focusing on increasing industrial and commercial development beyond a feasible point.

The business people were in agreement that the existing zoning regulations need to be expanded and strengthened one person referred to zoning as "a necessary evil". The reaction was mixed as to whether or not signage restrictions are necessary; some felt they would limit expression, while others felt some sort of standardization would be desirable. Parking is a major concern of the downtown merchants; they feel that people expect to be able to park right on the main street of a town, next to where they are shopping, whereas they don't have the same expectation at a mall. The idea of promotion of the town was emphasized by a number of people, and one of the merchants expressed the hope that a Chamber of Commerce would be formed in order to accomplish this.

Since these interviews were done, the town has passed a revised zoning bylaw. Changes in the bylaw that are pertinent to commercial and industrial development include sign regulations, site plan review for certain types of development, performance standards for industrial development, earth removal regulations, creation of industrial and commercial zones, and use regulations in the new zoning districts.

E. Planning Factors Related to Ware's Economy

1. Ware's labor force significantly increased between 1970 and 1980, fueled by the population increase and increased number of women and teenagers in labor force. Given future projected population increases, as well as a projected continuation of increased numbers of women and teenagers in the force, it appears that the labor force will continue to increase.
2. As of May 1986, the unemployment rate in town is on par with the state rate (4.0%).
3. In 1980, Ware had a higher percentage of people employed in blue-collar jobs, and a corresponding lower percentage of white collar workers than the County and the State. As more people are moving into high-priced homes in the Beaver Lake area, this trend may have shifted slightly.
4. In 1980, Ware had a fairly high percentage of people working in town, as well as a slightly higher percentage of people commuting out-of-state than for the County (1.7%).
5. There has been a loss of two-thirds of the manufacturing jobs in town since 1967.
6. Most business leaders see the mills as the realistic possibility for increasing industry and/or commerce in town. They also mentioned the difficulty of finding semi-skilled labor in town.
7. Despite the increase in the labor force and the increase in the number of establishments in town since 1967, the total employment in town has decreased by over 350 people since 1967.
8. A land analysis of the town showed relatively little land that was suitable for commercial or industrial development.

F. Questions to be Considered

- 1) The Town must look more carefully at a marketing strategy if it wishes to encourage the linkage of the downtown area with Route 32 and Route 9 and 32. In order for the

marketing strategy to be successful, however, these routes will have to be improved to increase their safety and accessibility.

- 2) Utilization of the newly-adopted site plan review is necessary to ensure that environmental concerns are attended to in potentially developable areas that are environmentally sensitive (e.g., industrial land located over aquifer).

5. WARE'S HOUSING STOCK

A. Types of Structures

According to the 1980 U.S. Census, there were 3605 housing units in Ware, 3575 of them year-round. Between 1970 and 1980 there was a 24% increase in housing units, for a total of 705 new units. This averaged out to 70.5 new units per year. Statistics obtained from the Building Inspector and the U.S. Department of Commerce indicate a much lower annual number of 30 new units (see Table 9). This discrepancy is likely to have resulted from a number of factors, including: a significant number of units built without building permits; and inconsistent counting and categorization of mobile homes, and conversion of seasonal units to year-round units.

Table 9: Building Permits Issued in Town of Ware 1969-1986 (April)

<u>Year</u>	<u>Total</u>	<u>Year</u>	<u>Total</u>	<u>Year</u>	<u>Total</u>
1969	3	1975	43	1981	5
1970	2	1976	32	1982	13
1971	18	1977	34	1983	19
1972	171	1978	20	1984	23
(111-1 unit)		1979	15	1985	36
1973	40	1980	15	1986	96
1974	30			(June)1987	53

Sources: Building Inspector, Annual Town Reports, U.S. Dept. of Commerce Information on Housing Units Authorized by Building Permits

The most significant change in the type of structures built between 1970 and 1980 in Ware was a 49% increase in the combined number of single unit dwellings and mobile homes. This was considerably higher than the 30% increase experienced by the county as a whole. Though the 144 mobile homes in Ware represented only 4% of total housing units in town, they accounted for 26% of all the mobile homes in Hampshire County in 1980. There was a 10% decline in the number of 2 to 19 unit structures in Ware in this same period, which was higher than the 3% county decline in these structures.

There was a marked difference, however, between the 10% increase Ware experienced in buildings of 20 units or more (8 units total), and the 558% increase that occurred in similar structures countywide. (See Table 10) If the county statistic is an accurate standard by which to judge, it appears that the number of large multiple dwelling buildings in town would be considerably higher had the ban on multi-family dwellings not existed (See Section A, Part 6 for a more complete review of the Town's zoning).

Another noteworthy statistic is the significant increase in the number of building permits issued in 1986 and in 1987. There was a 166% increase in permits issued between 1985 and 1986, and the number of permits issued in 1987 indicates that this trend is continuing. It is apparent from this increase that Ware is participating in the building boom that has been occurring throughout the state for the past three or four years. This continued trend must be taken into account in reviewing infrastructure (water, sewer, roads, schools) needs as well as land use regulations in the future.

Table 10: Residential Structures by Number of Units:
Comparison of Ware and Hampshire County, 1970 and 1980

-----WARE-----			-----HAMPSHIRE CO.-----			
# of Units in						%
Structure	1970	1980	% chg.	1970	1980	chg.
1	1368	2021	+47.7	21,571	28,078	+30.0
2	703	559	-20.5	5,416	5,327	-1.6
3 and 4	463	489	+5.6	3,320	3,814	+14.9
5 or more	281	363	+29.0	4,525	8,046	+77.8
mobile hm.	85	144	+69.4	411	563	+37.0
<u>Total units:</u>	2900	3576	+23.3	35,243	45,828	+30.0

Sources: 1970 and 1980 U.S. Census

According to U.S. Census information, 49% of the year-round housing units in Ware were built prior to 1939, compared to 40% for Hampshire County and 47% for the state (see Table 11). Additionally, a recent town survey reported 22.9% of the units to be in substandard condition. Together, this information points to an aging, poorly maintained housing stock, a significant portion of which will require either renovation or removal in the near future.

Table 11: Housing Units by Year Built:
Comparison of Ware, Hampshire County and Massachusetts, 1980

	Before 1939		1939-1970		1970-1980	
<u>Location</u>	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>
Ware	1757	49.13	1040	29.08	779	21.79
Hampshire Co.	18279	39.89	7440	38.06	10109	22.05
Massachusetts	1013217	47.32	798159	37.27	329988	15.41

Source: 1980 U.S. Census

The vacancy rate in Ware (5.5%) in 1980 was slightly higher than that of the state (5.07%) and the county (3.43%). It would appear that this rate is considerably lower in 1986, based on information gained from realtors concerning the current housing market. It is their opinion that any house sells as soon as it goes on the market. While most of the realtors and developers are not directly concerned with rental units, they observed that this was the trend for rental units as well.

B. Cost of Housing

In addition to the statewide economic boom over the last few years, one reason for the current strength of the housing market in Ware is likely to be the relatively low cost of housing. In terms of monthly mortgage payments, the 1980 median county cost was 15% higher than that of Ware, and the state was 32% higher. The median value of owner-occupied housing units in Ware at that time was \$37,800, compared to \$41,200 for the county as a whole. (See Table 12) A comparative indicator of the relatively low cost of housing in Ware is the value of housing in surrounding towns; in 1980 Belchertown listed a median value of \$43,400, while Palmer's median value was \$34,700. The current demand and development of housing in Ware indicates that the town has maintained or improved its comparatively low housing cost relative to neighboring towns.

Table 12: Median Rent, Average Price of Homes and Mortgage Payment:

Comparison of Ware and Hampshire County, 1980

	<u>Ware</u>	<u>Hampshire County</u>
Median Contract Rent	\$207	\$248
Mortgage Payment	\$322	\$370
Avg. Price of Home	\$37,800	\$41,200

Source: 1980 U.S. Census

Interviews with six realtors and developers working in Ware confirmed that the strong statewide real estate market has also affected Ware. They reported that all types of housing are in demand and are sold immediately (from within hours of being listed, to a maximum of a month), for the asking price or very close to it. The largest jump in the price of both houses and land occurred in 1985, and was estimated to be a 30% increase. The 1986 average price range for a three bedroom home was \$75,000-100,000 (Beaver Lake prices are approximately 50% higher), and the range for lots of land (approximately 1/2 acre) is between \$15,000-35,000. One realtor estimated that in 1987, the average range for a single family home has risen to \$85,000-\$140,000, and that the market is even stronger than last year. According to the realtors and developers, homebuyers are coming from Chicopee, Springfield, Amherst, Holyoke and surrounding towns. A minority, roughly 20-25% of their clients, are from Ware.

C. Affordability of Homes for Ware Residents

Calculations regarding the affordability of a home for the average Ware resident reveal that a sizeable percentage of Ware's population would find it difficult to buy a single family home in town at the present time. As of 1985, the median household income in Ware was \$23,062. Assuming a 10% interest, 30 year mortgage with a 20% downpayment, a family earning Ware's median income can only afford a house costing \$63,473 or less. If that family can put down only 5%, rather than 20%, the maximum price of an affordable home drops to \$55,349. This calculation indicates that more than half the population could not afford to buy even the lowest priced single family home in Ware. Given the fact that

mobile homes can be purchased from \$45,000 and up, it is evident that this is the major type of home ownership available to a significant portion of Ware's residents.

D. Water and Sewer Facilities

The 1980 statistics on water and sewer facilities for existing housing units in Ware roughly compare to those of Hampshire County and Massachusetts (see Table 13). While Ware had a slightly lower percentage of units with plumbing for exclusive use and public sewer, it was similar in its percentage of units having public water and private septic systems. This 1980 information shows no anomalies, but future development must take into account the fact that the areas serviced by public water and sewer are approaching full development, and that several areas of potential development in town not only do not have public water and sewer facilities, but have severe restrictions for septic suitability (e.g., the Beaver Lake area and the southeastern part of town along W. Warren Road).

Table 13: Water and Sewer Facilities of Structures
Comparison of Ware, Hampshire County and Massachusetts, 1980

<u>Facility</u>	<u>Ware</u>	<u>Hamp. Co.</u>	<u>Mass.</u>
Total Year-Round Units	3,576	45,829	2,141,364
Units Lacking Plumbing for			
Exclusive Use - Number	262	2,223	136,625
Percent	7.3	4.9	6.4
Units that have Public Water			
Number	3,055	38,102	2,003,575
Percent	85.4	83.1	93.6
Units that Have Private Well			
Number	491	5,874	132,119
Percent	13.7	12.8	6.2
Units that Have Public Sewer			
Number	2,399	31,401	1,581,814
Percent	67.1	68.5	73.9
Units that Have Private Septic			
Number	1,165	14,068	550,629
Percent	32.6	30.7	25.7

Source: 1980 U.S. Census

E. Renter-Occupied Units

One area in which Ware's statistics were noticeably different from Hampshire County was in its percentage of rental units. Only 34% of all existing housing units in town were renter occupied, as compared to 61% for the County. A recent analysis done on rural rental housing in Ware, Palmer and Belchertown showed that Ware had the lowest rate of increase in development of rental units since 1970 (8.5%), markedly different from the 108% that Belchertown experienced. A comparison of the 8.5% increase in rental construction to the 14.6% increase in rental households that occurred during the same period points out the fact that rental construction increased at a slower pace than renter households, during a period in which overall housing construction increased more rapidly than did the increase in the total number of households. Again, one of the reasons for the sizeable increase in number of renter households is likely to be the lower cost; the median rent in Ware, according to Census data, is \$207 as compared to \$248 for Hampshire County and \$255 for the state. (Refer back to Table 12) There is a particular need in Ware for three and four bedroom units, to match the rather unusual increase in three and four person households. Undoubtably, one of the reasons for the shortage of rental housing was the Town zoning by-law which prohibited multifamily housing development.

F. Housing Authority Units

The Ware Housing Authority currently administers a total of 79 units in town. The Housing Authority has recently signed the purchase and sale agreement for a housing complex on Route 32 opposite Phillips Plaza that will create an additional 32 units by the summer of 1987, bringing the total number of units administered by the Authority up to 111. The new development will consist of 22 two and three bedroom family units, and 10 one bedroom elderly units. The Housing Authority also administers 92 units under federal Section 8 rental subsidies. The breakdown of the types of units is as follows:

<u>Type of Unit</u>	<u>Existing units</u>	<u>New Units</u>	<u>Total Units</u>
Chap. 667 - Elderly Housing 1 bedroom units	76	10	86
Chap. 705 - Family Housing	3	22	25
Section 8 (federal) rental	92		92

G. Housing Planning Factors

1. The evident lack of apartment units in 1987, particularly 3 and 4 bedroom units, was caused by a very small increase in multi-family units between 1970 and 1980.
2. Ware had 26% of all the mobile homes/trailers in Hampshire County in 1980.
3. Ware has a higher percentage of houses built before 1939 (49.1%) than both the County (39.9%) and the State (47.3%), indicating that there are a considerable number of houses that will require renovation, preservation or removal. Of particular concern to the town are areas that need to be preserved for historic value, and areas that might be buildable lots in future if structures are removed.
4. Despite the estimated 30% increase in the cost of land and housing in the last year, Ware's prices are still reasonable compared to the average County figure. This has been a major factor in the residential development boom in town of the last few years. The considerable development, however, is raising the prices out of the reach of Ware residents. Also, there is likely to be a slowdown in the residential market within the next few years. If Ware is committed to residential development as the way of the future, this could seriously affect the type and cost of future development, as well as sale of existing properties, further escalating housing cost.
5. Over half of Ware's population cannot afford to buy a house in town at the present cost of \$75,000-100,000. Given the lack of large, moderately-priced apartments, it is difficult for families who earn less than Ware's median income of \$23,062 to find housing in town, rental or ownership.

H. Questions to be considered

- 1) More than half of Ware's population cannot afford to purchase a home. What are the future options for these people in terms of affordable housing? How can this issue be dealt with effectively in the Growth Management and Development Plan, and through revisions of the zoning by-

be dealt with effectively in the Growth Management and Development Plan, and through revisions of the zoning by-law?

- 2) The Town needs to allow the development of multifamily structures to provide needed rental units.
- 3) Residential development is spreading into previously undeveloped areas. The restrictions and problems associated with some of these areas must be taken into account in the regulations and plans for future development in these areas (e.g., through linkage of reduced lot size to availability of infrastructure, and careful site plan revision for subdivisions).
- 4) Ware's relatively old stock of housing suggests that careful attention should be given to preservation and rehabilitation of these structures.

6. TOWN SERVICES AND LAND USE ADMINISTRATION

A. Transportation Networks

Ware has 121.1 miles of road in town; 71% of them are town-owned and most are adequately maintained. Route 9 runs east-west and Route 32 north-south through the center of town. These two routes provide convenient access to neighboring towns as well as Worcester and Springfield, but there is some concern over the fact that the downtown is located on Route 9, making it a busy and fairly dangerous street for pedestrians to cross.

A proposed supermarket development on Route 32 is also a cause of concern. A study was commissioned by the Town in 1985 to predict the added volume of traffic that this development would cause at West and Vernon Streets, and offer alternatives if the intersection cannot accommodate the added volume. The study, which was done by the Pioneer Valley Planning Commission, showed that the proposed development would exceed the capacity of the intersection, and suggestions were made to add exclusive left turn lanes and possibly install a traffic signal at that location.

The Pioneer Valley Planning Commission recommended that reconstruction be done at 11 points on Route 32 in Palmer and Ware, at a cost of approximately \$2,500,000. Acting upon these recommendations, the Department of Public Works currently has a project planned to do a horizontal and vertical realignment and grading of Route 32 from the Ware/Palmer boundary to the junction of Thorndike Road in Palmer. A field survey has been done, but the project is not expected to begin for approximately four years. Table 14 gives information on road status in town, and Table 15 contains traffic counts from strategic locations throughout town.

<u>Table 14: Miles of Road by Administrative Unit, 1980</u>				
<u>Total</u>	<u>Mass. DPW</u>	<u>Town</u>	<u>MDC</u>	<u>Private</u>
121.1	11.1	85.6	17.6	6.8

Source: 1984 Base Data Report, Pioneer Valley Planning Commission

<u>Table 15: Traffic Counts at Intersections on Routes 9 and 32</u>				
<u>Street</u>	<u>Route</u>	<u>Location</u>	<u>Year</u>	<u>ADT</u>
West St.	32	North of Vernon St.	85	14800
West St.	32	At Vernon St.	80	14000
Gilbertville Rd	32	At N. Braintree T.L.	79	3150
Palmer Rd.	32	At Palmer T.L.	79	5000
Belchertown Rd	9	At Belchertown T.L.	79	3000
East St.	9	West of W.Brookfield T.L.	79	
5250				
Belchertown Rd.	9	West of Anderson Rd.	83	8100
Belchertown Rd.	9	West of West Main St.	83	5750
Main St.	9,32	South of North St.	85	
2345				

Source: Pioneer Valley Planning Commission

Buses

Ware is a member municipality of the Pioneer Valley Transit Authority (PVTA). The PVTA had leased to the Council on Aging a van that is available on a demand/response basis for the elderly, as well as a shuttle van to aid in the South St. bridge reconstruction. PVPC reported that the demand for the shuttle van totalled nearly 200 people per day, and the service has been continued, despite the fact that the construction has been completed. The van runs on the hour, from 9:00 a.m. to 12:00 noon, and from 1:00 p.m. to 4:00 p.m.. The route starts at Mary Lane Hospital on South St., continues on Maple and E. Main St. to Highland Village on Church St., comes down North St. and eventually completes its route at the Phillips shopping plaza on West St. The van service receives state, county and town subsidies; in addition, the town subsidies are reimbursed 60% by PVTA. There are presently three drivers who service the route. The town approached the PVPC concerning the possible extension of UMass Transit to Ware. An ensuing study showed that the extension is impractical because of the expense involved. There are currently no other PVTA carriers that operate in Ware.

Rail Transportation

The Mass Central Railroad, which originates in Palmer, passes through Ware and extends to Barre. The Railroad is still in the

process of establishing itself in the area, and is very interested in the possibility of working with industries in Ware to provide freight transportation.

Additionally, there are two major railroads passing fairly close to Ware, the Central Vermont Railroad (CVRR) and Conrail. The CVRR operates on a southerly route through Belchertown, with a shipment point in Palmer. Conrail, which is the region's major rail freight carrier, follows the south and east boundaries of Palmer and operates freight service on the Connecticut Valley route from Springfield to Connecticut.

Airports

The major commercial airport in proximity to Ware is Bradley International Airport located in Windsor Locks, Connecticut, about 15 miles south of Springfield. Bradley is currently undergoing a \$100 million renovation and expansion program which includes a new passenger terminal. At this time, it is estimated that 82% of Pioneer Valley commercial air travelers use Bradley. Metropolitan Airport, a small privately-owned general aviation facility, is located in Palmer, just over the Ware town line on Babcock Tavern Road. The former airport site on Upper Church St. in Ware is now being used for agro-industrial purposes. In addition, the Worcester Airport is approximately 20 miles from Ware.

B. Parking in the Downtown

One of the primary concerns of the downtown merchants is that patrons are finding it difficult to park in the downtown. The following chart summarizes the public parking opportunities in the downtown.

Table 16: Off street Parking Spaces in the Downtown

<u>Area</u>	<u># of parking spaces</u>	<u>Comments</u>
Main Street between the mill complex and Barnes St.		
Marked spaces	34	Need repainting
<u>Unmarked</u>	<u>76</u>	Many of these spaces
Total	110	are on parts of town
Vacant (in areas not under reconstruction)	44%	street that are being reconstructed

No time limit	67%
15 min. time limit	18%
2 hr. time limit	15%

Church St., Bank St., North St., Parker St., Storrs St. between Main and Pleasant Streets

<u>Area</u>	<u># of parking spaces</u>
Marked	23
<u>Unmarked</u>	<u>51</u>
Total	74
Vacant	46%
No Time Limit	100%

West St., South St. from Main St. south 1 block

Marked	8
<u>Unmarked</u>	<u>2</u>
Total	10
Vacant	60%
No Time Limit	60%
15 min. time limit	40%

Source: LandUse, Inc. parking survey

In addition to the on-street parking spaces, there are approximately 5 off-street parking spaces at the Town Hall, 41 parking spaces in the municipal parking lot next to Friendly's, and 80 spaces in the municipal lot on Pleasant Street that is leased to the Town by Our Lady of Mount Carmel church. The vacancy figures quoted above were taken from a check that was done during the Spring 1987 Main Street reconstruction, and shows a slightly higher vacancy rate than normal on Main Street. Spot checks on the downtown parking situation prior to this time have revealed several vacant spaces (between 10-30%) along Main Street, as well as ample parking space in the municipal parking lot on Pleasant Street, which is a block north of Main Street. The parking area in the retail mill complex is not a public facility, but provides approximately 60 spaces for patrons and employees of the mill stores.

Parking Needs

The parking problem does not appear to be due to lack of parking spaces, but rather to inadequate signs to indicate the location of public parking areas, particularly the parking lot on Pleasant Street, unmarked parking spaces, and the need to facilitate the traffic flow in the downtown. Another option to increase parking opportunities for patrons would be to establish a parking area for the merchants and employees of the downtown stores, or encourage utilization of the municipal parking lots. In addition, traffic lanes are not marked on Main Street, and the lack of pedestrian walks, unmarked parking spaces and inefficient stoplight setup result in an unclear delineation of parking and travelling areas.

C. Water Supply

Ware's present water supply is a series of four wells located on Barnes Street. It is estimated that 94% of the town's population is served by this central water system; the remaining 6% have private wells. The average safe yield is 1.240 million gallons per day (mgd), and the average daily demand is .970 mgd. The system is able to meet the average water demands of the present population, but there is customarily a deficit during the summer months of .160 mgd.

Given this seasonal deficit and an expected population increase, Pioneer Valley Planning Commission has recommended the addition of a well (or wells) in Dismal Swamp on Church Street, which are expected to produce 1 mgd. If the wells are not developed or do not supply the projected amount, it is estimated that Ware would have a deficit for the year 1990 or 2000. With the development of the Dismal Swamp wellfield, Ware is projected to have a surplus of 0.650 mgd in 1990, and of 0.590 mgd in the year 2000.

D. Sewage Disposal System

Landfill

The town landfill receives 4,197 tons of household refuse annually. The Department of Environmental Quality Engineering (DEQE) has ordered the Ware Board of Health to correct problems

which include lack of adequate daily cover for landfill refuse, lack of proper sludge handling and failure to submit engineering inspection reports and groundwater monitoring. Though the life of the landfill has not yet been officially determined, it is estimated that it will be full in two years, and the Board of Health is in the process of deciding how to proceed. The options being considered at the present time include expanding the present landfill, transferring waste to another landfill outside of town, and locating a new site in town.

Wastewater Treatment Plant

Ware has recently upgraded its primary waste treatment plant to a secondary treatment plant. This process involved an expansion of the capacity of the plant to 5.0 mgd, as well as the addition of an alum treatment to the water that is processed out of the waste from April to October. The treatment plant currently processes 700,000-800,000 gallons of waste per day, occasionally processing up to 2 mgd, and is using only half of the existing aeration basins.

E. Police Department

The department, which is currently located in the Town Hall, is staffed with 15 policemen, including a chief-of-police. There are three cruisers for the entire department, which are traded in every two years. The station is located in the downtown, which is in the southern part of town.

Police Needs

1) Ability to service the outlying areas of town adequately. The increased development of the outlying areas (Beaver Lake, the northern part of town along Fisherick, East Greenwich and Osborne Roads) has made it more difficult to adequately service these areas. This problem is compounded by the poor condition of both private and public roads in these areas. The police chief anticipates that service in this area will be inadequate within the next five years unless action is taken. The optimal solution would be to create an outstation in the western part of town, but this is unlikely to occur for financial reasons. The police chief feels that the situation can be

alleviated with the addition of 2-3 policemen and 1 additional vehicle. In addition, improvement of the road conditions in this area would decrease the response time considerably.

2) Adequate space to house the department. The station is now located in cramped quarters in the Town Hall. An additional room will be allocated to the department in the near future, and will meet the department's immediate needs. The Town is currently considering the possibility of moving the police station to the old Post Office, which will be vacated within the next few years after the new Post Office on West Street has been constructed. This move would provide the station with considerably more space than at present, and will amply accommodate the anticipated additional manpower and vehicle. It will allow the police department to remain in the downtown, which is also an important consideration. Though it does not solve the problem of servicing the western and northern parts of town, the ability to expand the department will help to address this issue.

The possibility of constructing a joint police/fire facility has been discussed for many years, but no action has been taken on this idea. The police chief is still in favor of the development of this type of facility as a long-term solution to space needs, but feels that the department will be able to function adequately without it.

F. Fire Department

The fire department is located in the station building on East Main Street, at the eastern entrance to the downtown. There are currently 8 full-time firemen, 1 captain and 1 chief, and 25 volunteers. The fire department owns 3 pumpers, 1 1500 gallon tanker, 1 100 foot ladder, and 2 ambulances. Given the increased growth in outlying areas and increased number of ambulance runs, the department is finding it difficult to service the town with the existing staff. This has resulted in situations in which the station has been inadequately manned or left unmanned for short periods of time because the department is unable to have enough staff on for each of the shifts. The staff has not increased in 17 years, and the department is requesting funding at the upcoming annual town meeting to add 4 people to the staff.

Fire Department Needs

The fire chief feels that the additional four men and improvements to the roads in outlying areas will significantly improve the department's ability to handle ambulance and fire calls in town. Within the next ten years, however, the chief feels that the

department will need a new facility, and it is important that the Town begin now to discuss the development of a joint fire/police facility.

G. School Facilities

Table 17: School Enrollment in Ware, Oct. 1, 1985 and Oct. 1, 1986

<u>Grade</u>	<u>Ware Elem</u>		<u>Church St. Junior High</u>		<u>Ware High</u>	
	<u>1985</u>	<u>1986</u>	<u>1985</u>	<u>1986</u>	<u>1985</u>	<u>1986</u>
Pre K	4	5				
K	96	113				
1	95	92				
2	84	85				
3	70	91				
4	81	72				
5	86	86				
6			96	88		
7			104	102		
8			93	106		
9					120	105
10					132	120
11					113	126
12					108	103

CAPACITY

	<u>Ware Elem.</u>		<u>Church St.</u>		<u>Ware High</u>	
	<u>1985</u>	<u>1986</u>	<u>1985</u>	<u>1986</u>	<u>1985</u>	<u>1986</u>
Total Number	516	544	293	296	473	454
Capacity	750	750	503	503	750	750
% of Capacity	69%	73%	58%	59%	86%	83%

Source: School Superintendent's Office, Ware.

The state capacity ratings (for number of students per school building) assess only the number of spaces available to place students within a building. The figures do not take into account the

required programs and their corresponding space needs, state mandates enacted after a building has been completed, or the suitability of the available spaces. The figures shown above, therefore, are intended to be an indication of the general capacity situation, but should not be viewed without taking these other considerations into account. The School Superintendent reports that these capacity figures are, indeed, misleading, and that all of the buildings are at capacity or beyond. Below is a summary of the space needs for each of the schools.

Ware Elementary School

The enrollment in the school is from kindergarten through fifth grade. Three additional rooms will be needed to expand the four-class first grade to five classes for the fall of 1987, add an additional early childhood resource room, as well as to maintain the half-day kindergarten. To accomplish this, the Superintendent's office is moving to the South St. school, now the district court. The other room needs can be met, but the result will be that all rooms are full at all times. The immediate space needs can be accommodated for the next 3 to 4 years, but the solutions are temporary ones and will require the removal of necessary classrooms for programs such as Art and Music. The space problem will be further exacerbated if the state mandates pre-kindergarten instruction; there are already six grades in the building, and this mandate would require the movement of the fifth grade to the junior high school.

Church Street Junior High School

The present curriculum now fills the building. The auditorium was turned into classrooms; any assemblies must be accommodated in the gymnasium. The junior high school would not have room to place the fifth grade if it needed to be moved from the elementary school.

Ware High School

The high school is relatively crowded, but able to handle the present enrollment after considerable switching of classrooms. The auditorium is not large enough to seat all the students in the school.

New School Facility Needs

In 1986 the School Committee formed a School Building Committee to find a long-term solution to the increasing lack of room in the schools. Through figures gathered from the Planning

Board and Building Inspector, the Committee has learned of 346 units for which permits have been issued or plans have been submitted. At 1.5 students per unit, the units would add an additional 500 students to the already crowded facilities in the near future. In addition, the need to remediate students has required that additional rooms and staff be added. The School Building Committee has been meeting with state representatives during the past year, and has developed a proposal to build a new high school. The Committee will be meeting with owners of land that can potentially be used to develop a new school within the next month, and hopes to begin the site analysis and engineering work as soon as a proposal has been approved by the Town and by the State.

The new school is intended to be located near the high school/elementary school complex. According to the plan proposed by the School Building Committee, the present high school would become the junior high school (grades 6-8), the existing junior high school would become a junior high school/middle school (grades 4-5), and the present elementary school would be used for preschool to grade 3. The Committee is committed to development of a new school facility within the next 4 or 5 years in order to alleviate the existing crowded conditions and accommodate new and expected growth.

H. Recreation Facilities

Ware is fortunate in having an abundance of recreation and conservation land. Below is a summary of the public areas used for these purposes in town.

RECREATION SITES

WILLIAM DEARDEN MEMORIAL ATHLETIC FIELD

Location: off of South Street, behind the American Athletic Shoe Company. **Size:** 5.0 acres

Administrative Agency: The Park Commissioners

Facilities: one field which serves as a baseball, football and soccer field; a lighted basketball court; a track; a field house.

Condition of Facilities: All of the facilities are in good shape and are well maintained. There is a very small area for parking, which is inadequate for the field. The varsity and junior varsity high school teams use this field for practice and games; in addition, the field is open year-round, and is free to the public.

GRENVILLE PARK

Location: Off of Church Street; runs parallel to Route 9.

Size: approximately 75.0 acres

Administrative Agency: Park Commissioners

Facilities: areas suitable for hiking/walking, bicycling, fishing, field sports and picnicking. 3 tennis courts, 2 baseball diamonds, 1 basketball court, picnic tables and 1 bandstand.

Condition of Facilities: in good shape, and are well maintained. The bandstand is used infrequently for concerts at the present time, but many town residents visit the park for recreational purposes.

SOUTH STREET SCHOOL RECREATION AREA

Location: behind the South Street School

Size: Approximately 1 acre

Administrative Agency: School Committee

Facilities: 2 basketball hoops, facing out onto the parking lot, as well as a baseball diamond.

Condition of Facilities: Poor

BARNES STREET RECREATION AREA

Location: Barnes Street

Size: 26.57 acres

Administrative Agency: Water and Sewer Department.

Facilities: 3 wells which provide the municipal water supply for the Town, a lighted baseball field, the municipal swimming pool, and a considerable amount of land between the wellfield and the swimming pool.

Condition of Facilities: In good shape and well maintained. The parcel of between 10 and 15 acres that runs behind the pool and along the side of the wellfield is unused, and could be developed for a playing field and/or trails. Any development must be carefully and conscientiously done, as this land is located over the present water supply. In addition, there is an area that abuts Greenwich Rd. that could be developed as a mini-playground, or totlot. This would provide an important service in an area that has few recreational opportunities for very small children.

HIGH SCHOOL AND ELEMENTARY SCHOOL

Location: Off Route 32 and Gould Rd.

Size: 44 acres

Administrative Agency: School Committee

Facilities: playground and a basketball court; fields that are used

for intramural sports and practice areas for the school teams
Condition of Facilities: Good condition

NENAMESECK PARK AND VETERANS MEMORIAL PARK

Location: Main Street

Size: Approximately 0.5 acre (total)

Administrative Agency: Park Commissioners

Facilities: None; developed by the Community Development Department in 1985 and 1986, for the purposes of downtown beautification and passive recreational enjoyment.

CONSERVATION LAND

TOWN FOREST

Location: off Greenwich Road.

Size: 43.15 acres

Administrative Agency: Conservation Commission

Facilities: None; the Conservation Commission attempted to create walking trails, but was forced to stop due to lack of liability insurance.

Condition of Facilities: Poor accessibility by car, and is difficult to locate due to inadequate signs.

SWIFT RIVER WILDLIFE AREA

Location: Ware (off of Route 9) and Belchertown

Size: 1,408 acres in Ware and Belchertown

Administrative Agency: State Department of Fisheries and Wildlife

Facilities: stock area with seasonal game for Saturday hunters.

Other activities there include bicycling, hiking/walking, snowmobiling, swimming, skiing, camping.

SNOW'S POND

Location: abuts the junction of Muddy Brook and Snow's Pond on Pleasant Street; second parcel is across the street, following along Muddy Brook

Size: 4.48 acres (total)

Administrative Agency: Water and Sewer Department

Facilities: picnic tables; used for waterfront and passive recreational purposes; second area has been used informally as a playing field.

Condition of Facilities: Well maintained; potential as a playground/trail area in conjunction with the playing field should be explored.

Quabbin Reservoir

Location: Ware, Belchertown and Pelham

Size: 8,180.3 acres in Ware (of a total 80,974.2 acres)

Administrative Agency: Metropolitan District Commission

Facilities: Swimming is not allowed in the reservoir, but boating (for fishing purposes) and fishing are allowed with a fishing license, and the surrounding land provides area for activities such as walking/hiking, picnicking and other recreational uses.

Condition of Facilities: Good condition. The Quabbin Reservoir serves as valuable recreation land for all surrounding communities.

RECREATION AND CONSERVATION NEEDS

An Open Space and Recreation Plan prepared for the Town in 1987 outlined the following recreation and conservation land needs for Ware.

1. Lack of Recreational opportunities and facilities for young people and adults - A number of people, particularly members of the Recreation Committee, have commented on the fact many of the summer activities are popular only for age groups up to 12 years old. While a number of teenagers participate very actively in intramural sports during the year, many parents and teachers feel that Ware needs to organize activities for the young people who aren't interested in sports.

Another age group with few available facilities in Ware are the very small children. While many of the play needs of very young children are taken care of by home play areas and equipment, these children have few options in the way of neighborhood playgrounds in which to play. There is only one playground, at the Elementary School, and a playlot needs to be developed in or near the downtown area.

In addition, adults have expressed the needs for more facilities to suit their needs; golf, tennis, ice skating and basketball were among the activities mentioned. Trails or nature study programs designed for the elderly could be organized in conjunction with the Senior Center.

2. Underutilization of existing land and facilities - In general, people feel that the amount of recreation and open land is adequate (though there is also the sentiment that "There can never be too much recreation land."), but that some of the facilities are underutilized, and others are used beyond capacity. A more balanced use of recreation land needs to be encouraged.

3. Inadequate budgets of town boards and officials concerned with recreation land to allow development of new projects. - The present budgets are adequate for town boards and officials to maintain land under their administration, but insufficient to develop them further. The suggested projects range from new fences on certain properties, to development of major undeveloped areas of Grenville Park, and acquisition of land adjacent to Memorial Field.

4. Discussion between relevant boards and officials concerning need for a loose form of official communication to deal with recreation and open space issues. - Some thought must be given to a general procedure or infrequent meeting schedule for the boards and officials concerned with recreation and conservaiton lands, to ensure that town properties will be effectively maintained even though the people administering them may change.

5. Inadequate public information and publicity concerning available facilities - Many people are unaware of what recreation opportunities exist in town, and would benefit from an informational flyer describing facilities and programs, and an area for posting open space and recreation information that will be seen by the general public. In addition, existing facilities are inadequately marked with signs, and would profit from improved signage and publicity.

6. Protect Viewpoints to the town. - Ware provides a unique and unusual view in present day Massachusetts, that of a town that has preserved its rural character along major access routes in town. To a certain extent, it is necessary and desirable to encourage limited commercial or industrial development along these routes, but there remain specific vantage points that allow a complete vista of the town, and steps should be taken to preserve these views, and to maintain the scenic quality of these roads.

7. Concern for farmland and rural character - Ware's citizens are increasingly concerned about the irrevocable loss of farmland, and feel that steps must be taken now to help farmers maintain their land, for purposes of food and natural resource production as well scenic beauty.

8. Concern for Wildlife Habitats - Residents in West Ware are concerned that the development that has been occuring in the Beaver

Lake area is disturbing the habitats of numerous species located there. In addition, the Massachusetts Natural Heritage Program (MNHP), which is part of the Division of Fisheries and Wildlife, feels that a few potentially significant habitats may exist along the Ware and Swift Rivers, as well as in the wetlands adjacent to the Quabbin Reservoir. MNHP recommends that these areas be considered for conservation protection since they provide habitat for large numbers of wildlife.

9. Protect areas of historic importance - It is evident from the establishment of three national historic districts in town, thanks to the efforts of the Historical Commission and the Community Development Office, and from the efforts of private citizens to put their buildings on the historic register, that the residents of Ware are very proud of their heritage and are willing to commit time and energy to preserving the town's historic structures.

10. Develop existing conservation land - The Town Forest is a potential goldmine of trails and passive recreation areas for the entire town to enjoy. The Conservation Commission has attempted to develop the Forest for this purpose, but has encountered problems in doing so.

I. Library

The Young Men's Library Association is an independent, private corporation that was established in 1873,. The Association built the Young Men's Library on the corner of Church St. and Main St. in 1881. The Library is open to the public, and is funded through an endowment and municipal funding.

J. Land Use Administration

At the local level, the laws that regulate land use in Ware are contained in Chapter 36 (the zoning bylaw) of the Code of Ware and in the Rules and Regulations Governing the Subdivision of Land in Ware. The following section will provide a brief summary of the contents of these regulations, including recent revisions.

CHAPTER 36. ZONING BYLAW

The Zoning Bylaw was revised and approved by Town Meeting on February 9, 1987. The bylaw in existence prior to this revision established the Town as one zoning district with a uniform lot size

throughout, and contained provisions which restricted multifamily housing construction and placement of mobile homes. The other major section of the pre-existing bylaw established a floodplain district whose boundaries were determined by the federal Flood Insurance Rate Maps.

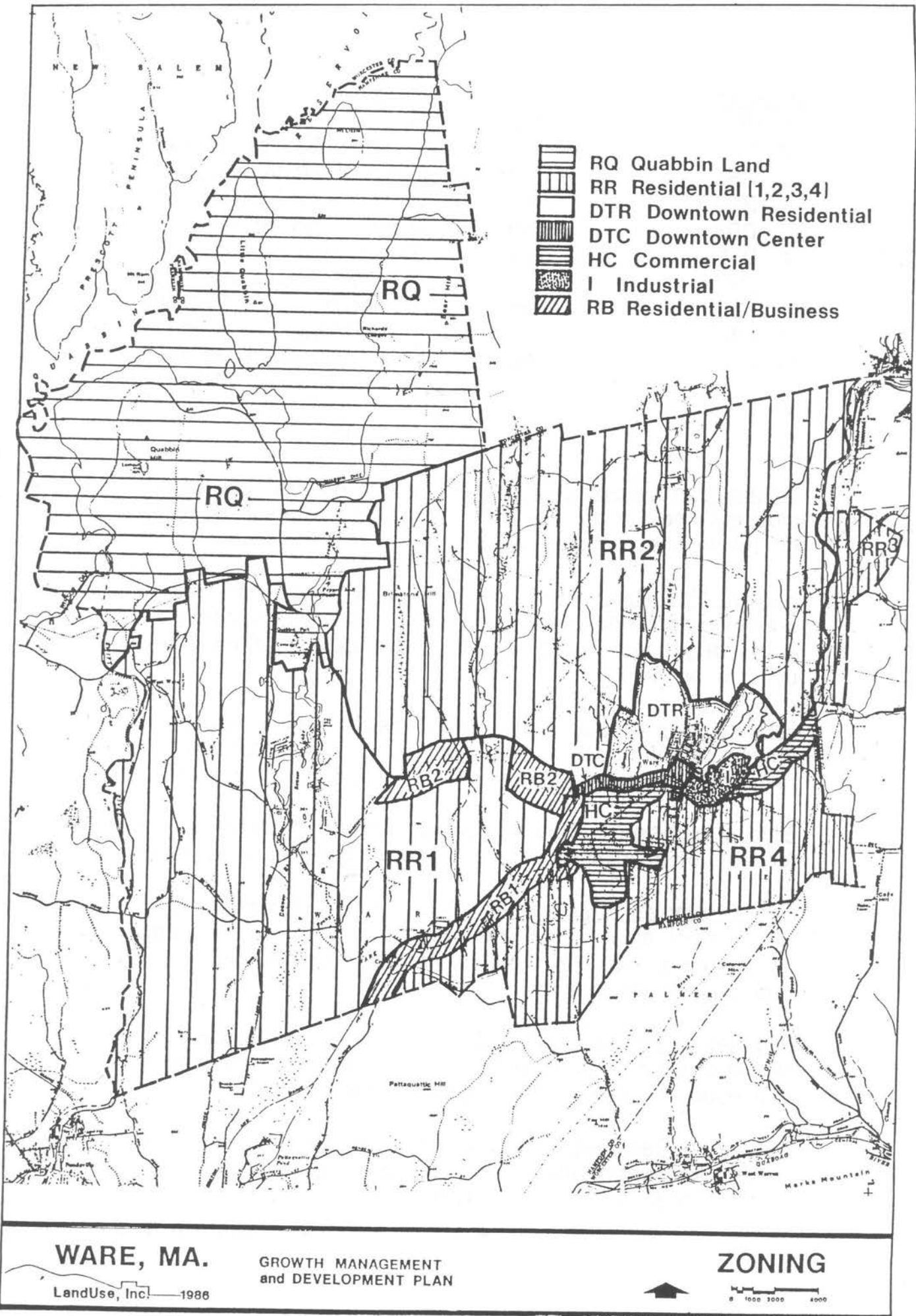
The revised zoning bylaw, which was accepted by the Town on February 9, changed the existing bylaw in the following ways:

1. The existing bylaw was restructured and renumbered.
2. The purpose and definitions sections were expanded.
3. The administration and enforcements sections were changed to established an increased fine of \$100 a day for violations of the bylaw, to elaborate on the administrative authority and responsibilities of the Building Inspector and Zoning Board of Appeals.
4. The special permit provisions were expanded to include the procedural requirements for issuance as well as specific criteria that the application must meet in order to be granted a special permit.
5. The floodplain district provisions were expanded to regulate wetlands as well as the floodplain.
6. New sections were added to the bylaw.

Site Plan Review: This section established a procedure for site plan review and approval for designated uses. It provides standards for review for residential and non-residential development.

Use Districts and Regulations: This section divides the Town into 11 districts, provides descriptions of the intent of each district and how to determine the district boundaries, and establishes the authority of the zoning and assessment maps to determine the location of the districts. (See Figure 13, Zoning Map) The use regulations and tables determine the uses that are allowed by right, by special permit, by special permit/site plan approval, and those uses that are prohibited.

FIGURE 13: ZONING MAP



WARE, MA.

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GROWTH MANAGEMENT
and DEVELOPMENT PLAN

ZONING



0 1000 2000 4000

<u>District</u>	<u>Name of District</u>
1. RQ	Rural Quabbin
2. RR1	Rural Residential 1 (Beaver Lake Area)
3. RR2	Rural Residential 2 (North Ware)
4. RR3	Rural Residential 3 (Gilbertville Rd.)
5. RR4	Rural Residential 4 (Warren Rd.)
6. DTR	Downtown Residential
7. RB1	Residential Business (Route 32 South)
8. RB2	Residential Business (Route 9 West)
9. DTC	Downtown Commercial
10. HC	Highway Commercial (Route 32 south of Downtown and Routes 32/9 East of Downtown)
11. I	Industrial (Millyard)

Mobile Home Regulations: This section requires the location of mobile homes in mobile home parks, and establishes criteria for the mobile home parks.

Special Use Regulations for Multi-family uses: This section provides additional criteria in the special permit/site plan approval process for all triplex, quadraplex and multi-family units to be built in town.

Parking Regulations: This section establishes a required number of off-street parking spaces for residential and non-residential uses, and regulates their design and location.

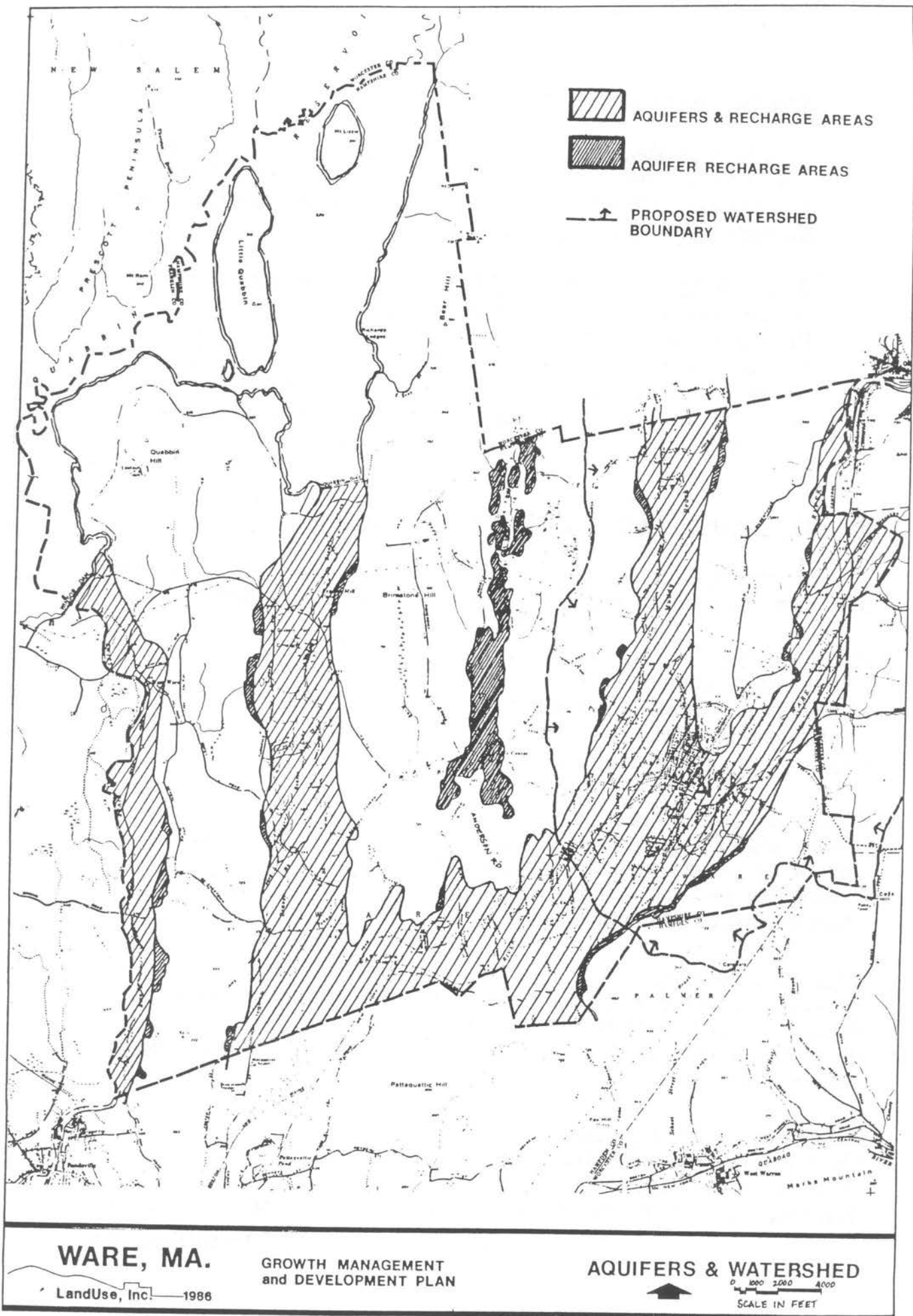
Sign Regulations: This section regulates the number, size and location of all exterior signs and advertising devices in town.

Earth Removal Regulations: This section establishes the requirement of an earth removal permit for new commercial pit or operations, and contains criteria for issuance and regulation of the permit.

Vegetation Removal Regulations: This section establishes regulations for clearing of two acres or more on one parcel or contiguous parcels under specified conditions.

Industrial Regulations: This section establishes additional criteria for special permit and site plan approval processes in order to assure that proposed industrial uses are compatible

FIGURE 14 WATER SUPPLY PROTECTION DISTRICT MAP



with the intent and purposes of the district.

Dimensional Regulations: Lot sizes, frontage and setback requirements were established for the allowed uses in each of the districts. These lot sizes are linked to soil conditions and availability of town water and sewer.

Water Supply Protection District: This is an overlay district whose boundaries are delineated on the Water Supply Protection District Map. (Figure 14) The regulations in this section establish allowed, restricted and prohibited uses within the Water Supply Protection District, and provide additional criteria for issuance of special permits in this District.

Boards Involved with Land Use Administration

The following list outlines the responsibilities related to land use administration of each of the boards and officials listed above.

Planning Board:

- Administers zoning bylaw;
- Administers subdivision regulations; approves changes to subdivision regulations;
- Issues special permits, earth removal permits.

Zoning Board of Appeals:

- Hears appeals for a variance from the regulations of the zoning bylaw based on established hardship criteria;
- Issues comprehensive permits under Chapter 40B of the Massachusetts General Laws.

Building Inspector:

- Is Zoning Enforcement Officer as authorized by zoning bylaw;
- Issues building permits and certificates of occupancy;
- Responsible for notifying Conservation Commission of all building applications.

Conservation Commission:

- Administers wetlands regulations, which restrict building in areas that are determined to fit state wetland criteria;
- Reviews all building permit applications to determine if parcel to

be built on is on wetlands;

- Approves or disapproves application based on state-established criteria; issues orders of condition or notice of intent as required.

Board of Selectmen:

- Receives all requests for rezoning, and implements proper procedure for review and approval of rezoning.

Fire, Police and Water and Sewer Departments

- Administer and maintain specific properties in town;
- Are responsible for reviewing and commenting upon applications that require site plan review, as well as special permit applications for development in the Water Supply Protection District.

Assessors

- Categorizes and assesses all property in town.

Housing Authority, School Committee, Park Commissioners

- Administer and maintain specific properties in town.

LAND USE ADMINISTRATION NEEDS

Four of the committees concerned with land use in Ware (Park Commissioners, Recreation Board, Ware Housing Authority, Historical Commission) enjoy a loose coordination and interaction with other departments or committees in town, and don't feel that a more formal relationship needs to be established. In the case of the Recreation Board and the Park Commissioners, part of the maintenance or the budget on the properties that they administer is handled by the Water and Highway Depts. There seems to be no problem with this arrangement, but it is uncertain if this arrangement will continue after the individuals currently involved are no longer in their positions. The other two committees interact with other departments (primarily the Community Development Department) as needed per individual project.

There is no procedure for automatic contact of necessary town boards or officials involved when any sort of development occurs. Examples have been given of lax road conditions, perc tests approved in areas that shouldn't have been approved and likewise not approved in suitable areas, and the Building Inspector not notifying Conservation Commission of all new building sites to be approved

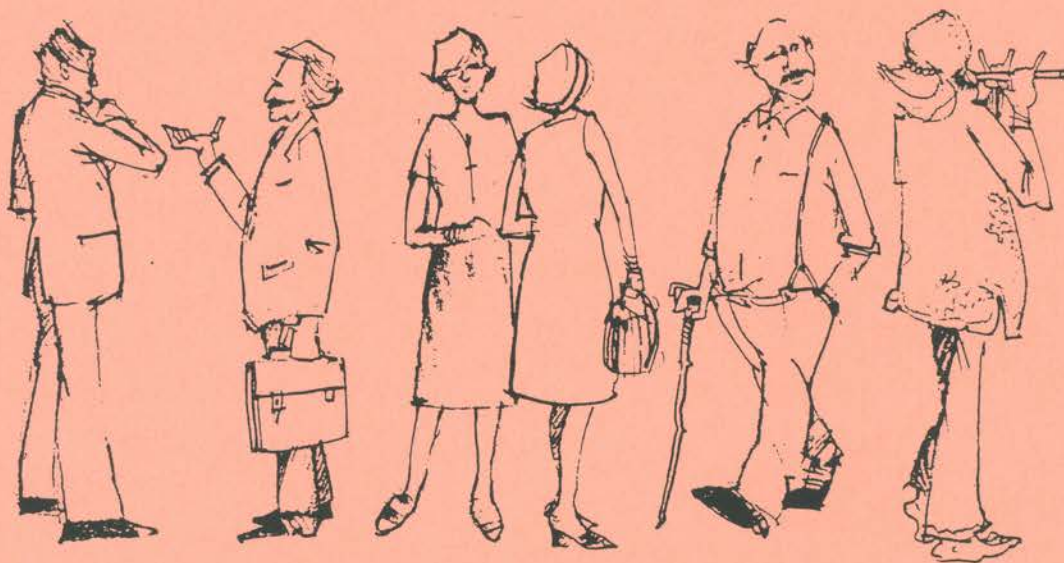
for wetlands. These examples tie in with the issue of accountability; many of the officials are responsible only to the public at voting time, and a more regular check or central overseeing authority (paid or volunteer) doesn't exist to monitor daily activities.

Specific Recommendations

1. Full-time building inspector/zoning code enforcement officer
2. Full-time assessor with part-time assistance
3. Centralized purchasing
4. A Development Handbook for people interested in doing any sort of building in town that describes the procedure that has to be followed, papers that have to be filled out, etc
5. Development Review Committee, composed of all departments and boards that must review applications for development in town, that would meet on quarterly basis to discuss development problems and procedure.

SECTION B: WHAT FUTURE DO WE WANT?

Parameters for Growth
Future Scenarios for the Town
Projections for the Future



SECTION 2: NATURE OF THE CASE

Background for the
case is given in the
introduction to the report.



SECTION B: WHAT FUTURE DO WE WANT?

Parameters for Growth
Future Scenarios for the Town
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SECTION B: WHAT FUTURE DO WE WANT?

PARAMETERS FOR GROWTH

Section A gave a description of past and current trends facing the town; this next section will examine what those trends, and others, suggest for the future of Ware. The projections given in this section present a set of parameters to follow as the years pass. There is no way to precisely predict the future; there are too many variables. We can, however, make projections of what would happen if a certain set of circumstances all fell into place. These projections will be useful if used as a tool to understand how growth will affect the town. For example, the projections give a range of possible school age children populations for different growth rates. Over the next several years, we can observe how the population is growing and use the appropriate projection to understand the impact on the school age population. Additionally, projections that lay out the most extreme situation possible give us a framework within which to plan. If we already have the ability to handle the worst case, then we are prepared. If we know what the worst case might be, we can make decisions based on the degree to which we want to plan to handle the worst case scenario.

Ware's Development Potential

When all the information presented in Section A is summarized in terms of the potential for the town to develop, what is the diagnosis of Ware's development potential?

Ware is entering the fifth stage of its development pattern. The first four periods consisted of (1) settlement and agricultural development, (2) industrial development and downtown establishment, (3) expansion and maturing of milltown character, and (4) decline of industrial base and resulting period of stagnation. The next phase for the town has already begun and will consist of a pattern of rural-suburban residential development with a secondary commercial and industrial base.

Several factors account for these past trends, and will shape the direction of future trends.

Springfield and Worcester all depressed the prices of property in the town. Those lower prices became an economic incentive in recent years as prices rose within the surrounding region. Now Ware is desirable for its lower cost of housing and land. This has already impacted, and will continue to impact, both residential and business development.

4. Ware's Urban Pattern: Ware's downtown, civic organizations, social and health services (i.e. library, radio station and hospital) and infrastructure of sewer and water service all set Ware apart from other town's its size. The history of being a milltown has given Ware a set of urban resources that will allow the town to manage additional growth and attract additional growth due to these resources.

Given these overall development patterns and the resources with which Ware can work, what type of development can the town expect in the future? Figures 15 and 16 give a picture of the current pattern of development and an expected pattern based on current trends. There is no one answer to this question, however, for the future pattern of the town's development will hinge on the land use planning decisions that are made today. Ware has several directions it could take; each is dependent on zoning and other land use regulations. Four of these scenarios will be reviewed next.

FUTURE SCENARIOS FOR THE TOWN

One of the most difficult and challenging parts of preparing this Plan has been to elicit a consensus on the direction that the Town should take in the future, a community vision. The lack of consensus and confusion over goals is understandable; each of the different courses of action mentioned by Town residents and officials offers potentially serious drawbacks for Ware and well as substantial benefits to the Town.

To help us organize all the information, opinions and options available for Ware, each of the major possible directions for the Town was turned into a scenario describing Ware's present situation and future potential. Once the scenarios were laid out, we became devil's advocates and looked for problems associated with each choice. Then each of the scenarios was tested by applying the information and planning factors from Section A and weighing the pros and cons of each situation to choose the one that offers the greatest advantages and fewest drawbacks for the future. The

1. Ware's location: Ware is at once isolated and centrally located. The interpretation of which of those definitions has been most true has depended on the phase of the town's development. Agricultural development declined due to poor soils and the lack of an immediate market to support market gardening or other small scale farming operations. Industrial development flourished due to the Ware River and the town's relative proximity to Springfield and Worcester (proximity as defined in 19th century terms for milltowns -- a railroad.) Industrial development declined due to regional industrial changes and Ware's distance to market as defined by 20th century standards -- the roads provide poor access to major highways for trucks. Rural/suburban development is on the rise since Ware does lie within 45 minutes of both Worcester and Springfield and Massachusetts commuters are now willing to travel between 45 minutes to an hour to get to work; up from 30 minutes during the 1960's and 1970's.

2. Ware's Physical Character: The nature of Ware's environment has had a significant impact on the type of development that has occurred since the town's settlement. The basic landform character in the town is one of narrow valleys and ridges running north to south. Each valley has a stream or river (Swift River, Beaver Brook, King Brook, Muddy Brook and the Ware River.) The ridges tend to have shallow soils on top of ledge. These qualities limited the amount of broad open land available for farming, concentrated the amount of developable land within the valleys, limited the amount of developable land due to waterbodies and wetlands, and divided the town into three basic development areas: Beaver Lake, Ware Center and the Ware River/Rt32 Corridor. All these factors discouraged agriculture, encouraged small-scale 19th century industrial development dependent on water power, discouraged improved access to points east and west, discouraged large scale industrial development that requires large amounts of flat land, and finally, encouraged dispersed residential development for suburban commuters.

3. Ware's Real Estate Market: The combination of location, natural features and economic changes have all played a role in the recent real estate market in the town. The town's previous period of stagnation and perceived distance from Amherst,

SCENARIO 2: Commercial development is the aspect that needs most to be encouraged. Residential development will occur on its own, and industrial development is not feasible for the town. Ware once was a commercial center, and can become so again with encouragement from town government and through planning, particularly if we advertise and become a tourist attraction.

BUT:

- a. Where should the added commercial development take place?
- b. How much more and what type of development can the town absorb?
- c. Can services handle additional commercial growth?
- d. Do we have adequate ability to oversee and enforce a proposed zoning by-law and town regulations to ensure suitable commercial development?
- e. How realistic is it to consider the possibility of becoming an area tourist attraction and shopping center?
- f. Would increased commercial development bring substantial revenue and jobs to the town - enough to consider it more important than industrial development?

SCENARIO 3: Ware will plan to be primarily a residential community. There is little chance of increased industrial and commercial development in town, and therefore no need to encourage it.

BUT:

- a. Can our schools handle the projected student population growth?
- b. Will we be providing an adequate tax base for the town?
- c. Can our services support the added impact of predominantly residential growth (water, sewer, fire and police, roads)?
- d. Can we be assured of residential development that will provide a variety of housing choices? Interviews and meetings during the planning process showed this to be a primary need.
- e. Are we planning a future that will allow and encourage our children to remain in town? Will they be able to afford to stay?
- f. Where will we work?
- g. Where will we shop?

following four scenarios are among the paths that the Town could take:

SCENARIO 1: Commercial and residential development will take care of themselves, but we have to actively pursue industrial development to create the needed tax base and jobs, and to make Ware the industrial town it once was. We must maximize use of the millyard for industrial purposes, as well as locate more developable industrial land.
BUT:

- a. How much space is available in the millyards, and what shape is it in? Are the services there adequate to handle significant industrial use?
- b. Is there any land that can be developed for industrial purposes that fits the following description: flat; not located in wetlands, floodplain or near aquifer; is at least 5-10 acres, and ideally 50 acres; not in primarily residential area; has good road access and rail or airport access; has town water and sewer or the ability to have it extended to this area.
- c. Will the added revenue to the town compensate for bringing in potentially hazardous industries?
- d. Can our services (particularly roads, water and sewer, landfill, treatment plant, fire and police) handle increased industrial development in areas that have been identified?
- e. Can we find industries that will need the skills of Ware residents and will provide adequate wages? Are there any industries that are interested in coming to town?
- f. Would a significant number of new jobs result in a considerable number of people moving to town and, if so, would we be able to then handle added residential needs and strain on schools and services, as mention in Scenario 1?
- g. Does the proposed zoning by-law protect the town adequately for a significant increase in industrial development? Do we have adequate town boards and support staff to administer this by-law? Does the revised zoning protect us adequately?

be linked to other commercial areas in town (along Routes 9 and 32) to provide improved commercial opportunities for both businesses and customers. Ware is primarily a residential community (Scenario 3), and residents needs to recognize it as such. That does not mean that more industrial and commercial development should not be sought or allowed, it simply means that the community perspective needs to be adjusted to accommodate this fact.

Ware has gone through a progression of identifies, that are mirrored in the scenarios presented above. Each of the different images was appropriate to the Town at that particular point in its development. The present confusion lies in the fact that Ware has gone through another period of transition, and it is natural for people to hold on to an old image until the new identity is in place. What is unique about Ware's present situation is that the Town residents and officials are have the opportunity to predict and direction Ware's future through the Growth Management Plan and through the recently revised and passed zoning bylaw. At this important crossroads, it seems reasonable to expect that the Town will maintain important aspects of its former character - a thriving downtown and commercial area, mills used to capacity, and adequate job opportunities for its residents - and promote what is has always provided in abundance; a place to live that offers a quality of life and community identity to be prized and protected.

Among Ware's most valuable assets is the strong, supportive presence of numerous public and private organizations that are actively working to promote the well being of the town's residents. This is demonstrated by the important role that the churches and related organizations, senior citizen organizations, civic and social groups, the hospital and Community Development Office play in town. There is evidence of the strong desire and potential to participate in group activities, often for a common good. This characteristic of Ware can be harnessed to promote community awareness of needs, and community projects can be developed to meet these needs, performed by separate groups or jointly. While the Community Development Office is the natural body to coordinate this type of activity, the Development Review Board could also be instrumental in working with the Community Development Director to organize and carry out community projects.

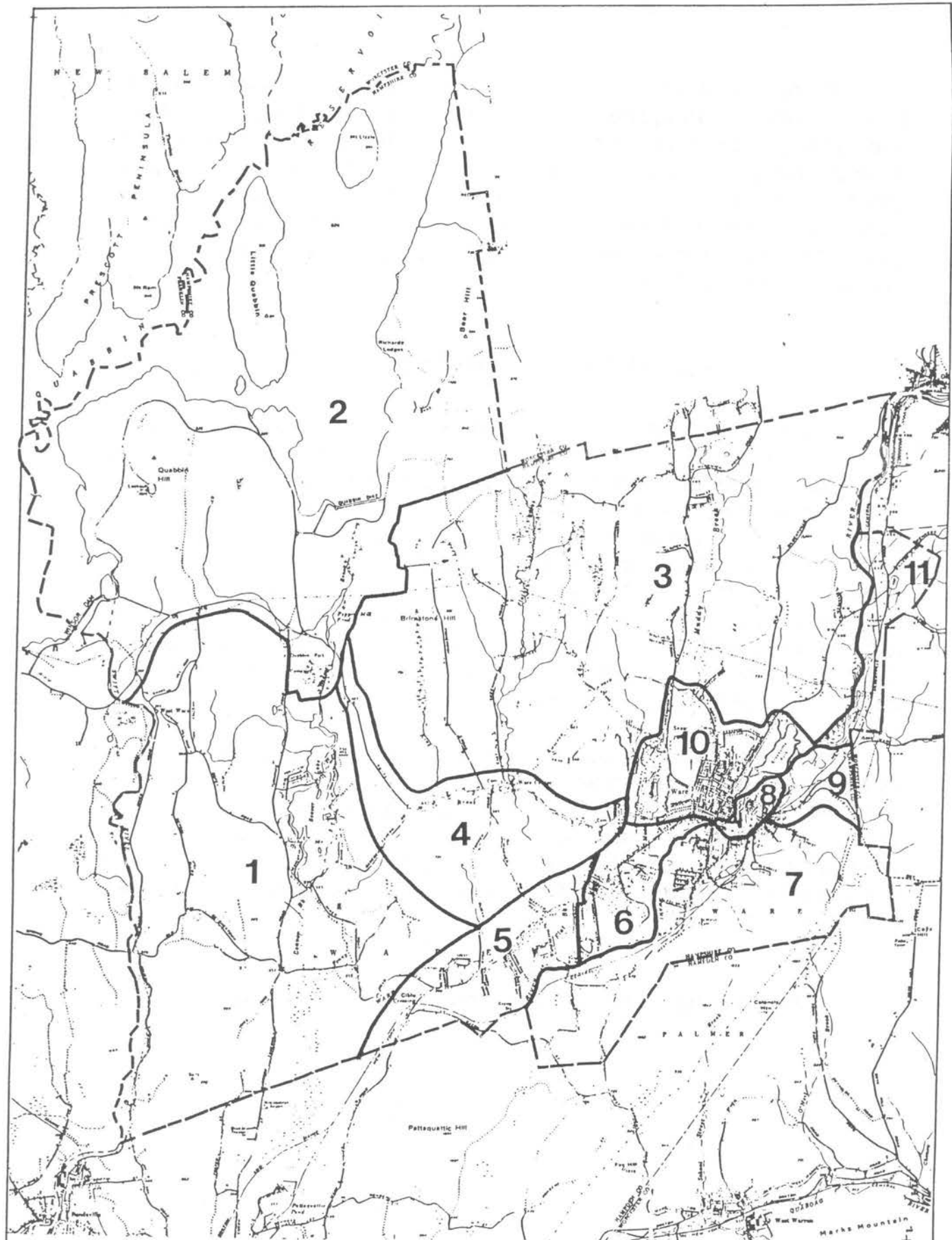
SCENARIO 4: Ware is no longer a mill town. The safest approach is to offer limited encouragement for growth of each type of development-residential, commercial and industrial. Ware cannot support significantly more commercial development, nor does it have enough land for considerable industrial development. Residential development is inevitably going to occur. We have to ensure that the natural constraints are taken into account and areas are not overdeveloped, causing us to lose our rural character and incurring enormous expense to the town for water, sewer, road and school needs brought on by too much residential development. We need to make sure that we can provide these services for development before it occurs. We must preserve our rural character and small town appeal, because that is one of the strongest things we have going for us.

BUT:

- a. Will this limited approach bring in adequate revenue to provide services for the townspeople for maintenance and future development needs?
- b. When it comes time to build a new school, as is said to be needed in the next 15 years, will we have the money to do so?
- c. How will our children live in town, if we don't provide jobs for them, and don't make sure that there are areas where affordable housing can and will be built?
- d. Will this cause the town to stagnate, as new businesses and people move to places that are more supportive of growth?

After much consideration and debate, scenario 4 was determined to be the most realistic and desirable course for the Town to follow. The Town would do well, however, to look at the positive aspects of the other scenarios and make sure they are incorporated into Scenario 4. It is unrealistic to expect that Ware will become the milltown it once was (Scenario 1); the mills are over 70% full, with increasing numbers of retail establishments, and there is little land available for industrial development. This is not to say that there is no potential; there are definitely industrial possibilities connected with the railroad, remaining mill space and isolated parcels along Routes 9 and 32, and these can and should be looked into in the future. Nor is it likely that Ware will become the commercial center that it once was (Scenario 2), but the Town is blessed with a good downtown that can

FIGURE 15: PLANNING AREAS



WARE, MA.

GROWTH MANAGEMENT
and DEVELOPMENT PLAN

PLANNING AREAS

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Ware is actively seeking to improve itself through this Growth Management and Development Plan, but there are many reasons for which the entire community can already be proud of the town. Instead of dwelling on the past, Ware needs to look toward the future, and her prospects are very good. This sense of community pride could be the greatest goal for public/private cooperation to work toward, and many other objectives will follow as a result.

PROJECTIONS FOR THE FUTURE

These projections present information on the amount of land left in Ware that could be developed in the future, the potential for new units that could be built on that land and the potential population growth that can be expected between now and the year 2000. Looking at the entire town makes the process more difficult to understand, so Ware was divided into several "planning areas" as shown in Figure 15. The totals for the town as a whole are also presented, but the planning areas provide a closer look at the impacts of growth within specific parts of the town. Each planning area is examined for the potential for growth within the context of both the old and the new zoning by-laws.

Based on the land uses in 1985, there were over 823 developable open acres within the town and a total of 182,850 linear feet of road frontage along land that could potentially be developed. As shown in Table 18, planning area #3 (North Ware) had the most developable acres with 347 acres of open land and 95,950 feet of developable frontage. Area #8 (Millyard) had the least with no open land and no frontage.

Table 18
Remaining Developable Land by Planning Area

<u>Area</u>	<u>Total Frontage</u>	<u>Subdividable Acres</u>
1	55000	241
2	4700	29
3	95950	347
4	12500	70
5	4800	63
6	0	12
7	5800	35

reduce the number of new persons at buildout from 9016 to 5497, and the number of new school children from 2488 to 1517. These projections are based on the local average number of persons per unit and the statewide school age children per unit for the Town of Ware (2.9 persons per unit and 0.8 children per unit.) The local average for persons per unit was used because it is fairly close to the state average of 3.1, but reflects differences in Ware's housing market that may be inherent to the town. The state-wide school children average of 0.8 was used since the local average is 0.3, and this clearly is biased by the number of elderly people living in the town. The statewide figure represents a conservative average of school children per new unit. Given that Ware is attracting the young family, the 0.8 figure could be low. This calculation gives an average threshold for potential newcomers.

Table 20
Impacts of Growth at Buildout

	<u>Previous Zoning</u>					<u>Current Zoning</u>				
	Road	Subd	Total	New	New	Road	Subd	Total	New	New
<u>Area</u>	<u>Units</u>	<u>Units</u>	<u>Units</u>	<u>Persons</u>	<u>Students</u>	<u>Units</u>	<u>Units</u>	<u>Units</u>	<u>Persons</u>	<u>Students</u>
1	443	482	925	2682	740	369	161	530	1537	424
2	38	58	96	278	77	31	19	50	145	40
3	768	694	1462	4240	1170	640	231	871	2526	697
4	100	140	240	696	192	83	47	130	377	104
5	38	126	164	476	131	38	126	164	476	131
6	0	24	24	70	19	0	24	24	70	19
7	46	70	116	336	93	39	23	62	180	50
8	0	0	0	0	0	0	0	0	0	0
9	0	2	2	6	2	0	2	2	6	2
10	12	20	32	93	26	12	20	32	93	26
11	18	30	48	139	38	15	15	30	87	24
Total	1463	1646	3109	9016	2488	1227	668	1895	5497	1517

Table 21 takes the data on population and school children used above and converts them to an impact projection for varying rates of residential development-- 20, 40, 60, 80 and 100 units per year. In each case, the town's current population estimate of 8669 and the current school enrollment were increased in five year estimates to measure the total impact on the town and school populations. Under a 60 unit per year rate (comparable to current trends), the town's population would reach 10,000 by the year 1995 and the school would exceed its current capacity between 1995 and 2000 (It should

<u>Total Area</u>	<u>Subdividable Frontage</u>	<u>Acres</u>
8	0	0
9	0	1
10	1500	10
11	2200	15
Total	182,850	823

Table 19 translates the developable land information into the potential number of single family building lots under the old zoning and under the recently adopted by-law. (Refer back to the newly adopted Zoning Map, Figure 13.) The total number of building lots that could be developed under the old by-law totaled 3109, while under the new by-law the total decreased to 1895. (This figure does not reflect the decreased lot sizes possible in areas that are served by town water and sewer. Given that there are no large undeveloped areas of the town that are served by sewer, if this was calculated, then the total number of lots would increase only slightly.)

Table 19
Potential Lots from Remaining Developable Land
Based on Previous and Current Zoning

<u>Area</u>	<u>Previous Zoning</u>		<u>Total</u>	<u>Current Zoning</u>		
	<u>Minimum Frontage Lots</u>	<u>Minimum Lot Size</u>		<u>Minimum Lots</u>	<u>Minimum Frontage Lot Size</u>	<u>Total</u>
1	125	25000	925	150	60000	530
2	125	25000	96	150	60000	50
3	125	25000	1462	150	60000	871
4	125	25000	240	150	60000	130
5	125	25000	164	125	25000	164
6	125	25000	24	125	25000	24
7	125	25000	116	150	60000	62
8	125	25000	0	125	25000	2
9	125	25000	2	125	25000	2
10	125	25000	32	125	25000	32
11	125	25000	48	150	40000	30
Total		3109				1895

The impacts of these two "build-out scenarios" are given in Table 20, where the resulting numbers of total persons and school age children are presented. These calculations give a picture of the Town of Ware at a point well into the future, when the majority of buildable land has been developed. The new zoning package would

**TABLE 22: PROJECTIONS FOR THE TOWN OF WARE BY THE
MASSACHUSETTS INSTITUTE OF SOCIAL AND ECONOMIC
RESEARCH (M.I.S.E.R.)**

Population of Town of WARE (HAMPSHIRE County)
Provisional Model Projection

YEAR	AGE GROUP	MALE				FEMALE				TOTAL
		White	Black	Other	Total	White	Black	Other	Total	
1985	0- 4	314	*	11	329	278	*	12	290	619
	5- 9	276	*	*	277	260	*	*	263	540
	10-14	353	*	*	357	294	*	*	295	652
	15-19	269	*	*	274	280	*	*	281	555
	20-24	333	*	*	333	494	*	*	498	831
	25-29	529	*	*	539	577	*	*	581	1120
	30-34	294	*	*	300	285	*	*	285	585
	35-39	354	*	*	360	321	*	*	325	685
	40-44	250	*	*	255	273	*	*	279	534
	45-49	214	*	*	216	179	*	*	180	396
	50-54	180	*	*	180	218	*	*	221	401
	55-59	248	*	*	251	268	*	*	268	519
	60-64	261	*	*	261	303	*	*	303	564
	65-69	248	*	*	248	286	*	*	286	534
	70-74	170	*	*	170	221	*	*	221	391
	75-79	79	*	*	79	127	*	*	127	206
	80-84	47	*	*	47	98	*	*	98	145
	85+	24	*	*	24	65	*	*	66	90
TOTAL		4443	15	42	4500	4827	*	39	4867	9367

YEAR	AGE GROUP	MALE				FEMALE				TOTAL
		White	Black	Other	Total	White	Black	Other	Total	
1990	0- 4	438	*	14	457	390	*	16	406	863
	5- 9	338	*	*	340	332	*	*	340	680
	10-14	296	*	*	300	268	*	*	269	569
	15-19	243	*	*	248	230	*	*	232	480
	20-24	243	*	*	243	315	*	*	319	562
	25-29	508	*	*	522	674	*	*	680	1202
	30-34	580	*	11	591	644	*	*	644	1235
	35-39	331	*	*	343	268	*	*	274	617
	40-44	326	*	*	332	333	*	*	342	674
	45-49	264	*	*	270	247	*	*	249	519
	50-54	193	*	*	193	215	*	*	220	413
	55-59	221	*	*	224	239	*	*	239	463
	60-64	237	*	*	237	270	*	*	270	507
	65-69	248	*	*	248	274	*	*	274	522
	70-74	186	*	*	186	260	*	*	260	446
	75-79	102	*	*	102	142	*	*	142	244
	80-84	56	*	*	56	104	*	*	104	160
	85+	27	*	*	27	76	*	*	76	103
TOTAL		4837	20	62	4919	5281	*	58	5340	10259

YEAR	AGE GROUP	MALE				FEMALE				TOTAL
		White	Black	Other	Total	White	Black	Other	Total	
1995	0- 4	441	*	15	461	394	*	18	412	873
	5- 9	468	*	*	471	458	*	*	468	939
	10-14	357	*	*	366	337	*	*	340	706
	15-19	219	*	*	224	229	*	*	231	455
	20-24	234	*	*	234	294	*	*	298	532
	25-29	394	*	*	403	467	*	*	471	874
	30-34	531	*	*	539	714	*	*	714	1253
	35-39	670	11	19	700	655	*	*	667	1367
	40-44	306	*	12	320	276	*	14	290	610
	45-49	352	*	*	358	301	*	*	305	663
	50-54	240	*	*	240	292	*	*	299	539
	55-59	238	*	*	240	232	*	*	232	472
	60-64	211	*	*	211	241	*	*	241	452
	65-69	225	*	*	225	245	*	*	245	470
	70-74	187	*	*	187	247	*	*	247	434
	75-79	113	*	*	113	168	*	*	168	281
	80-84	73	*	*	73	118	*	*	118	191
	85+	31	*	*	31	86	*	*	86	117
TOTAL		5290	24	82	5396	5754	*	74	5832	11228

be noted that the current 1803 student capacity figure is based on state estimates and does not necessarily represent the actual level of capacity, which varies from grade to grade.)

Table 21
Population and School Children Impacts Based on Varying Construction Rates

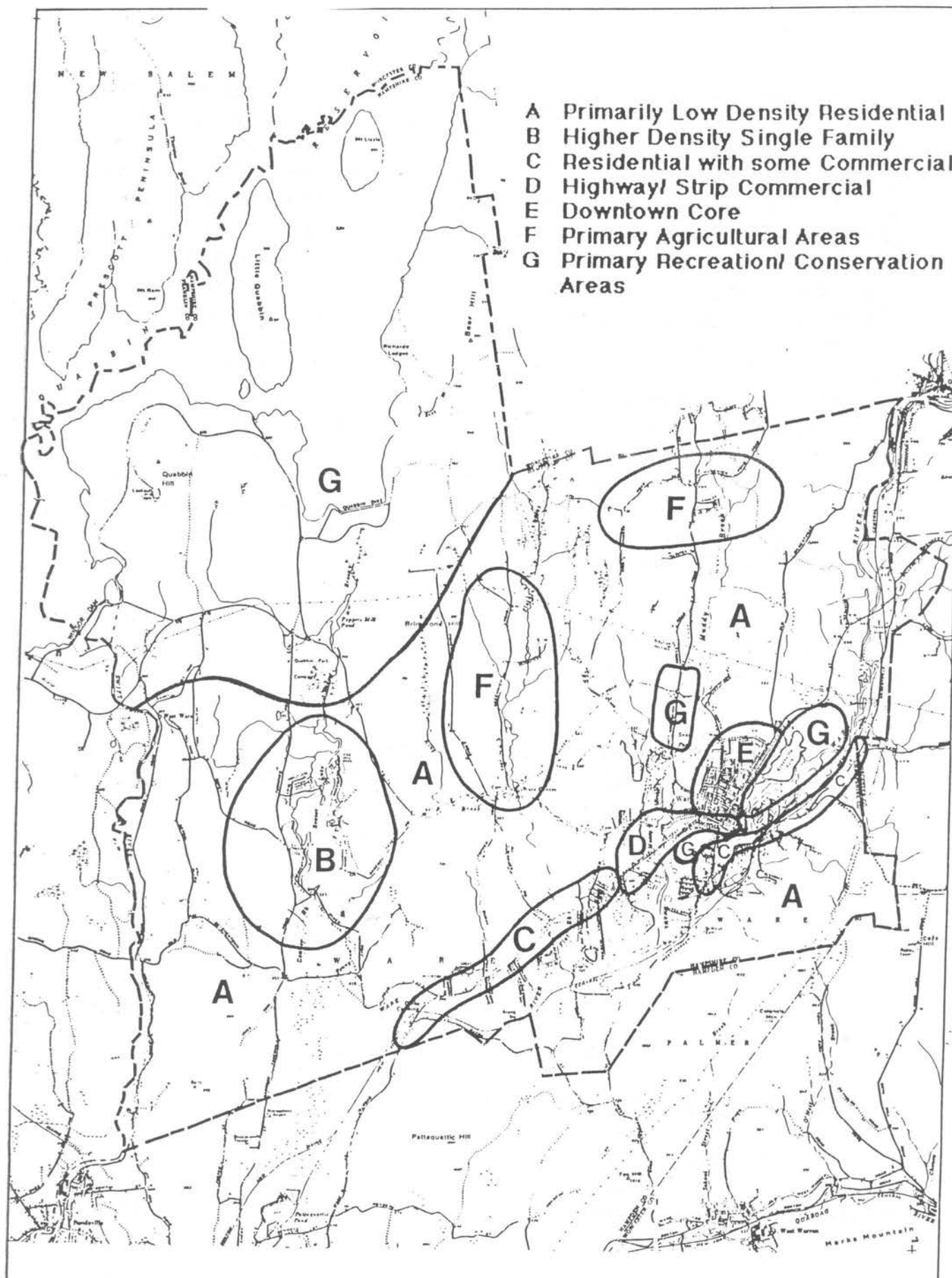
<u>Units /yr</u>	<u># of New</u>		<u>Total Town Population</u>			<u>% School Cap</u>		
	<u>People</u>	<u>Students</u>	<u>1990</u>	<u>1995</u>	<u>2000</u>	<u>1990</u>	<u>1995</u>	<u>2000</u>
20	58	16	8959	9249	9539	76	80	84
40	116	32	9249	9829	10409	80	89	98
60	174	48	9539	10409	11279	84	98	111
80	232	64	9829	10989	12149	89	107	124
100	290	80	10119	11569	13019	93	115	138

As a comparison to these population calculations, the following data has been included. Table 22 (See next page) gives the population projections from the Massachusetts Institute for Social and Economic Research (MISER) at the University of Massachusetts. These estimates are based on countywide birth and death rates and the migration rate from the period 1970 to 1980. These projections over-estimated the population in 1985, and so Table 23 presents the town-wide population projections using the MISER format, but based on an estimate of 8669 people in Ware as of 1985.

Table 23
Adjustment of MISER Projection for Actual 1985 Population

<u>Year</u>	<u>Town-wide Population</u>
1985	8669
1990	9492
1995	10309
2000	11196

FIGURE 16: CURRENT DEVELOPMENT TRENDS



- A Primarily Low Density Residential
- B Higher Density Single Family
- C Residential with some Commercial
- D Highway/ Strip Commercial
- E Downtown Core
- F Primary Agricultural Areas
- G Primary Recreation/ Conservation Areas

WARE, MA.

GROWTH MANAGEMENT
and DEVELOPMENT PLAN

CURRENT DEVELOPMENT TRENDS

LandUse, Inc. — 1988



The final projection is based on the historic growth rates for the Town. The 1980 population of the town was 8953, up from 6509 in 1970. From 1980 to 1985 there were 660 children born in the town and 562 town residents died. These figures represent a 1.2% natural growth rate for each five year period. The 1985 state census reported 8669 people living in the town, this suggests a decrease in the population of almost 300 people. Town clerk records for voter registration support this finding that the population has decreased. Therefore, despite the increase in construction and the clear trend of new families moving to the town, the overall population decreased. This may be attributed to a couple of factors. The first is changing household patterns. With the increasing number of divorces, more families move from occupying one household to occupying two households. Secondly, the high local unemployment rate has undoubtedly forced some local families to relocate. Their places may have been taken by smaller families or single persons seeking less costly housing, both groups who may have solid employment in the surrounding metropolitan areas.

In any case, if this pattern continues (which is unlikely) given the clear movement of people to the Town of Ware, the future population could look like that given in Table 24.

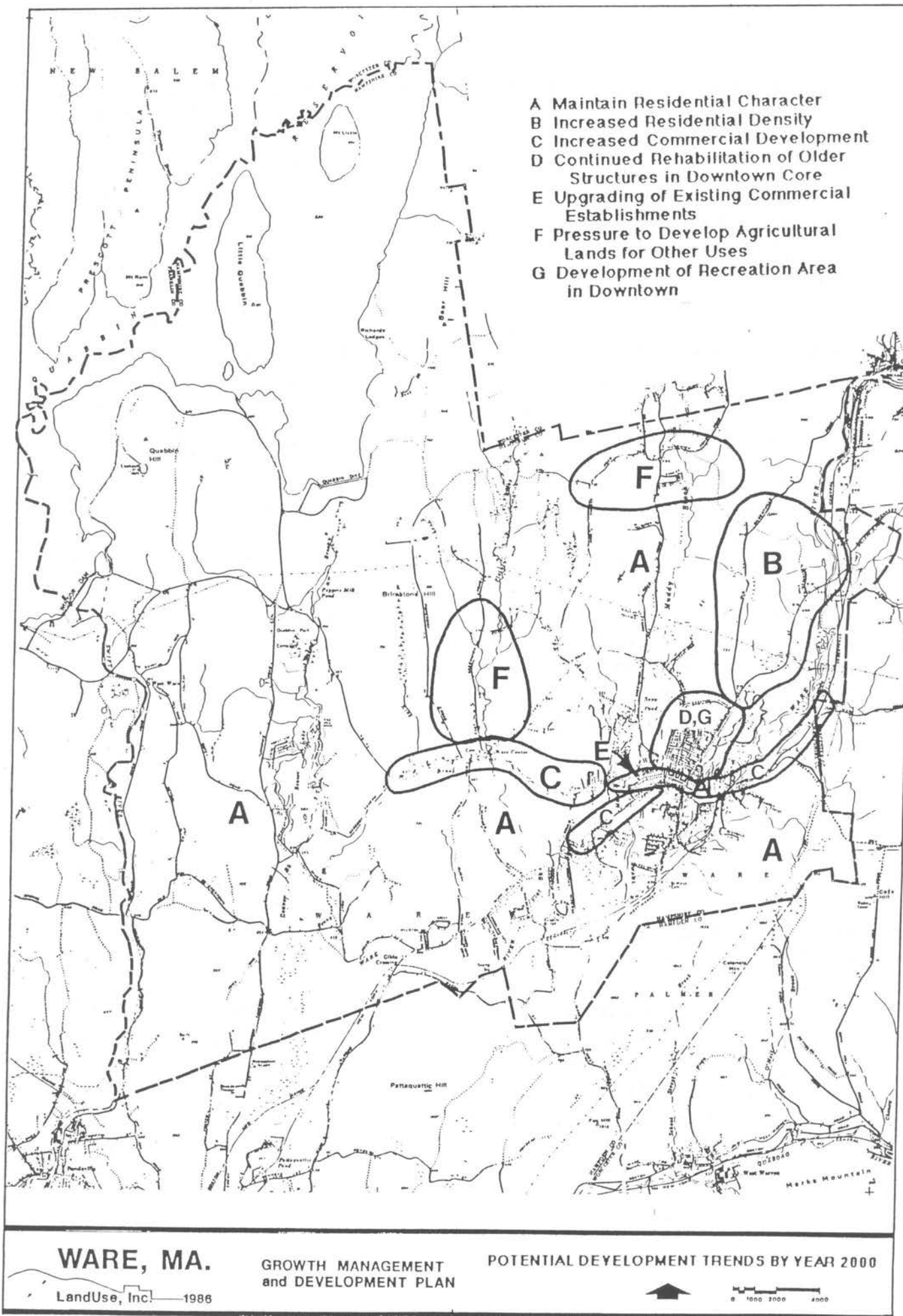
Table 24
Potential Population Growth Following
the Pattern Set from 1980 to 1985

<u>Year</u>	<u>Total Population</u>
1985	8669
1990	8773
1995	8878
2000	8985

Current Development Patterns

The pattern of settlement in Ware has also changed in character over the past decade. Ware has been settled, quite traditionally, primarily in the downtown area or its immediate environs. (See Figure 16: Current Development Trends.) Increasingly,

FIGURE 17: POTENTIAL DEVELOPMENT TRENDS



however, the outlying "rural" areas have become popular locations for individual homes and subdivisions. Beaver Lake and its vicinity are now increasingly developed, and much of the new construction in Ware is in this area. In addition, an important trend is the development that has been happening in the agricultural areas in the northern part of town, along Fisherdick and Greenwich Roads, and in the agricultural areas along West Warren Road in the southern part of town.

This development in the outlying areas has caused serious concern among town residents about the loss of town character. The elements which contribute to this intangible "character" - farmland, historic buildings along Route 9 West and in the downtown, the beauty and peacefulness of the Beaver Lake area, the Quabbin, Muddy Brook - all of these features have felt the effect of development. The recently revised bylaw has addressed the protection of these elements by increasing lot sizes in the rural areas (which are not on town water or sewer), restricting uses that are allowed in these areas, requiring site plan review for some types of development.

Additional methods to preserve the farmland and open space, which have not been implemented in town but are worthy of discussion, include adoption of cluster or transfer of development rights regulations, encouragement of farms to participate in state agricultural protection programs (APR, Chapter 61A), and creation of a land bank to purchase land in these areas or development rights to these lands.

Potential Development Pattern

If Ware continues on the development path that has been occurring over the past 10-15 years, it is probably that the following trends are likely to occur (see Figure 17: Potential Development Trends):

- **Beaver Lake area will continue to be the major residential outlying area** as the immediate area around the lake will be completely developed, and surrounding areas (such as Szygiel Road, Coffey Hill Road., Monson Turnpike) will see increased development. In this event, roads, fire and police protection to this area, pollution of the lake and private wells from septic systems, as well as the need to provide recreational opportunities and the

Summary

Ware will continue to grow and there are indications that the rate of growth is increasing. The town is reasonably protected through its land use regulations against unsightly or undesirable development, but has little control over the amount and the pace of development. Ware may seriously want to consider zoning techniques which allow for flexible development, or the pattern of development may continue to be the parcelization of land in the traditional, cookie-cutter subdivision pattern, and a continued chopping away at both the land and the character of the town.

These projections give a range of possibilities for how Ware could change in the coming years. It is the intent of this section to provide local planners with the information they will need to understand how future growth may impact the community. The goals, objectives and recommendations that follow present a framework for guiding Ware's growth.

SECTION C: PLANNING GOALS, OBJECTIVES AND RECOMMENDATIONS

Shaping the Direction for the Future.....

Ware's Vision of the Future
Goals to Achieve the Vision
Master Plan Directions for the Future



STUDY OF THE
EFFECTS OF THE

... ..

... ..

SECTION C: PLANNING GOALS, OBJECTIVES AND RECOMMENDATIONS:

Shaping the Directions for the Future

Now that the identity and vision for the Town's future has been established in Scenario 4 of Section B, it is possible to begin the essential process of defining the goals that will lead us to specific recommendations and tasks that will help to achieve this vision. This is the statement of the "vision" that was kept in mind as we established the goals and opportunities that form the backbone of this Plan.

WARE'S VISION OF THE FUTURE

Ware is no longer a mill town, nor will it regain the reputation as a commercial center that it once had. But it is a scenic, active town whose residents should be proud of the real advantages that the town possesses:

- abundant parks and recreation opportunities;
- healthy downtown;
- the safety and character of a small town, increasingly rare as development reaches the furthest corners of rural Massachusetts;
- a well developed and active set of social organizations for the adult population;
- its own hospital;
- a good school system which is continually improving;
- scenic roads and vistas.

Following are the six planning goals and corresponding recommendations that are consistent with this vision, and have resulted from recommendations of town officials and citizens and the information analyzed in Section A. This Plan will strive to achieve these goals through the objectives and recommendations specified for each goal. These recommendations are refined further in the action strategies of Section D.

1. Strengthen land use administration in the Town of Ware.

Regulations are meaningless without enforcement. Plans weaken if there is a lack of agreement and cooperation on reaching the objectives. Without strengthening its land use administration effort, Ware will realize few of the recommendations presented in this Growth Management Plan.

Ware is at a critical crossroads in its growth as a town. With a population of approximately 9000 people, it has gone beyond being a small town. The increasing demands on services and staff from growth and state requirements have made the Town realize that more professionalism is needed. "Professionalism" is not intended to suggest highly paid specialists; instead it refers to people with full-time responsibility to manage Ware's growth and operation. This first goal is perhaps the most critical.

2. Encourage economic growth that fits within the context of the Town's ability to absorb such growth.

The idea of balanced growth runs within each of the goals presented in this Growth Management Plan, and economic growth is a primary piece in any balanced growth strategy. At times, planning tends to focus too strongly on resource protection (i.e., water, views, habitats, etc.) and ignore an important fact of life: economic activity is the basis for most other social activities. People need jobs before they can pay the rent or have the education needed to be aware of environmental issues. With this basic concept in mind, this Growth Management Plan recommends strategies to encourage commerce and industry without threatening the character of the town or its environmental resources.

3. Protect natural and historic resources.

It is evident from the action to place areas of Ware on the national historic register, from concerned discussion over loss of farmland, and from the considerable use that residents make of active and passive recreation facilities, that town residents want considerable and long term protection over these valuable resources. Residents appear less aware of another concern of great importance to our future: the need to take preventative action to protect Ware's present and future water supply.

4. Provide a range of housing choices for the entire community.

In addition to the substantiated needs for rental units, special group housing needs, and affordable single family homes, there is the more intangible criterion that town residents have used to determine affordability in town: "Can/Will my children be able to afford to live in town?" Many have expressed concern that their children will not be able to afford to do so if housing costs increase at the present rate. The issue of mobile homes is central to this goal of providing a variety of housing types. While residents do not want to limit the housing choices of the entire community, there is a fear of declining house values in proximity to mobile homes. The feeling exists that Ware already has too many mobile homes, and is "carrying the burden for the entire county". While there was some dissension concerning limiting mobile homes to parks, the large majority of residents felt that this was the best compromise, and mobile home parks are included in the zoning by-law.

5. Plan infrastructure development to accommodate future growth.

Town regulations can be a major safeguard to protecting the town's resources. In order to be effective, however, they must be well enforced. It is recommended that a Development Review Board be formed to continually review and develop growth management policies for the town, and to ensure that infrastructure requirements are being met in proposed developments. Much of this could be accomplished through the proposed Department of Public Works, which would work with selected town boards. In the short term, however, a Development Review Board would be the most effective body to take care of this work. This goal is closely related to the following goal.

6. Use land use regulations to encourage a mixture of residential, industrial and commercial development.

A detailed look at Ware's strong points and limitations revealed that Scenario 4 (Section B) is the most likely to occur. The proposed zoning by-law is consistent with this scenario as it emphasizes moderate growth until infrastructure is able to handle more rapid development. Ware does not have much commercial and industrial land to develop, but there is some land available, and the newly-created zoning districts and use regulations are designed to encourage this type of development where the potential exists. The

amount of development that eventually occurs, how soon, how efficiently - these are some of the factors surrounding the development that will be determined by the boards and officials interpreting and enforcing the by-law, among them the Planning Board, Zoning Board of Appeals and Building Inspector.

Residential development is still likely to predominate, with the probability of increased multi-family development as a result of the zoning changes. Mobile Home Parks have been allowed where there is adequate land and services. The density of all residential development has been linked to natural constraints through lot sizes. It is now up to the residents of Ware to confirm that the zoning by-law represents needed and desirable regulation by continuing through the zoning planning process, making changes as needed in the by-law and voting to approve them. The townspeople should be well aware of the fact that the by-law can be amended as needed, and represents the foundation through which planning can be successfully implemented.

MASTER PLAN DIRECTIONS FOR THE FUTURE

The next step in the process of preparing a master plan is critical; how to plan a step-by-step process that will help us attain our vision of what Ware should look like in the future. This has been accomplished by turning each of the goals into a series of more detailed objectives. These objectives are then broken down into yet more specific action steps, which contain information on the relevant town board to implement the action (underlined in the recommendation) and suggested year to take action.

GOAL 1: STRENGTHEN LAND USE ADMINISTRATION IN THE TOWN OF WARE

OBJECTIVE 1: IMPROVE COMMUNICATION BETWEEN BOARDS AND DEPARTMENTS.

1. Create a Development Review Board
 - a. The Board of Selectmen should officially establish a Development Review Board (DRB) made up of representatives of all land use and planning related boards and departments.
 - b. The DRB should meet once every two months to review the following issues:
 - Recent subdivision proposals,
 - The ability of town services to accommodate new growth,
 - Coordination of flow of information between boards and departments.

OBJECTIVE 2: MAINTAIN ACTIVE LAND USE BOARDS.

1. Reactivate the Conservation Commission
 - a. The Selectmen should organize a meeting to review past problems of the Commission and identify new members.
 - b. The Conservation Commission chairman should coordinate a training session for all new Conservation Commission members with the Massachusetts Association of Conservation Commissions at Tufts

University.

OBJECTIVE 3: PROMOTE EFFICIENT AND EFFECTIVE ADMINISTRATION OF LAND USE REGULATIONS.

1. The Planning Board or Selectmen should bring a proposal for a position of full-time building inspector/zoning enforcement officer (BI/ZEO) to Town Meeting .
2. The Selectmen should create a position of part-time secretary for Planning Board and BI/ZEO.
3. Encourage participation of town officials in planning process and in establishment of regulations they will be enforcing through the creation of the Development Review Board.
4. Board of Health: Examine the feasibility of creating a full-time Health Inspector position.
5. Planning Board: Use the provisions in the zoning and subdivision regulations to hire engineering assistance at the developer's cost.
6. Planning Board: Revise zoning bylaws and subdivision regulations as necessary to take into account changes in development patterns.

**GOAL 2: ENCOURAGE ECONOMIC GROWTH THAT FITS
WITHIN THE CONTEXT OF THE TOWN'S ABILITY TO
ABSORB SUCH GROWTH.**

OBJECTIVE 1: ENCOURAGE RE-USE OF THE MILLYARD.

1. Planning Board: Provide flexible use of millyard space through zoning.
2. Community Development: Encourage implementation of millyard study.

3. Planning Board: Ensure that infrastructure is adequate for potential uses through the special permit process.

OBJECTIVE 2: STRENGTHEN COMMERCE IN DOWNTOWN.

1. Development Review Board: Link downtown with West Street commercial area through improved sidewalks, cooperative parking and shuttlebus service supported through the Downtown Association.
2. Highway Department: Facilitate traffic flow by improving intersection regulation, as well as sign and pavement markings.
3. Continue facade improvement program through Community Development Office.
4. Planning Board: Encourage housing in downtown by allowing mixed use and multi-family dwellings.
5. Planning Board: Encourage use of upper floors by allowing mixed use and off-site parking.
6. Planning Board: Allow for off-site parking provisions for new businesses.
7. Planning Board: Encourage expansion of downtown commercial area up Route 9 West through the creation of a downtown commercial zoning district that extends west to Eagle Street.
8. Selectmen: Consider re-use of fire station for future commercial use as a way to bring business up Main Street toward the millyard.

OBJECTIVE 3: LINK DOWNTOWN AND MILLYARD.

1. Community Development: Promote cooperation between millyard tenants and downtown merchants through Downtown Association.
2. Community Development: Develop a millyard/downtown design plan that will focus on facilitating pedestrian

traffic and visual systems to link the two areas. (i.e. direct sidewalks, joint parking, landscaping)

OBJECTIVE 4: ENCOURAGE SIGNING THAT AIDS THE GROWTH OF THE DOWNTOWN.

1. Highway Department: Provide adequate signs for municipal parking lot.
2. Highway Department: Use signs oriented to pedestrians as well as automobiles through sign regulations in zoning.
3. Planning Board: Promote signs that complement architecture of downtown through creation of sign design standards by Merchants Association. Link the downtown and millyard through such signing.
4. Mill owners and tenants to form millyard association to implement design standards in millyard for consistent signage and promotion of entire mill complex (joint signage).
5. Planning Board: Encourage joint signs for plazas through the site plan review process.

OBJECTIVE 5: STRENGTHEN WARE'S TOURIST ECONOMY.

1. Community Development office: Work with regional tourism office of Department of Commerce and Development to design promotion strategy linking Ware with surrounding tourist attractions.
2. Community Development office: Create local tourism promotion board to bring together relevant businesses and encourage joint promotion.
3. Planning Board: Encourage development of bed and breakfast places through zoning.
4. Planning Board: Encourage start-up of businesses to service visitors through expansion of commercial area in downtown and through limited commercial uses in outlying areas.

5. Community Development: Produce materials and provide a location for visitors to Ware to find out what the town has to offer. Work with local merchants on formation of Chamber of Commerce to aid in this process.

GOAL 3: PROTECT NATURAL AND HISTORIC RESOURCES.

OBJECTIVE 1: PROTECT WARE'S HISTORIC AREAS.

1. Historical Commission: Establish local historic districts.
 - a. Contact the Massachusetts Historic Commission and acquire necessary information to prepare a local historic district application.
Massachusetts Historical Commission
80 Boylston St.
Boston, MA 02116
(617) 727-8470
 - b. Prepare a local historic district report.
 - c. Work with the Planning Board to ensure consistency with the Master Plan and Zoning By-laws.
2. Planning Board: Use Special Permit and Site Plan Review to support the Historic District.
 - a. On special permit and site plan review applications, require the owner identify whether the property is located within the Historic districts.
 - b. Consider the historic district as a "community character" criteria in the special permit decision-making process.
3. Encourage cooperation of town boards such as Historic Commission and boards related to land use administration to ensure similar objectives for these areas.
 - a. The Historic Commission should directly participate in the Development Review Board.
4. Millyard Association: Millyard development should recognize the site's historic importance and comply with

the millyard reuse study.

5. The Zoning Board of Appeals should issue variances in historic districts only in extreme circumstances.

OBJECTIVE 2: PROTECT WARE'S SCENIC VISTAS AND ROADS.

1. Planning Board: Adopt a back lot development zoning regulation to provide an alternative to development along road frontage and allow use of land behind road development.
2. Conservation Commission: Protect critical scenic views in the Town.
 - a. Arrange a scenic view assessment through the Department of Landscape Architecture and Regional Planning at UMass/Amherst.
 - b. Prioritize areas for acquisition.
 - c. Examine Conservation Restrictions, land banking acquisition and the Massachusetts DPW Scenic Highway Program as funding sources for land acquisition or protection of views.
3. Conservation Commission: Discuss the feasibility of a scenic roads by-law within the Development Review Board.

OBJECTIVE 3: ENSURE THAT SENSITIVE ENVIRONMENTAL AREAS ARE PROTECTED.

1. Protect environmental areas through the Conservation Commission regulations.
2. Planning Board: Require all subdivisions and site plan review projects to submit locus maps that relate to the Master Plan's environmental maps.
3. Planning Board: Support Conservation Commission monitoring effort by arranging for a training program in wetlands identification for the Commission and other town officials and boards. The Massachusetts Association of Conservation Commissions could provide such a training.

2. Planning Board and Building Inspector: Protect environmental areas through zoning.
 - a. Enforce the Water Supply Protection District.
 - b. Use site plan review and special permit criteria to emphasize environmental protection.

OBJECTIVE 4: PROTECT WARE'S EXISTING AND FUTURE WATER SUPPLY.

1. Planning Board: Protect the wellfields through zoning.
 - a. Establish the Water Supply Protection District.
 - b. Contract for an Aquifer Identification study to identify the precise location of the Town's groundwater supply.
2. The Water and Sewer Commission should ensure that the water supply is taken into consideration by all boards through the Development Review Board process.
3. The Water and Sewer Commission: Examine the Department of Environmental Quality Engineering's Aquifer Lands Acquisition program to protect lands above the aquifer.

OBJECTIVE 5: PROTECT WARE'S WATER BODIES.

1. Planning Board: Enforce the floodplain zoning to protect rivers and streams.
 - a. Insist on strict enforcement by the Building Inspector.
 - b. Continue support for legal services to enforce zoning.
2. Enforce the Board of Health regulations.
 - a. Examine the feasibility of full-time health inspector.
3. Enforce the Conservation Commission regulations.
 - a. The selectmen should reactivate the Conservation Commission.
 - b. Train town employees to assist in wetlands violation identification.
 - c. Participate in the Development Review Board.
4. Planning Board: Use special permit and site plan review to protect development that is located near waterbodies.
 - a. Specifically require site design to protect

waterbodies.

- b. Amend the subdivision control regulations to include provisions to stop environmental damage before it occurs.

5. The Water and Sewer Commission: Coordinate with the DEQE to periodically test all major waterbodies for pollution.

OBJECTIVE 6: ENSURE THAT NATURAL LIMITATIONS OF WARE ARE NOT EXCEEDED IN FUTURE DEVELOPMENT.

1. Planning Board: Adopt and enforce zoning regulations that match density with town services and soil limitations.
 - a. In the future, adjust zoning to reflect extensions in sewer and water service.
 - b. Maintain communication between the Planning Board and Board of Health regarding septic system failures and the adequacy of lot sizes.

GOAL 4: PROVIDE A RANGE OF HOUSING CHOICES FOR THE ENTIRE COMMUNITY.

OBJECTIVE 1: PROMOTE PUBLIC/PRIVATE COORDINATION TO IMPROVE BUILDING DEVELOPMENT AND APPLICATION OF ZONING BYLAWS AND SUBDIVISION.

1. Community Development office: Form a Homeownership Opportunity Project (HOP); promote understanding and awareness of program through educational workshop coordinated by Community Development office with EOCD representatives and other HOP communities and developers.
 - a. Arrange for EOCD to give workshop on HOP for Ware, Palmer and surrounding towns. Invite developers as well as officials and interested townspeople.
 - b. File first phase application to become a partnership community.

2. Planning Board: Use Site Plan Review and improved subdivision regulations to work cooperatively with developer.
 - a. Administer bylaw in consistent manner. Provide process handouts to all developers.
 - b. Use part-time administrative assistance to create a "one-stop shopping" for all builders and developers. Make information accessible.
 - c. Be open in site plan review and subdivision planning to improve methods of design and construction.
3. Encourage non-governmental bodies to participate in providing a variety of housing types.
 - a. Through Community Development office, invite local civic and religious organizations to attend H O P workshop. Raise issue of their involvement in housing.
 - b. Provide any assistance possible to local civic and religious organizations that are working to meet housing needs of community.
4. Promote concept of land trust to assist in housing and open space planning.
 - a. Community Development office organizes a workshop with Center for Rural Massachusetts, Trust for Public Lands, and a local land trust (i.e., Franklin County, Valley Land Trust, Institute for Community Economics). Invite general public; focus on individuals with particular interest in organizing this non-governmental body.
5. Examine land bank bill as a method to generate local funds for housing and open space planning.
 - a. Board of Selectmen, Planning Board and Conservation Commission review state bill and examples of local petitions.
 - b. Establish local land bank.

OBJECTIVE 2: IMPROVE HOUSING QUALITY IN TOWN.

1. Encourage rehabilitation of existing structures through continued support for Community Development department.

2. Planning Board: Ensure that density of area is in keeping with available infrastructure.
3. Planning Board: Use lot sizes to create a variety of housing types.
4. Planning Board: Work to create full-time building inspector position to ensure that zoning regulations and building code is strictly enforced.

OBJECTIVE 3: PROMOTE A RANGE OF HOMEOWNERSHIP AND RENTAL COSTS IN WARE.

1. Community Development office: Promote awareness of and participation in HOP program in order to create a variety of housing types.
2. Planning Board: Keep lot sizes as small as possible to reduce total housing costs.
3. Planning Board: Continue to give people the option of mobile home ownership through existence of mobile home park by-law in zoning by-laws.
4. Planning Board: Encourage duplexes by allowing them in certain zoning districts.
5. Planning Board: Encourage triplexes, quadraplexes, condominiums and multifamily housing by allowing them in specific districts with special permit required to ensure compatibility.

OBJECTIVE 4: ENSURE AN ADEQUATE SUPPLY OF HOUSING FOR PEOPLE WITH SPECIAL NEEDS.

1. Community Development: Monitor housing needs of elderly population through surveys, public information, links with human service organizations, Senior Center and churches.
2. Continue support for housing authority actions to develop elderly and low/moderate income housing.
3. Enforce state requirements for special needs access to

public buildings.

4. Housing Authority: do survey to determine need to develop housing for handicapped people.

OBJECTIVE 5: ENCOURAGE HOUSING IN THE DOWNTOWN.

1. Planning Board: Encourage higher density housing development in the Main Street area by increasing allowed units per acre and lowering minimum lot sizes.
2. Planning Board: Focus on revitalization of existing structures and upper floor use by allowing mixed use in downtown and allowing conversions by special permit, with adequate parking provided.

OBJECTIVE 6: PRESERVE HOUSING CHARACTER IN TOWN.

1. Planning Board: Implement new zoning to protect character of various neighborhoods in town.
2. Planning Board: Require buffers in new developments to minimize visual and use disturbances.
3. Planning Board: Separate different uses through zoning districts where non-residential uses would negatively impact housing.
4. Support Historic Commission in preserving historic districts and structures by working with local historic district commission to create a local historic preservation district.
5. Planning Board: Rehabilitate older housing stock by allowing conversions to higher densities in the downtown and to mixed uses in residential/commercial districts.

GOAL 5: PLAN INFRASTRUCTURE DEVELOPMENT TO ACCOMMODATE GROWTH.

OBJECTIVE 1: ENSURE ADEQUATE INFRASTRUCTURE FOR EXISTING AND FUTURE HOUSING.

1. Planning Board: Use unaccepted road map to control growth on unaccepted roads.
2. Water and Sewer Commission: Extend water lines on Upper Church Street and Old Gilbertville Road to allow higher density development.
3. Water and Sewer Commission: Extend sewer down Route 32 South to allow higher density development.
4. Water and Sewer Commission: Review possibility of sewer and water extensions on Route 9 West.
5. Water and Sewer Commission: Fund project to study feasibility of extending sewer to Beaver Lake. Examine betterment district for financing extension.
6. Work to create a local Department of Public Works (DPW).

OBJECTIVE 2: ENSURE THAT THE TOWN HAS AN ADEQUATE PRESENT AND FUTURE ROAD SYSTEM.

1. Highway Dept.: Establish a long range improvement/maintenance program for road improvements and a system for establishing future needs.
 - a. Contract with Civil Engineering Department at University of Massachusetts/Amherst to prepare a Pavement Management Program.
 - b. Establish a local DPW.
2. Examine town-wide policy to not accept new roads.
 - a. Development Review Board should initiate discussion.
 - b. Policy statement should come from Board of Selectmen and Planning Board.

3. Highway Dept.: Fund study to examine feasibility of a truck by-pass around the downtown from Route 9/32 on the northeast side of town to Route 32 on the southwest side.

OBJECTIVE 3: PURSUE INFRASTRUCTURE PLANNING PROJECTS.

1. Selectmen: Implement recommendations of recent DPW study that was commissioned by the Town Government Study Committee.
2. Selectmen: Meet with Police and Fire Chiefs for joint Fire and Police facilities in future.
3. Selectmen: Require report on long term continuation of landfill or creation of alternative from the Board of Health.

OBJECTIVE 4: ENSURE THAT UPGRADING AND MAINTENANCE REQUIREMENTS OF PRESENT SERVICES ARE ONGOING AND ADEQUATE.

1. Water and Sewer Commission: Establish a program to prioritize necessary repairs for water and sewer lines and road maintenance.
2. Planning Board: Implement Water Supply Protection District by-law for protection of wellfields.
3. Development Review Board should periodically determine maintenance and repair priorities related to growth. Initiated by Water and Sewer Board and Highway Superintendent

OBJECTIVE 5: PLAN INFRASTRUCTURE DEVELOPMENT TO MEET FUTURE INDUSTRIAL AND COMMERCIAL NEEDS.

1. Water and Sewer Commission: Extend sewer system along Route 9 West to allow higher density commercial use.
2. Water and Sewer Commission: Extend sewer lines to Church Street airport site to protect wellfield.
3. Water and Sewer Commission: Extend sewer down Palmer Road to allow higher density commercial and industrial

development.

4. Water and Sewer Commission: Ensure adequate services for future and existing businesses in millyard.
5. Work to create a local Department of Public Works (DPW).

OBJECTIVE 6: ENSURE ADEQUATE PARKING IN THE DOWNTOWN.

1. Highway Dept.: Improve public awareness of municipal parking lot through better signs.
2. Highway Dept.: Arrange joint parking with millyard to create more parking in the downtown area and to link millyard and downtown.

OBJECTIVE 7: PROMOTE EFFICIENT AND SAFE TRAFFIC FLOW IN DOWNTOWN AND HIGHWAY COMMERCIAL AREAS

1. Highway Dept.: Prepare an updated study on traffic lights and pedestrian walks in downtown.
2. Highway Dept.: Increase signs for driver awareness of by-passes to downtown area.
3. Highway Dept.: Stay abreast of plans for work on Rte. 32, but do not base planning on assumption of improved Rte. 32 access.

GOAL 6: USE LAND USE REGULATIONS TO ENCOURAGE A MIXTURE OF RESIDENTIAL, INDUSTRIAL AND COMMERCIAL DEVELOPMENT.

OBJECTIVE 1: PROVIDE ADEQUATE LAND FOR INDUSTRIAL DEVELOPMENT.

1. Industrial Development Committee and Community Development Committee: Encourage industrial development in specific parts of town.

2. Planning Board: Use Site Plan Review to allow for a compatible mixture of uses.
3. Planning Board: Encourage development, where feasible, along the railroad by keeping districts along the rail line flexible.
4. Ensure environment is protected while encouraging development of industrial land through site plan review and participation of Board of Health and Conservation Commission in Development Review Board.

OBJECTIVE 2: MAINTAIN VIABILITY OF HIGHWAY COMMERCIAL ZONES FOR INCREASED COMMERCIAL DEVELOPMENT.

1. Link these zones with downtown development projects.
2. Planning Board: Allow flexible commercial uses through zoning.
3. Community Development Highway Dept.: Encourage merchant cooperation to coordinate joint parking areas.
4. Planning Board: Use Site Plan Review to promote good site design, good traffic and pedestrian flow, and to discourage strip development.
5. Use sign regulations to discourage inappropriate signs.

OBJECTIVE 3: ENCOURAGE A MIXTURE OF BUSINESSES FOR A DIVERSITY OF EMPLOYMENT OPPORTUNITIES.

1. Industrial Development Committee and Community Development office: Promote cooperation between relevant town boards and private organizations (Downtown Association, future Chamber of Commerce) in encouraging a mixture of businesses to come to town.
2. Community Development office: Work with Downtown Association to form a Chamber of Commerce.

3. Community Development office: Develop advertising/marketing strategy for the Town through the Downtown Association and Chamber of Commerce.
4. Community Development office: Encourage public/private coordination and cooperation in applying for economic development assistance grants.
5. Planning Board: Increase amount of potential commercial and industrial land through flexible zoning.

THE FOLLOWING RECOMMENDATIONS ARE FROM THE FIRST DRAFT OF THE WARE OPEN SPACE AND RECREATION PLAN. THESE RECOMMENDATIONS ADDRESS THE EXISTING AND FUTURE RECREATION NEEDS OF THE TOWN, AND EVERY EFFORT SHOULD BE MADE TO IMPLEMENT THEM, IN CONJUNCTION WITH THE RECOMMENDATIONS LAID OUT IN THE MASTER PLAN.

MEMORIAL FIELD (PARK COMMISSIONERS):

1. Acquire land next to Memorial Field (parcel # 56-142-01, which is owned by the Gas Company), to develop as parking for the field.
2. Explore possibility of adding basketball court next to existing one. Resurface existing court.
3. Install fence by river.

TOWN FOREST (CONSERVATION COMMISSION)

1. Improve signage for forest.
2. Develop trails in forest.

HIGH SCHOOL AND ELEMENTARY SCHOOL (SCHOOL COMMITTEE/REC. BOARD)

1. Acquire part of land adjacent to high school for future development of new school and ample fields for athletic activities (parcel # 16-11, owned by Frank DeSantis).
2. Discuss with Paul Orszulak plans to put tennis courts in front of high school.

BARNES STREET (WATER DEPT. AND RECREATION COMMISSION)

1. Utilize land behind municipal pool for playing fields or active trails.
2. Look at areas of town-owned Barnes Street land for possible playground. (Possibility of northernmost corner; flat, slightly wooded area north of wells below road, parcel # 60-70)
3. Fix up parking lot next to baseball field.
4. Signs for baseball field.

SNOW'S POND (WATER DEPARTMENT, REC. COMMISSION, COMM. DEV.)

1. Look into the possibility of installing a playground and playing field on town land across from Snow's Pond. (Parcels # 62-44 and 62-45) Explore existing trail on these parcels for possible extension.
2. Establish picnic, small playground on town land next to Snow's Pond.

GRENVILLE PARK (PARK COMMISSIONERS)

1. Larger signs at entrances to park.
2. Improve roads and gate system in park.
3. More sanitary and handicapped facilities in park.
4. Explore undeveloped part of park on other side of Route 9.
5. Improve and increase picnic facilities.
6. Reactivate bandstand programs for all age groups.

WATER RESOURCES:

1. Apply to the Aquifer Acquisition Program to receive help in identifying boundaries of aquifer, parcels to be acquired to protect aquifer. (WATER DEPARTMENT)
2. Establish Aquifer Protection District to regulate development around aquifer. (PLANNING BOARD)

3. Explore possible conservation land acquisition along Muddy Brook. (CONSERVATION COMMISSION)
4. Look into purchase of property along River for playing field. (Landfill is parcel # 17-25, owned by Robert Banas; parcel to purchase part of is # 11-21). (RECREATION COMMISSION, REC. BOARD)

MISCELLANEOUS

1. Discuss recreation uses of landfill upon closure.
2. Work on cooperation with private landowners to develop passive recreation areas for entire community. Example Bishop's land (Parcel #23-6) on Greenwich Rd. could be linked to town-owned land in area; trails along Ware River currently exist on private land. (RECREATION COMMISSION)
3. Form a committee to develop further and maintain trail system existing along old railroad bed. (RECREATION COMMISSION)
4. Form a recreation commission that combines all departments and boards involved in administering recreation facilities and programs to coordinate projects and programs. Establish quarterly meeting schedule. Work on coordinating and integrating recreational programs and promoting awareness of recreational opportunities in town through information programs, improved signs, informational flyer and other advertising techniques. (BOARD OF SELECTMEN)
5. Develop the South Street field behind the District Court; recreation commission to decide best use (playground, baseball field)
6. Identify best location for play lot and develop (Barnes St., Grenville Park, lot in downtown). (RECREATION COMMISSION, COMM. DEV.)

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4. Planners Handbook, published by Massachusetts Federation of Planning Boards, Inc., 1983.
5. Remote Sensing 20 Years of Change in Hampshire County, 1952-72, MacConnell, William P., Massachusetts Agricultural Experiment Station, University of Massachusetts at Amherst, 1975.
6. Soil Survey of Hampshire County, Massachusetts, Soil Conservation Service, U.S.Dept. of Agriculture.
7. Town of Ware Annual Reports, 1980 - 1986.
8. Ware Comprehensive Plan prepared by students from the Dept. of Landscape, Architecture and Regional Planning at UMass.(1975)
9. Ware General Report Plan-1961, prepared for the Town of Ware by Bacon, Theodore S., Jr., Amherst.
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11. Water 2000, Lower Pioneer Valley Regional Planning Commission, 1983.
12. 1984 Base Data Report, Pioneer Valley Planning Commission.



TOWN OF WARE
MASSACHUSETTS 01082
PLANNING BOARD

November 7, 1987

TO: Town of Ware Boards, Committees, Commissions, and Officials.

FROM: Ware Planning Board

Re.: Draft Recommendations for the Ware Master Plan.

DATE: Monday, November 23, 1987 at 7:30 P.M.

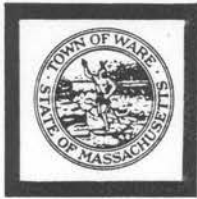
Once again, the Ware Planning Board invites your participation in a review of draft recommendations for the WARE MASTER PLAN to be held on Monday, November 23, 1987 at 7:30 P.M. in the Selectmen's meeting room in the Ware Town Hall.

The previous meeting was held on July 22, 1987 and was attended by only four Town officials (other than the Planning Board and LandUse Inc) although ALL Town Officials were invited.

Enclosed for your review is a draft copy of "The Ware Growth Management and Development Plan" .

The Planning Board strongly urges all Town Officials to study this material and to attend the meeting on Monday, November 23, 1987 at 7:30 P.M. to offer additional views as to how Ware is growing and how to cope with this growth and also to show the citizens of Ware that yes, in fact, Ware's public officials can work together to guide the Town in its future growth.

We anticipate your participation and input.



WARE PUBLIC SCHOOLS

Augustus J. Pesce, Superintendent P.O. Box 240 Ware, Mass. 01082-0240 Tel. 413-967-4271

November 20, 1987

TO: Ware Planning Board
 FROM: Ware School Committee
 RE: Ware Master Plan

We have reviewed the Ware Master Plan particularly Section 6G - School Facilities. We would like to suggest the following changes:

Please be advised that on Page 51, the Capacities listed for the school buildings are grand totals of persons allowed in the buildings. This includes the student body, the staff, the faculty, public assemblies, athletic events, and the like.

We recommend that this section of Table 17 be listed identifying student capacities as follows:

STUDENT CAPACITY

	<u>Ware Elem.</u>		<u>Church St.</u>		<u>Ware High</u>	
	<u>1985</u>	<u>1986</u>	<u>1985</u>	<u>1986</u>	<u>1985</u>	<u>1986</u>
Total Number	516	544	293	296	473	454
Student Capacity	650	650	375	375	500	500
% of Capacity	79%	84%	78%	79%	95%	91%

AJP/spp

LandUse, Inc.

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