

*Southwick map*

# MASTER PLAN

## SOUTHWICK MASSACHUSETTS

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This report was prepared for the Southwick Planning Board and the Massachusetts Department of Commerce and Development, and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.



**Brown, Donald and Donald**      Planners, Southwick, Inc.  
Spring House      Farmington, Connecticut      CT-06861

August 1, 1967

Southwick Planning Board  
Southwick, Massachusetts

Dear Board Members:

It is my great pleasure to transmit this Master Plan for Southwick to you.

Special credit for their valued assistance in preparing this Plan must go to every Town official in Southwick. The cooperation of the Planning Board and other citizens contributed significantly to the timely completion of the Plan.

Now the task of implementing the Plan and converting recommendations into reality begins.

Respectfully submitted:



Robert W. Donald  
Planner-in-Charge

RWD/rnm

Received by the Southwick Planning Board  
August 1, 1967  
Robert W. Donald, Planner-in-Charge



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# Basic Studies





## INTRODUCTION

This first section of Southwick's Master Plan contains the basic factual and analytical material, in text and map form, upon which the Plan's recommendations are founded. In this way, planning for Southwick's future is based upon a solid groundwork of information about the town's present condition.

These basic studies include a detailed analysis of Southwick's physical characteristics and existing development; a study of the town's present demographic structure and projections of its future population; a review of its economic base and potential; and an examination of Southwick's relationship to the surrounding Region.

Three base maps prepared as part of the Master Plan, the Property Line Map, the Street Map and the Topographic Map, are included following this introduction for general reference. They do not pertain to any one section of the Plan, but are basic to the entire planning process.

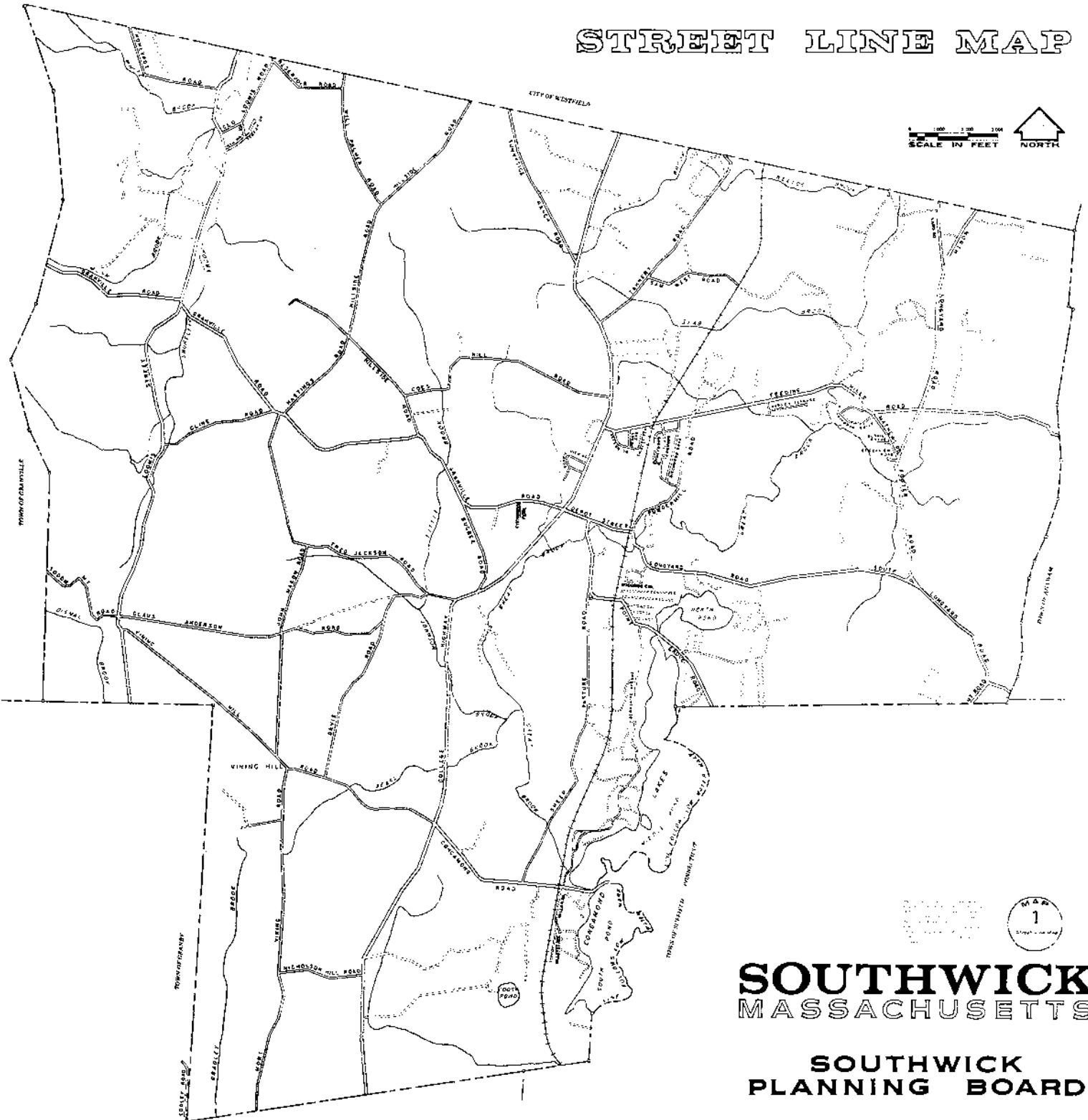
The Property Line Map shows the legal definition of our land. The original was prepared at 1,000' scale on mylar drafting film from the town Assessor's maps, with streets corrected to U.S.G.S. surveys. This map shows street lines; property lines; rivers, streams and water bodies; street names; and town boundaries.

The Street Map shows the existing alignment of the various highways in Southwick. It contains all the information shown on the Property Line Map except property lines.

The Topography Map was prepared from United States Geodetic Survey Maps which were carefully matched and enlarged to a scale of 1,000' on mylar drafting film. This map is used only for topographic information. Contours are shown at ten-foot intervals.

# STREET LINE MAP

SCALE IN FEET



MAP  
1

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PROPERTY LINE MAP  
 SOUTH-WICK, MASSACHUSETTS

MASSACHUSETTS  
 SOUTHWICK

MAP  
 2

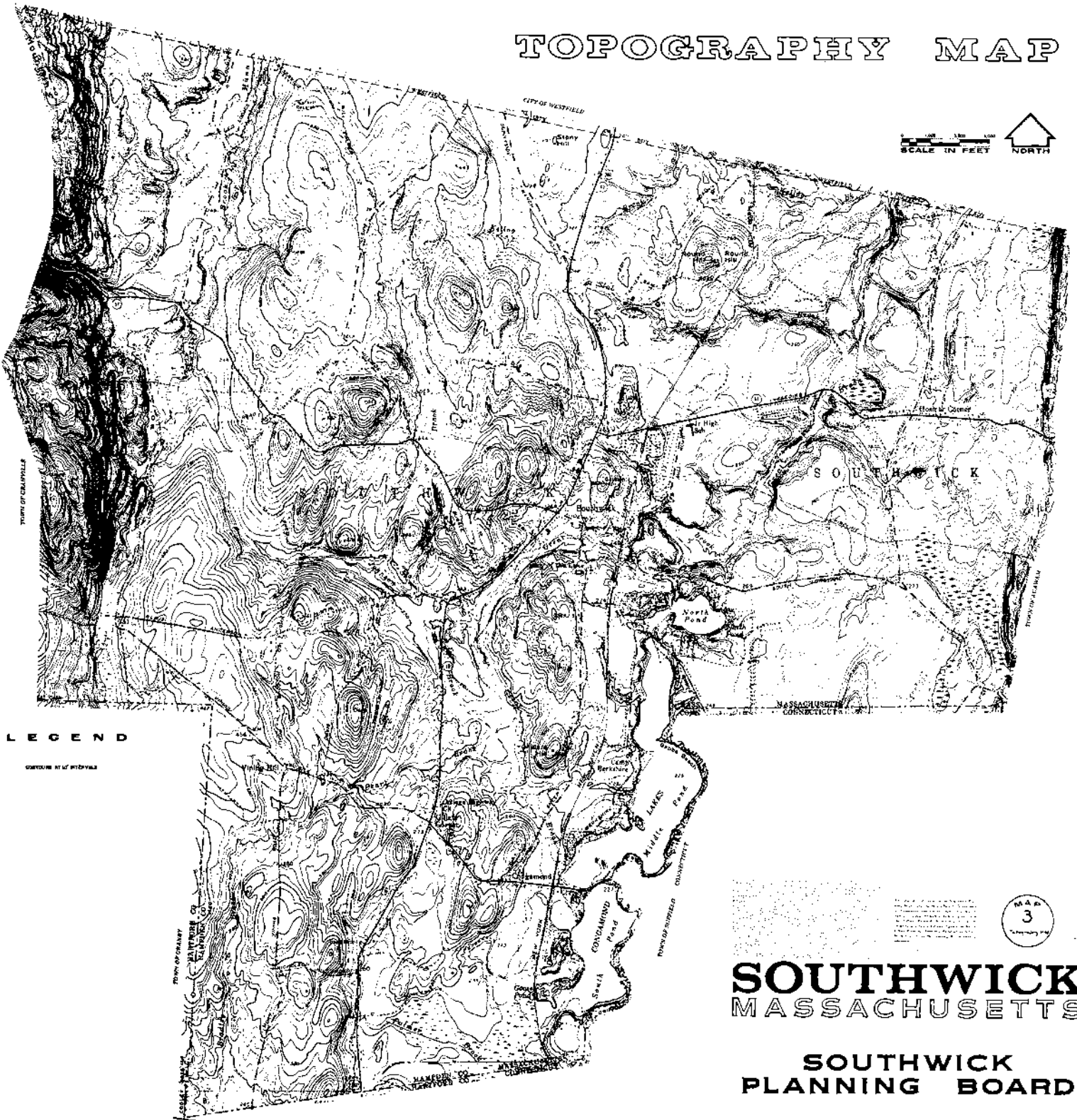
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Brown, Donald and Donald Planning Services, Farmington, Connecticut



# TOPOGRAPHY MAP



## LEGEND

CONTOUR 10' INTERVAL

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## PHYSICAL CHARACTERISTICS

### INTRODUCTION

The land itself is our most valuable and irreplaceable asset. Understanding its physical character and limitations are necessary to preparing a Master Plan.

The following data are presented in several general sections, each dealing with a particular area of physical characteristics. The maps are the most important results of this study. The text is intended to explain and clarify the mapped data.

### CLIMATE

The closest United States weather station is at Bradley Field, which supplies Hartford-Springfield forecasts. Table A-1, Summary of Climatological Data at Hartford, Connecticut, presents data which are generally applicable to Southwick.

The Climate of Connecticut, by Joseph J. Brumbach, also supplies some general data which are relevant to Southwick.

1. Annual mean temperature ranges between 47 and 48 degrees Fahrenheit.
2. Average date of last occurrence of 32 degrees in Spring, between May 5 and May 10.
3. Average date of first occurrence of 32 degree temperature in Fall, between September 30 and October 5.

4. Average length of freeze-free season, between 160 and 170 days.
5. Annual distribution of heating degree days, 6600 to 6800.
6. Mean annual precipitation, between 44 and 46 inches.
7. Mean seasonal snowfall, between 60 and 70 inches.

Climatological influences have been a part of our lives for several hundred years; and we have learned to adapt ourselves, and our types of construction to the climate, to the extent that the above data becomes informational in nature, and not a vital part of the planning process.

## TOPOGRAPHY

Southwick is generally bounded by Drake and Sodom Mountains on the west and Provin Mountain on the east. The easterly half of the town is generally level and rolling, with the Congamond Lakes to the south. The westerly half is more rolling and somewhat higher in elevation.

### Slope

Interpretation of the Topographic Map provides the information shown on the Slope Map. This map was prepared at 1,000' scale on mylar drafting film. The categories of slope are developed to show the relative usefulness of the land as limited by its topography.

The first category is 0% - 5% slope. This land is level enough to support almost any type of land use.

The second category is 5% - 10% slope. This category is

# SLOPE MAP



## LEGEND

SLOPE
3% AND OVER
10-3%
5-10%
LESS THAN 5%

Source: U.S. Geological Survey, 1:250,000 Scale Map of the Southwick Area, 1965

MAP  
4

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suitable for residence, smaller commercial uses, and any extensive use.

The third category is 10% - 15% slope. This land is suitable for low density residential use and extensive uses only.

The fourth category is over 15% slope. This land is limited to very low density residential use and extensive uses. The costs and difficulties of building roads and structures on 15% or greater slopes make this land usable only when carefully designed.

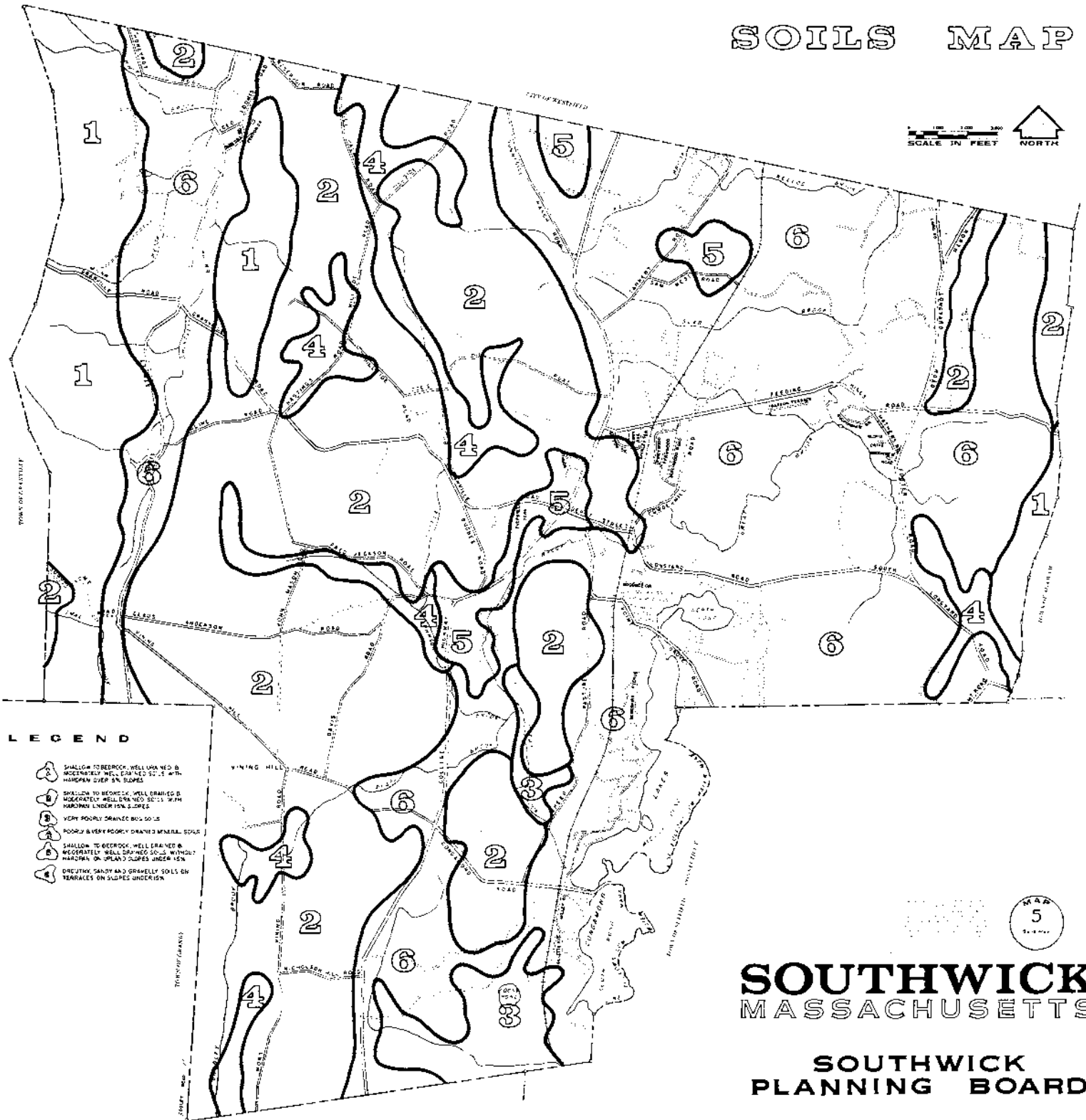
Percentage of slope refers to the number of feet of vertical rise in a horizontal distance of 100 feet. A five per cent slope means five feet of vertical rise in 100 feet of horizontal distance.

## SOILS

The Soils Map of Southwick was prepared from the General Soils Map of the Lower Pioneer Valley Regional Planning District. This soils map was prepared from data of the U.S. Soil Conservation Service. It is necessary to realize that this is a general soils map, and the boundaries of soil types are general and not definite. In the future, it would be a wise investment for the town to request the U.S. Department of Agriculture Soils Conservation Service at Amherst to prepare a detailed soils survey. Two-thirds of its cost can be reimbursed by the Department of Housing and Urban Development under the 701 program.

Understanding soil capabilities and soil type locations is a vital part of planning. Since most construction relies on individual systems of sewage disposal and, frequently, the private supply of water from the same site, knowledge of soil limitations is essential to prevent future health hazards.

A scale bar showing distances in feet, with markings for 0, 1,000, 2,000, and 3,000. To the right of the scale bar is a north arrow pointing upwards, labeled "NORTH".



SOURCE: NORTH AMERICAN NAVAL PLANNING BOARD-GENERAL SERVICE / JULY 1949

**Brown, Donald and Donald Planning Services**, Farmington, Connecticut

Soils data also provide information on the location of flood plains and other conditions requiring special consideration.

The Soils Map, which was prepared at 1,000' scale on mylar drafting film, shows six categories of soil types. They are described as follows:

1. Shallow to bedrock, well drained and moderately well drained soils with hardpan over 15% slopes.
2. Shallow to bedrock, well drained and moderately well drained soils with hardpan under 15% slopes.
3. Very poorly drained bog soils.
4. Poorly and very poorly drained mineral soils.
5. Shallow to bedrock, well drained, and moderately well drained soils without hardpan on up-land slopes less than 15%.
6. Droughtly, sandy, and gravelly soils on terraces of slopes less than 15%.

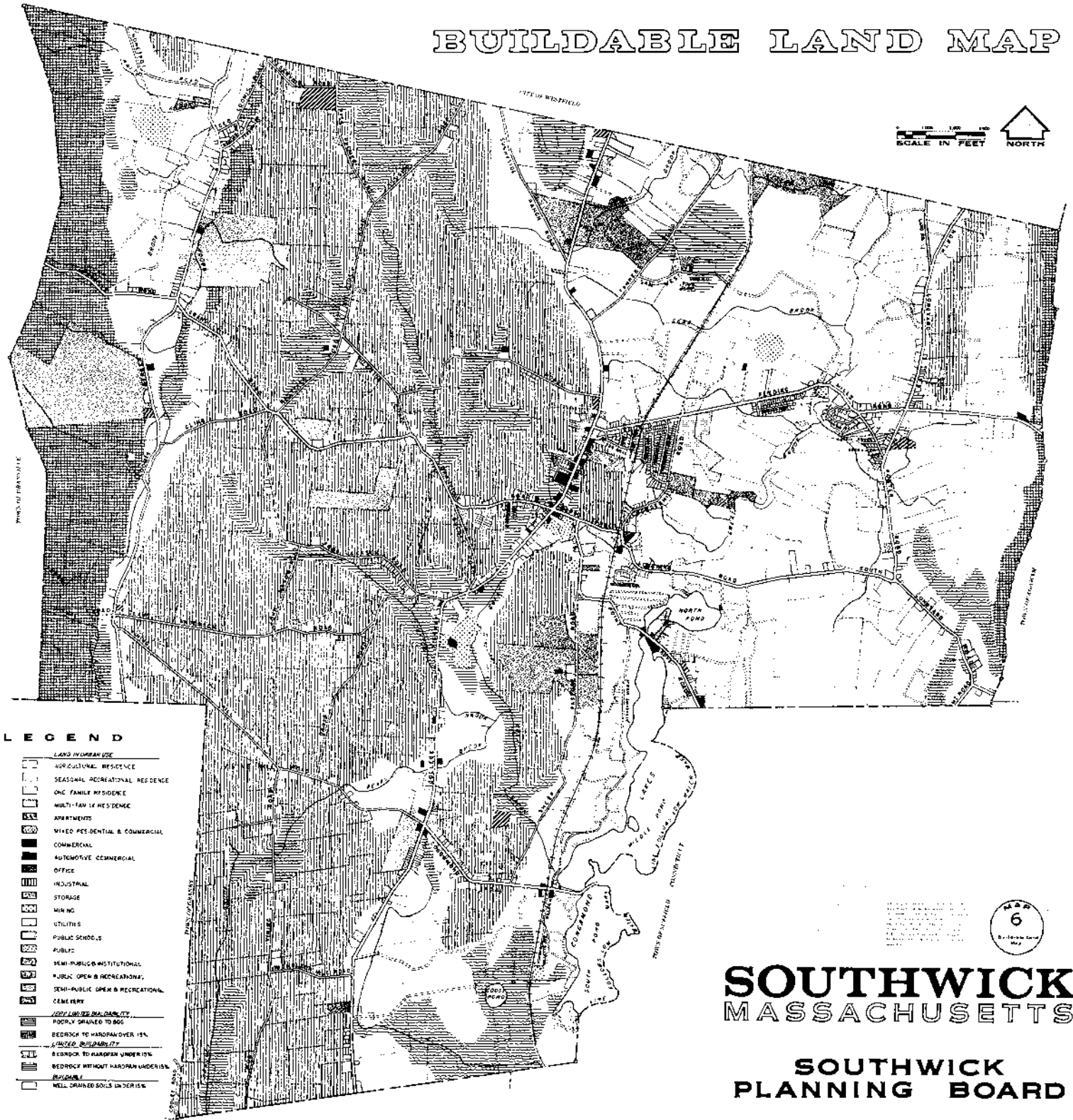
Soil capabilities for urban development are indicated in the following groupings:

1. Slight limitation - soil type 6.
2. Moderate limitation - soil types 2 and 5.
3. Severe limitation - soil types 1, 3 and 4.

#### BUILDABLE LAND

The Buildable Land Map is a composite picture of land capabilities for urban uses prepared from the Soils Map, the Slope Map, and the Land Use Map.

# BUILDABLE LAND MAP



## LEGEND

- |  |                                   |
|--|-----------------------------------|
|  | AGRICULTURAL RESIDENCE            |
|  | SEASONAL RECREATIONAL RESIDENCE   |
|  | ONE FAMILY RESIDENCE              |
|  | MULTI-FAMILY RESIDENCE            |
|  | APARTMENTS                        |
|  | MIXED RESIDENTIAL & COMMERCIAL    |
|  | COMMERCIAL                        |
|  | AUTOMOTIVE COMMERCIAL             |
|  | OFFICE                            |
|  | INDUSTRIAL                        |
|  | STORAGE                           |
|  | MINING                            |
|  | UTILITIES                         |
|  | PUBLIC SCHOOLS                    |
|  | PUBLIC                            |
|  | SEMI-PUBLIC & INSTITUTIONAL       |
|  | PUBLIC OPEN & RECREATIONAL        |
|  | SEMI-PUBLIC OPEN & RECREATIONAL   |
|  | CEMETERY                          |
|  | VERY LOW SOIL RELIABILITY         |
|  | POORLY DRAINED TO BOG             |
|  | BEDROCK TO HARDPAN OVER 15%       |
|  | LIMITED RELIABILITY               |
|  | BEDROCK TO HARDPAN UNDER 15%      |
|  | BEDROCK WITHOUT HARDPAN UNDER 15% |
|  | RELIABILITY                       |
|  | WELL DRAINED SOILS UNDER 15%      |

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The map was developed to indicate limitations of urban use and is best described by the following categories shown on the map:

#### Very Limited Buildability

1. Poorly drained to bog soil conditions.
2. Bedrock and hardpan conditions over 15% slope.

The areas in this category might be called topographically self-preserving. They impose grave difficulty in preparing a site for urban use. This land should generally be considered open space.

#### Limited Buildability

3. Bedrock and hardpan conditions under 15% slope.

Development should occur only after intensive investigation of each site. Some of this land should not be used for urban purposes.

4. Bedrock without hardpan, under 15% slope.

Development should occur only after intensive investigation of each site. This land is slightly less limited than number three above.

#### Buildable Land

5. Well drained soils under 15% slope.

This is the prime buildable land in Southwick. Use of this land still requires strict adherence to the sanitary regulations, however.

Table A-2, Southwick Buildable Land, shows the measurements of the buildable land categories. These categories refer only to land which is currently undeveloped. The conclusions that may be formed from analysis of these measurements



are as follows:

The largest area of undeveloped land is the best buildable land, category 5, with 7,040.6 acres and 41.9% of the total.

Categories 1 and 2, the land most difficult to develop, account for 1,697.4 acres (10.1%) and 1,307.4 acres (7.8%), respectively.

There is very little land in category 4, 370.7 acres or 2.2%. Category 3, which is also land of limited buildability, contains 6,390.5 acres, or 38.8% of the total.

#### HOLDING CAPACITY

Holding capacity is a measure of the number of persons who could live in Southwick, assuming that the town were completely developed. This figure is helpful in determining recommendations in many areas of the Plan, such as community facilities and open space, since acquisition for future purposes is a financially sound and proper course of action for a municipality.

The figure for holding capacity in Southwick has been estimated at 80,652 persons. However, this is a hypothetical figure, and there is no estimate when capacity would occur. Table A-3, Southwick Holding Capacity, shows these calculations.

The holding capacity figure is a reflection of the large area of good soil - good slope conditions. Eighty thousand, six hundred fifty-two persons is city size, and indicative of the buildable land reservoir.

The East Southwick Neighborhood, which has the most good

soil, can accommodate the most additional population -- 34,125 persons.

It should again be emphasized that this is a theoretical calculation and there are many other factors to consider. For example, as long as the tobacco market holds steady, much of the good land will be unavailable for building purposes.

## CONCLUSION

Southwick is fortunate to have a large reservoir of good buildable land. There are smaller, but still significant areas of land with very limited buildability. An understanding of these natural limitations is essential for the reasonable and efficient allocation of space for various urban land uses, as well as for open space and conservation. The Buildable Land Map will provide a basic tool for planning future land uses.

TABLE A-1: SUMMARY OF CLIMATOLOGICAL DATA AT HARTFORD, CONNECTICUT<sup>1</sup>

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Year
Normal													
Precipitation	**3.15	2.66	3.81	3.56	3.66	3.62	3.56	3.54	3.44	2.80	3.48	3.29	40.57
Max. Mthly. Precipitation	*7.77	5.72	9.21	7.66	7.04	8.08	11.24	21.87	14.59	11.61	7.36	6.88	21.87
Min. Mthly. Precipitation	*.91	1.62	.29	.65	.78	.66	.54	.93	.20	.18	.87	.78	.18
Greatest 24-Hr. Precipitation	*3.32	3.04	2.92	3.73	3.68	2.52	2.87	12.12	6.72	5.19	3.55	2.35	12.12
Min Number of Days with 0.01" or more of Precipitation	12	11	12	12	12	11	10	10	9	8	10	11	128
Norm. Temp.	***27.0	28.1	37.2	48.0	59.7	68.9	73.8	71.4	63.8	52.9	41.3	29.6	50.1
Mean Max.Temp.	*35.8	36.2	46.0	57.5	69.4	77.8	83.1	80.6	73.8	63.8	50.4	38.5	59.4
Mean Min.Temp.	*20.2	19.6	28.6	38.1	48.5	57.4	63.2	60.9	53.6	43.4	33.9	23.5	40.9
Absolute Max. Temp	*70	72	86	91	94	100	101	101+	101	91	83	67	101+
Absolute Min. Temp.	*-16	-24	-4	11	28	40	48	38	30	18	6	-18	-24
Mean Date of Last Killing Frost	April 19												
Mean Date of First Killing Frost	Oct. 17												
Mean Length of Growing Season	181 days												

<sup>1</sup>Normal values are based on the period 1921-50 and are means adjusted to represent observations taken at the present standard location.

\* do  
 \*\* inches  
 \*\*\* degrees F

Source: U.S. Weather Bureau

TABLE A-2: SOUTHWICK BUILDABLE LAND

Neighborhood <sup>1</sup>	Cate-gory 1	Cate-gory 2	Cate-gory 3	Cate-gory 4	Cate-gory 5	Total Buildable Land	Per Cent
East Southwick Neighborhood	141.8 <sup>2</sup>	160.1	249.6	150.9	4,360.0	5,062.4	30.1
West Southwick Neighborhood	1,055.9	1,147.3	5,508.5	158.0	1,329.6	9,199.3	54.7
Center Neighborhood	---	---	96.1	18.3	48.7	163.1	1.0
Congamond Neighborhood	499.7	---	536.3	43.5	1,302.3	2,381.8	14.2
Total Buildable Land	1,697.4	1,307.4	6,390.5	370.7	7,040.6	16,806.6	100.0
Per Cent	10.1	7.8	38.0	2.2	41.9		

<sup>1</sup>The boundaries of the four neighborhoods, or planning districts, are described in detail in the chapter entitled Neighborhood Analysis; and are shown on the Neighborhood Boundaries Map.

<sup>2</sup>Unless otherwise noted, all measurements are given in acres.

Source: Buildable Land Map  
 Planimeter measurement

TABLE A-3: SOUTHWICK HOLDING CAPACITY

Neighborhood	Cate- gory 1 (@ 1 per- son/acre)	Cate- gory 2 (@ 1 per- son/acre)	Cate- gory 3 (@ 4 per- sons/acre)	Cate- gory 4 (@ 4 per- sons/acre)	Cate- gory 5 (@ 10 per- sons/acre)	Total Persons
East Southwick Neighborhood	105 <sup>1</sup>	120	750	450	32,700	34,125
West Southwick Neighborhood	792	858	16,530	480	9,975	28,635
Center Neighborhood	---	---	300	60	36	396
Congamond Neighborhood	375	---	1,620	132	9,750	<u>11,877</u>
				Total		75,033
				1965 Population		<u>5,619</u>
				Holding Capacity		80,652

<sup>1</sup>All figures are reduced by 25%, to account for other than residential uses.

Source: Buildable Land Map, Brown, Donald and Donald.

## LAND USE

### INTRODUCTION

The purpose of this chapter is to examine the character of Southwick as evidenced by its pattern of land use. This pattern is the result of almost two centuries of development, tempered by the physical limitations of Southwick's topographic features.

An inventory of existing land use is basic to planning for future development of vacant land. In addition, it is necessary to explore current land use patterns, to discover their deficiencies, and to provide guide lines for avoiding these deficiencies in future development.

### LAND USE PATTERNS

The Existing Land Use Map delineates the location and type of land uses in Southwick. It is most obvious that the great majority of Southwick's land is undeveloped for urban uses. It is also clear that the largest areas of use are open space and recreation. Noticeable, too, is the preponderance of residential uses, primarily single-family and seasonal recreation.

Southwick Center stands out as relatively densely developed, with mixed uses and irregularly-sized lots.

# EXISTING LAND USE



## ANALYSIS OF EXISTING LAND USE

Table A-4, Southwick Existing Land Use, indicates the exact amounts of land occupied by selected land use categories as of June, 1966. Table A-4 also shows what percentage of the total town area each category represents.

In its broad outlines, Table A-4 reconfirms the conclusions derived visually from the Existing Land Use Map. Over 80% of Southwick's total area is undeveloped, while only 15% is in urban use. The two largest categories of developed land are residential (42%) and open space (29%).

Table A-5 presents a more detailed breakdown of the types of urban uses found in Southwick.

### Residential

Residential development comprises 1,271.8 acres, which is over two-fifths of all the land in urban use.

Single Family: The majority of the residential land (66%) is devoted to single-family dwellings. These are found in various patterns throughout the town.

The Existing Land Use Map clearly shows the relatively concentrated single-family development in Southwick Center, and along Foster, Feeding Hills and North Longyard Roads. These uses are characterized by irregularity of lot sizes and intensity of development.

New residential development can be recognized by its uniform character, imposed by zoning and subdivision control. These homes are on regularly-shaped lots of one acre or less, with curvilinear or semi-grid street patterns. This type of residential use is found in the area between Feeding Hills and Powdermill Roads, just northeast of the Center.

Along the rural roads, the random development on scattered single lots indicates the use of suitable land wherever it was available.

Multi-Family: Only 16 acres in the entire town are developed to multi-family residential use. These homes are scattered throughout the town.

Garden Apartments: Three groups of garden apartments, all recently constructed, are located in Southwick. Two are situated near the Connecticut border, on College Highway and Point Grove Road, and one is on Longyard Road near the Center. Together, they represent less than one per cent of the land in urban use.

Mixed Residential and Commercial: Uses classified as mixed residential and commercial denote a commercial enterprise located with a residence in the same structure. This mixed use, found primarily along Route 10, represents 3% of land in residential use and 1% of land in urban use. These two uses on the same parcel in separate buildings have been tabulated separately.

Seasonal Recreational Residence: The numerous homes in the Congamond Lake area have been classified as seasonal recreational residence, although many have been converted to permit year-round occupancy. This type of residence is distinctively characterized by its location, high-density development, small irregularly-sized lots and erratic street patterns. Seasonal residences represent 11% of land in urban use, and 27% of residential land.

Agricultural Residence: The two large migratory tobacco workers' dormitories in the northeast portion of town have been classified as agricultural residence. Together they represent only 2% of residential use, less than one per cent of land in urban use.



## Commercial

Three types of commercial uses are shown on the Existing Land Use Map: general commercial, primarily retail and personal and business services; automotively-oriented commercial, motor vehicle sales, storage or service; and office, both professional and business.

General Commercial: By far the largest amount of land devoted to commercial use (82%) is classified as general commercial. These uses are found on major streets throughout the town. Their location generally reflects concentrations of population. This category also includes the recreation-oriented commercial uses located in the Congamond Lakes area.

Automotive: Automotively-oriented commercial uses occupy 10.3 acres; and are located primarily on Route 10 in Southwick Center and on Congamond Road.

Office: Office uses are found in Southwick Center. They represent a very small fraction of land in urban use. However, many of the professional offices were classified previously as mixed residential and commercial.

## Industrial

One hundred sixty-seven acres, or 6% of the land in urban use, are developed to industrial use.

Mining: The majority of industrial land (94 acres - 56%) is devoted to sand and gravel mining.

General Industrial: General industrial uses are found throughout the town. With the exception of the new Shields Machine Works on Will Palmer Road, the industrial uses are on comparatively small-sized lots. General industrial uses

amount to 43.5 acres, approximately one quarter of industrially developed land. This does not include land in the Southwick Industrial Park which, although zoned for industry, is undeveloped at present.

Wholesale and Storage: Wholesale and storage uses, found throughout the town, represent one per cent of land in urban use.

#### Public and Semi-Public

Public Schools: Southwick's three public schools occupy 48.1 acres, or 2% of the land in urban use.

Public: This category includes town office and other publicly-owned buildings and land, as well as the town dump, which is on land leased by the town. It contains 19.9 acres, less than one per cent of the land in urban use.

Semi-Public and Institutional: This category includes the Southwick Recreation Association and American Legion buildings, churches and church-run institutions, clubs, and similar uses. Forty-one acres, or one per cent of land in urban use, are classified as semi-public and institutional.

Cemetery: The Southwick Cemetery occupies 17 acres, or 14% of the land classified as public and semi-public.

#### Open Space

Public: The only parcel of publicly-owned open space in Southwick is the 1.6-acre Town Beach, on Middle Pond.

Semi-Public: The Sodom Mt. Ski Area, three golf courses, that part of the Shaker Farms Country Club located in Southwick,

and the Sportsmen's Club are all classified as semi-public open space, a category determined by use rather than ownership. Eight hundred seventy-four acres, or 29% of land in urban use, are so classified.

### Utilities

The 9.2 acres shown as utilities are owned primarily by the Town of Southwick and the West Springfield Water Company.

### Roads

At the present time, 17% of the land in urban use is devoted to streets. This proportion will increase in direct relationship to the increase of land in urban use as the town develops.

## CONCLUSION

Almost three-quarters of the developed land in Southwick is devoted to open space or residential uses. These uses, and the basic topographic features of the town, determine its physical character.

However, certain land use problems also exist; and these are detrimental to the town. The major ones are: the existence of mixed industrial, commercial and residential uses throughout the town, and strip commercial development, particularly along Route 10.

The majority of Southwick's land is undeveloped. How it is used will determine the future character of the town.

TABLE A-4: SOUTHWICK EXISTING LAND USE

	<u>Acres</u>	<u>Per Cent of Total Area of Town</u>	
Total area of town	20,345.6	100.0	
Water bodies	504.0	2.5	
Land not in urban use	16,806.6	82.6	
Land in urban use	3,035.0	14.9	<u>Per Cent of Land in Urban Use</u>
Residential	1,271.8	6.3	41.9
Commercial	70.1	.3	2.3
Industrial	167.2	.8	5.5
Public & Semi-Public	126.2	.6	4.2
Open Space	875.2	4.3	28.8
Utilities	9.2	.04	.3
Roads	515.3	2.5	17.0

Note: Percentages do not necessarily add, due to rounding.

Source: Field Survey; Brown, Donald and Donald, June, 1966.

TABLE A-5: SOUTHWICK EXISTING URBAN LAND USE

	<u>Acres</u>	<u>Per Cent of Land in Urban Use</u>	
Total Land in Urban Use	3035.0	100.0	
Residential	1271.8	41.9	<u>Per Cent of Residential</u>
Single-family	833.9	27.4	65.6
Multi-family	15.6	.5	1.2
Garden Apartments	11.5	.4	.9
Mixed Residential & Commercial	39.8	1.3	3.1
Seasonal Recreational Residence	343.5	11.3	27.0
Agricultural Residence	27.5	.9	2.2
Commercial	70.1	2.3	<u>Per Cent of Commercial</u>
General	57.5	1.9	82.0
Automotive	10.3	.3	14.7
Office	2.3	.1	3.3
Industrial	167.2	5.5	<u>Per Cent of Industrial</u>
General	43.5	1.4	26.0
Wholesale & Storage	29.8	1.0	17.8
Mining	93.9	3.1	56.2
Public and Semi-Public	126.2	4.2	<u>Per Cent of Pub. &amp; Semi-Pub.</u>
Public Schools	48.1	1.6	38.1
Public	19.9	.7	15.8
Semi-Public & Institutional	41.2	1.4	32.6
Cemetery	17.0	.6	13.5
Open Space	875.2	28.8	<u>Per Cent of Open Space</u>
Public	1.6	.1	.2
Semi-Public	873.6	28.8	99.8
Utilities	9.2	.3	
Roads	515.3	17.0	

Note: Percentages do not necessarily add, due to rounding.

Source: Field Survey; Brown, Donald and Donald, June, 1966.



## NEIGHBORHOOD ANALYSIS

### INTRODUCTION

The purpose of this chapter is to delineate cohesive neighborhoods within the town; to investigate and analyze housing conditions within these neighborhoods; to examine the extent of community facilities and services available; and to discover the causes of and propose methods to eliminate existing and potential blight.

In addition, a population projection is prepared for each neighborhood to facilitate the planning of future residential and commercial development, municipal services, school construction, and various other items for these areas.

The Neighborhood Analysis also forms part of the "Workable Program for Community Improvement", which is a prerequisite for many of the Federal renewal programs.

### DELINEATION OF NEIGHBORHOOD AREAS AND BOUNDARIES

Except for major physical barriers, most neighborhood boundaries are not clearly definable lines, but are based on human relationships; and, therefore, tend to vary with the interpretation of each resident. However, for this study, it is necessary to define planning districts and delineate them with readily identifiable boundaries.

Many factors can be considered in determining neighborhood boundaries; for example: elementary schools, highways, development patterns and topographic features. All of these

were considered in Southwick, together with boundaries already determined by the U.S. Bureau of the Census.

The Bureau of the Census divides every town into small statistical units, called enumeration districts, for the purpose of data-gathering. These districts are determined by many of the same factors previously mentioned as neighborhood indicators, with particular reference to topographic features, expressways and arterial streets.

In delimiting neighborhoods for Southwick, it was determined that the enumeration district boundaries provided four distinct planning districts. These districts are shown on the Neighborhood Boundaries Map.

#### Center Neighborhood

The Center district, located on both sides of Route 10, contains the majority of the commercial, retail and professional uses in Southwick. The location of these uses serves as a cohesive factor for the residents of that area, including those in the large subdivision in the northeast section.

#### West Southwick Neighborhood

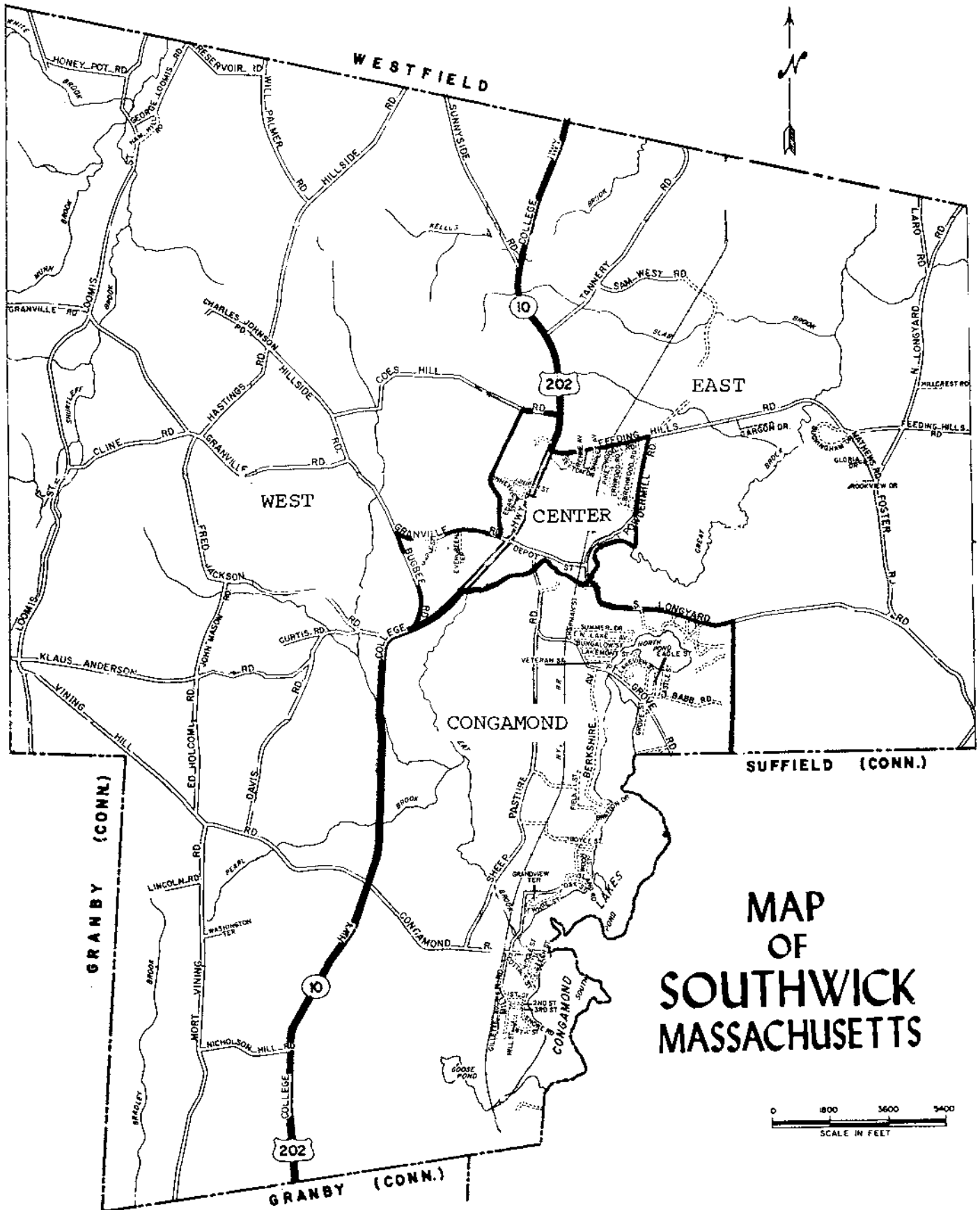
In this instance, Route 10 to the east and town boundary lines to the north, west and south serve as neighborhood boundaries. This area is sparsely settled, mainly rural and agricultural, with some tobacco cultivation in the northeastern portion. Sodom Mountain is the western border of the town, and steep slopes and poorly drained soils within the area preclude any intensive residential development.

#### East Southwick Neighborhood

Town boundaries on the north, east and south clearly define



# NEIGHBORHOOD DELINEATION MAP



those limits of this district. To the southwest, the boundary of the East Southwick Neighborhood has been drawn to exclude the residential area clearly oriented toward North Pond. The northern portion of this neighborhood is devoted to tobacco cultivation, with the remainder of the area being basically residential.

#### Congamond Neighborhood

This area, bordered on the west by Route 10 and on the north by Longyard Road and Great Brook, contains the most densely settled section of Southwick -- that area surrounding the Congamond Lakes. Originally the site of summer cottages, many of these vacation homes have been converted into year-round dwellings. The area west of the New Haven railroad bed is less thickly settled and has substantial acreage under cultivation for tobacco.

### CONDITION OF HOUSING

The prime source document for the condition of housing in Southwick is the U.S. Census of Housing, last taken in 1960. Although the data are now seven years old, it is still the most accurate source available. In addition, a field survey of exterior conditions taken by the Brown, Donald and Donald staff in June, 1966, provided supplementary information. Although limited to exterior observation, the BD&D survey did not show any appreciable increase in the percentage of substandard dwelling units in Southwick since 1960. For that reason, it has been assumed that the relationships shown in the 1960 Census are still largely valid.

Table A-6, Southwick Condition of Housing, 1960, presents statistics on the location and extent of current and potential physical blight in Southwick. Before any analysis of these data is made, however, it should be noted that in the case of Southwick, "blight" denotes substandard housing, but

does not necessarily imply the concomitant economic and social features found in blighted areas of a more urban nature.

Table A-6 clearly shows that the majority of deteriorating and dilapidated dwelling units in Southwick are confined to two districts: the West Southwick and Congamond Neighborhoods. In both of these neighborhoods, over one-third of the dwelling units are in substandard condition. The East Southwick and Center Neighborhoods, however, have only a very small percentage of unsound dwelling units.

#### Center Neighborhood

As shown on Table A-6, the condition of housing in the Center Neighborhood is quite good, with only 24 dwelling units judged as substandard. Only two of these are dilapidated, with the remainder deteriorating.

#### West Southwick Neighborhood

One hundred and seventeen units in the West Southwick Neighborhood are in substandard condition. The majority of these (83 -- 25.7%) were classified by the U.S. Census enumerator as dilapidated, with only 30 deteriorating. The Brown, Donald and Donald field survey did not show any appreciable increase in these percentages.

#### East Southwick Neighborhood

Only nine dwelling units in the East Southwick Neighborhood are in substandard condition. This is a very small percentage (3.5%) of the housing in this area; and is certainly not an incidence of significant blight.

### Congamond Neighborhood

The major portion of Southwick's substandard dwelling units are located in this neighborhood. However, this area also contains a great many summer homes; most of which were built during the 1920's when the popularity of this area as a summer resort was at its height. For that reason, it is logical to assume that many of the dwelling units classified as substandard were also among the 269 units categorized as "other vacant" by Census enumerators. The current and potential blight in the Congamond Neighborhood, then, exists in a rather unique situation -- one which is more fully examined in the chapter on Urban Renewal.

### CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

A comparison of Table A-7, Southwick Family Characteristics by Neighborhood, 1960, and Table A-6 will elicit several characteristics peculiar to the neighborhoods containing the majority of substandard housing.

#### Age Composition

The West Southwick and Congamond Neighborhoods have a slightly older population than the other areas of Southwick, as is obvious from the data on median age. In addition, both of these neighborhoods have a larger portion of their populations over 65 and, conversely, fewer children under 19 years of age. On the other hand, both the Center and East Southwick Neighborhoods have at least 45% of their population concentrated in the 0-19 group, with less than 6% of their population over 65. The median age in these neighborhoods is correspondingly lower, particularly in East Southwick, where the median age is 22.9 years.

### Family Size

Both the West Southwick and Congamond Neighborhoods have a smaller household and primary family size than do the other two neighborhoods. This, of course, is a result of the smaller proportion of children in these areas. Conversely, the Center and East Southwick Neighborhoods have both household and primary family sizes of 3.7 persons or more.

### Percentage of Non-White Families

There is no evidence in the Census to suggest that non-white housing is in any way a factor in the total picture of any of the neighborhoods. Southwick's non-white population of 27 persons is less than one-half of one per cent of the town's total population. It is impossible, therefore, for the data on non-white housing to present any significant information.

### Income

There is no data on family income available on a neighborhood basis. It is probably reasonable to assume that the families living in substandard housing have slightly lower incomes than those in sound dwelling units; but the lack of sufficient statistics makes it impossible to proffer a supported statement. In addition, the location of deterioration does not indicate any pockets of blight that would tend to pinpoint areas of economic depression.

## NON-RESIDENTIAL CONDITIONS

### Center Neighborhood

The Center Neighborhood contains Southwick's major non-

residential area; although various commercial and one or two industrial uses are scattered throughout the town.

The only pocket of non-residential deterioration exists in the older portion of the Center Neighborhood on both sides of Route 10.

Not more than six non-residential structures in this area can be designated as substandard. These structures are old, and suffer from the accumulated effects of inadequate maintenance over a period of years.

#### West Southwick Neighborhood

There is no non-residential section in the West Southwick Neighborhood. Various commercial and industrial enterprises are scattered throughout the area, on the College Highway as well as along the rural roads. The majority of these uses are in good condition; with age the chief cause of the few incidences of deterioration that do exist. The scattered location of these structures precludes the existence of any pocket of blight.

#### East Southwick Neighborhood

The non-residential conditions in this neighborhood are basically the same as those in West Southwick. Again, the few commercial and industrial uses are spread throughout the area, are generally in good condition, and present no serious concentration of deterioration.

#### Congamond Neighborhood

The Congamond Neighborhood contains two types of non-residential use. The various commercial uses in the western

portion of the neighborhood are similar in location and condition to those in the East and West Southwick Neighborhoods, and present no unusual deterioration.

There are also numerous commercial enterprises adjacent to and oriented toward the Congamond Lakes. These uses are interspersed with residential uses, and for that reason do not constitute a separate commercial area. While these commercial structures are not physically deteriorated, they do suffer from the environmental blight prevalent in the area.

#### ADEQUACY OF COMMUNITY FACILITIES, PUBLIC AND PRIVATE

Table A-8, Southwick Community Facilities Public and Private, presents data on the type of facilities serving the town of Southwick. They are quite varied, and the majority are certainly adequate to serve the current population. Although Table A-8 lists these facilities by location, due to the size of the population and the location of the Center, their service areas are town-wide.

There are two spheres, however, in which community facilities are lacking: public sewers and streets. There are no public sewers in any part of the town. Streets are generally adequate except in the North Cove section of the Congamond Neighborhood, where there are only private dirt roads.

Recommendations for proposed additional facilities and extensions of present facilities are discussed in the chapters of this Plan dealing with Community Facilities, Recreation and Open Space, and Utilities.

## CAUSES OF BLIGHT

The three major contributors to physical blight in Southwick are: inadequate original construction, insufficient maintenance and conversion.

### Inadequate Original Construction

Over 30% of the dwelling units in Southwick were built before 1939. Many of these, particularly the farmhouses in the West Southwick Neighborhood, were undoubtedly built quite a bit before 1930.

### Insufficient Maintenance

In many of the dilapidated and deteriorating structures, insufficient maintenance, coupled with inadequate original construction, was evident from the Brown, Donald and Donald field survey. These structures are generally farmhouses and are scattered throughout the neighborhoods, particularly the West Southwick area. Except for the North Cove section of the Congamond Neighborhood, there are no pockets or concentrations of blight.

### Conversion

Unique to the high proportion of substandard dwelling units in the Congamond Neighborhood is the conversion of many summer houses to year-round dwellings. Many of these conversions were done without sufficient structural changes to bring the units up to standard for full-time occupancy. Many of the 106 dwellings classified as substandard because of inadequate plumbing fall into this category. These structures are concentrated into small areas, particularly the North Cove section of the neighborhood.



## IDENTIFICATION OF STEPS TO ELIMINATE CURRENT BLIGHT AND PREVENT FUTURE BLIGHT

### Urban Renewal - Congamond Neighborhood

Almost two-fifths (38.4%) of the dwelling units in the Congamond area are substandard. Although only 4% are actually dilapidated, 21% were deteriorating in 1960, and another 13.2% lacked adequate plumbing and heating facilities.

The major cause of blight in this area is conversion of summer cottages to full-time residences without sufficient structural alteration to bring them up to standard. In addition, the structures are extremely overcrowded on the land; and the streets, most of which are private dirt roads, are grossly inadequate, particularly in the North Cove area.

It is recommended that the North Cove area, the section of the Congamond Neighborhood most severely affected by residential deterioration, be considered for redevelopment under a Federally-aided Title I Urban Renewal Program. It is proposed that this program provide clearance of many of the substandard structures, and rehabilitation of those units suitable to remain, with emphasis on the installation of paved streets and sewers. The chapter of this Plan entitled Urban Renewal explores this area in greater detail.

### Code Enforcement - West Southwick Neighborhood

Over one-third (36%) of the dwelling units in this neighborhood are substandard. The majority of these (25%) were deteriorating in 1960, and another 9.3% were dilapidated.

These structures are old, and suffer from inadequate original construction coupled with insufficient maintenance throughout the years. In addition, random development patterns have resulted in sparse and erratic layouts.

The local code enforcement program underway in Southwick will help to ameliorate some of the problems in the West Southwick Neighborhood by bringing units up to standard through strict application of local ordinances.

#### Center Neighborhood

Although there is non-residential deterioration in this neighborhood, it is expected that the continued economic growth of the town will heighten the demand for commercial space; and that this situation, combined with the corrective measures of the local code enforcement program, will serve to eliminate present deterioration and prevent future blight.

#### Additional Steps to Eliminate and Prevent Blight

Open Space Program: The acquisition and development of lands for open space and recreational purposes can mitigate or eliminate environmental blight by the provision of parks, playgrounds and open spaces. Federal funds covering up to 50% of the cost of acquisition and development are available for such programs under Title VII of the Housing Act of 1961. Under this act, Federal aid is also available for the demolition of unwanted structures and the relocation of families and individuals. State aid is also available for the acquisition of lands for conservation and recreation purposes.

Advances for Public Works Planning: The use of Federal and State funds for the design and installation or extension of sewer and water systems is proposed in the Utilities chapter of this Plan.

Urban Beautification: The Urban Beautification Program enacted in 1965 as part of the Housing Act is not applicable to Southwick. This is a rural community whose problems (and the solutions to them) are not of the ilk encountered in urban areas. Many other new Federal programs are, unfortunately, equally inapplicable to Southwick.

## POPULATION FORECAST BY NEIGHBORHOOD

### Methodology for Neighborhood Population Analysis

In order to forecast future population by neighborhood, it was first necessary to determine 1966 neighborhood population, and then to determine in what relationship the four districts would absorb the estimated population growth.<sup>1</sup>

#### 1. 1966 Neighborhood Population

Occupied dwelling units in each neighborhood were counted during the Brown, Donald and Donald field survey taken in June, 1966. Table A-9 shows the results of this tabulation, as well as the estimated current population of each neighborhood, determined by multiplying dwelling units by the average household size of 3.69 persons.

Total 1966 population is thus estimated at 5,800 persons. This is directly in line with the population forecast in the following chapter, which estimates an average annual increment of 180 persons between 1965 and 1970. (The 1965 Massachusetts State Census recorded Southwick's population at 5,619 persons.)

#### 2. Future Neighborhood Population

In estimating neighborhood growth, two assumptions were made:

- a. That the Center Neighborhood would attract 10% of the population increase between 1966 and 1985; and

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<sup>1</sup>For detailed population projections for the entire town, see the chapter on Population, from which all projected total figures used herein were drawn.

- b. That the remaining 90% would be divided evenly among the other three districts.

#### Population Forecast by Neighborhood

The following neighborhood development characteristics underlie the assumptions discussed above regarding the allocation of future population.

Center Neighborhood: This area has the smallest amount of developable land available. However, some residential growth should occur in the eastern section, which has the advantage of being convenient to the commercial and retail uses in the Center. In addition, the 10% figure incorporates the possibility of future garden apartment construction which would logically take place in this district. Total growth forecast for the Center Neighborhood is 465 persons, an increase of 37%, resulting in a 1985 population of 1,730.

West Southwick Neighborhood: Although intensive development of this area is precluded by the presence of steep slopes and poorly drained soils, there is sufficient buildable acreage available to justify the 30% allocation, which is an increase of 1,398 persons by 1985. The basis of this estimate is that past growth trends, as evidenced by the large number of housing starts in this district, will continue throughout the planning period. It is estimated that the population of this area will grow from its 1966 figure of 1,583 to 2,981 persons by 1985.

East Southwick Neighborhood: The town's greatest reservoir of good soils and gentle slopes is concentrated in this area. This section of Southwick is also the most convenient to the employment centers of the Springfield metropolitan area. For these reasons, a population increase of 1,400 persons has been assumed for the East Southwick Neighborhood. Such development would mean a growth of over 100% during the planning period; an increase over past development patterns which is quite reasonable. This allocation does not assume any appreciable reduction of acreage presently under cultivation

for tobacco, a factor which would undoubtedly shift the balance of future growth.

Congamond Neighborhood: Additional conversions of summer cottages and the increasing desirability of waterfront property point to continued growth for the Congamond Neighborhood. This area is also eminently situated for reasonably convenient commuting to the Hartford metropolitan area. A population increase by 1985 of 1,399 persons, or 79.3%, is estimated for this neighborhood.

Tabulation of future growth according to the above allocation is shown on Table A-10, Southwick Population Projections by Neighborhood, 1966-1985.

## CONCLUSION

The only concentrated pocket of deterioration in Southwick is located in the North Cove area of the Congamond Neighborhood. Many of the problems of this area result from its use as a summer resort. However, these resort facilities also present the opportunity for attractive reuse of the area through a proposed urban renewal program.

The sporadic deterioration in the town's other three neighborhoods can be eliminated through local code enforcement programs, and the natural cycles of economic growth and market demand.

TABLE A-6: SOUTHWICK CONDITION OF HOUSING, 1960

Neighborhood	Dwelling Units	Dilapidated	Deteriorating	Sound, but Lacking Plumbing or Heating Facilities	No.	Sub-Standard Per Cent
		%	%	%		
Center	343	2 ( .6)	22 (6.4)	-	24	7.0
West Southwick	323	30 (9.3)	83 (25.7)	4 ( 1.2)	117	36.2
East Southwick	258	-	6 (2.3)	3 ( 1.2)	9	3.5
Congamond	803	32 (4.0)	170 (21.2)	106 (13.2)	308	38.4
Total	1727	64 (3.7)	281 (16.3)	113 ( 6.5)	458	26.5

Source: U. S. Census of Housing, 1960

TABLE A-7: SOUTHWICK FAMILY CHARACTERISTICS BY NEIGHBORHOOD, 1960

Neighborhood	Center	West Southwick	East Southwick	Congamond
Total Population	1242	1097	958	1842
% non-white	0.56	1.28	-	0.33
Number of Households	330	306	240	517
Population/Household <sup>1</sup>	3.76	3.58	3.99	3.56
Primary Family Size <sup>2</sup>	3.70	3.35	3.74	3.48
<u>Age Composition</u>				
Per Cent of Population				
Aged: 0 - 19	45.0	40.8	47.6	43.2
20 - 44	36.4	36.1	33.4	32.9
45 - 64	13.4	16.2	14.5	17.8
65 / +	5.2	6.9	4.5	6.1
Median Age	25.6	28.5	22.9	27.4

<sup>1</sup>"Household" includes all persons residing in dwelling unit.<sup>2</sup>"Primary family" includes only head, wife, and children under 18.Source: U. S. Census of Population, 1960.

TABLE A-8: SOUTHWICK COMMUNITY FACILITIES, PUBLIC AND PRIVATE

	CENTER NEIGHBORHOOD	WEST SOUTHWICK NEIGHBORHOOD	EAST SOUTHWICK NEIGHBORHOOD	CONGAMOND NEIGHBORHOOD
EDUCATIONAL	Consolidated School (4-6) Play space available		Jr.-Sr. High School (7-12) Woodland School (1-3) Play space available	
RELIGIOUS	Congrega- tional Church of Southwick Christ Lutheran Church			Our Lady of the Lake Church College Highway Methodist Church
MUNICIPAL	Fire Dept. Police Dept. Town Hall & Offices Library Bd. of Public Welfare Pub. Health Service Civil Defense Agency Town Ambulance Visiting Nurse Service			
SEWERS	None	—————→		
STREETS	Adequate	—————→ North Cove Area - Private Dirt Roads; Adequate else- where		
WATER	Majority of units served by public water system or private company	A few units in eastern portion served	Same as Center Neighborhood	
RECREATIONAL		Sodom Mt. Ski Area Golf Course	Golf Course Southwick Recreation Center	Town Beach

Source: Southwick Annual Reports, 1965 and 1966  
Brown, Donald and Donald field survey, June, 1966

TABLE A-9: SOUTHWICK 1966 NEIGHBORHOOD POPULATION

Neighborhood	1966 Occupied Dwelling Units <sup>1</sup>	Household <sup>2</sup> Size	1966 Population
Center Neighborhood	343	3.69 ↓	1265
West Southwick Neighborhood	429		1583
East Southwick Neighborhood	322		1188
Congamond Neighborhood	478		1764
TOTAL	1572	3.69	5800

Source: <sup>1</sup>Brown, Donald and Donald  
Planning Services, Inc.  
Field Survey, June 1966.  
<sup>2</sup>U. S. Census of Population, 1960.

TABLE A-10: SOUTHWICK POPULATION PROJECTION BY NEIGHBORHOOD, 1966-1985

Neighborhood	1966 Estimated Population <sup>1</sup>	1966-1970 <sup>2</sup> Increase	1970 Estimated Population	1970-1975 Increase	1975 Estimated Population	1975-1980 Increase	1980 Estimated Population	1980-1985 Increase	1985 Estimated Population	1966-1985 Increase No.	Per Cent
Center Neighborhood	1265	71	1336	113	1449	137	1586	144	1730	465	36.8
West Southwick Neighborhood	1583	215	1798	340	2138	412	2550	431	2981	1398	88.3
East Southwick Neighborhood	1188	215	1403	341	1744	413	2157	431	2588	1400	117.8
Congamond Neighborhood	1764	215	1979	341	2320	412	2732	431	3163	1399	79.3
Total	5800	716	6516 <sup>3</sup>	1135	7651 <sup>3</sup>	1374	9025 <sup>3</sup>	1437	10462 <sup>3</sup>	4662	80.4

Sources:

<sup>1</sup>See Table A-9.

<sup>2</sup>See text for method of allocating increase among neighborhoods.

<sup>3</sup>From town population forecast in Population chapter.



## POPULATION

### INTRODUCTION

This chapter analyzes the past trends, current composition, and future character of Southwick's population. It is axiomatic to say that each one of these factors is contingent upon the other two; and that all are extremely important for planning purposes.

The form and tempo of Southwick's past growth are the determinant influences on its current composition. Current and future population characteristics are the basis from which all planning must be done for necessary and anticipated community facilities, land use, industrial development, and traffic circulation. This relationship is, perhaps, most important in the planning of facilities germane to the needs of the young and the elderly. Projections of future school enrollment are, of course, the background against which proposed school construction must be viewed. The elderly, on the other hand, present unique problems in terms of income and housing.

Before examining the collected data, it is important to define the various areas mentioned herein. The Study Area is that area under investigation for the Springfield Urbanized Area Comprehensive Transportation Study. It contains the twenty-three cities and towns of the Lower Pioneer Valley Regional Planning District<sup>1</sup>, plus seven communities to the

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<sup>1</sup>In 1967, the Lower Pioneer Valley Region was expanded to include all of Hampden and Hampshire Counties, a total of 43 cities and towns. The Region referred to in this chapter is the earlier 23-town definition. This does not, however, radically change the analyses and comparisons made. The boundaries of the Study Area have remained the same.

north, divided into the following categories:

- Rural Fringe: Belchertown, Blanford, Chester, Granville, Huntington, Middlefield, Montgomery, Pelham, Russell, Tolland and Westhampton.
- West Suburban: Agawam, Easthampton, Northampton, Southampton, Southwick, West Springfield and Westfield.
- East Suburban: Amherst, East Longmeadow, Granby, Hadley, Hampden, Longmeadow, Ludlow, South Hadley and Wilbraham.
- Central Urban: Chicopee, Holyoke and Springfield.

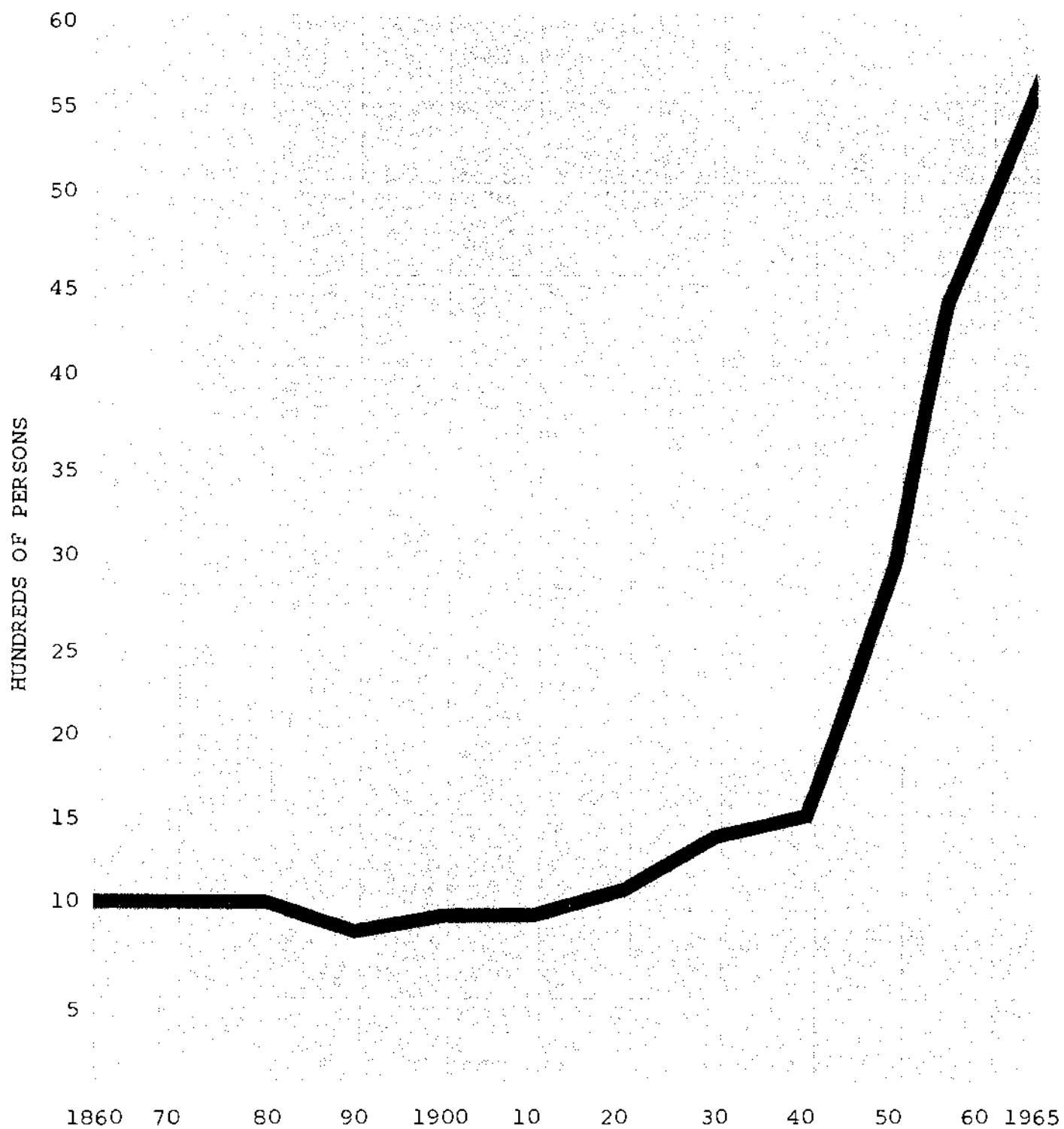
Another statistical division used in this chapter is the Springfield-Holyoke-Chicopee Standard Metropolitan Statistical Area. Its boundaries were fixed by the U.S. Census Bureau in 1960. The cities and towns of the SMSA are: Agawam, Chicopee, East Longmeadow, Easthampton, Hadley, Holyoke, Longmeadow, Ludlow, Monson, Northampton, Palmer, South Hadley, Springfield, Warren, West Springfield, Westfield, and Wilbraham. Although Southwick was not included in the SMSA in 1960, it is used as a basis of comparison because in many respects Southwick is tied to the Springfield metropolitan area. In October 1963, Southwick was added to the S-H-C SMSA; and this inclusion will be reflected in the 1970 U.S. Census.

## PAST POPULATION GROWTH

Table A-11 and Figure A-1 present the story of Southwick's population growth since 1870. These statistics are compared with regional data on Table A-12.

Until 1940, Southwick experienced an extremely slow population growth. The over-all increase between 1870 and 1920 was only

FIGURE A-1: SOUTHWICK POPULATION GROWTH, 1870-1965



Source: U.S. Census of Population, 1960.  
Massachusetts State Census, 1955 and 1965.

94 persons, or 8.5%. This is not atypical for a small, largely agricultural town on the outskirts of a developing metropolitan area. During this period, the lion's share of population growth in the Region went to the central urban area, where the manufacturing centers of Springfield, Holyoke and Chicopee exerted a powerful pull on in-migrants.

By 1940, however, the move to the suburbs had begun. During the decade of the 40's, Southwick's population grew by 1,276, an increase of 80.8%. This percentage of increase outstripped all other towns in the Region, and was a result of several factors. The decade was a period of great growth throughout the nation, as the deterrent effects of the depression were replaced by the surge of the war years. Southwick's share in this building boom was greatly augmented by the construction of numerous summer cottages in the Congamond Lakes area. In addition, the large gain in Southwick was symptomatic of its emerging position as a residential community outside a metropolitan area, spurred on by relatively easy highway access via Route 10, and plentiful land available for building. Another important growth factor was the natural increase of births over deaths. The high birth rate was reinforced by the in-migration of a large number of females in the child-bearing age groups.

These growth factors became even more pronounced during the 50's. Between 1950 and 1960, Southwick was in a somewhat unique position. As shown on Table A-12, its growth rate was 80.8% -- the highest of any Lower Pioneer Valley Region town west of the Connecticut River. During this decade, when the eastern suburban area was attracting most of the growth, Southwick's relative increase was exceeded only by Longmeadow, Granby<sup>1</sup> and Wilbraham. The major portion (70%) of this growth occurred during the first half of the decade, with a gradual tapering off at the end. This was a continuation of the 1940-50 spurt, reinforced by a natural increase rate of 33.4%, higher than any other regional town, except Granby.

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<sup>1</sup>Unless otherwise specified, the town of Granby refers to the Massachusetts, not the Connecticut, town.

During the past five years, the growth rate has slackened. The slowdown, which began in 1955, continued; with an increase of only 9.3% between 1960 and 1965. The most probable explanation for this decline is a reduction in the natural increase rate, and a drop in housing starts, both of which occurred not only in Southwick, but throughout the Region.

A particular factor in Southwick's case was the resurgence of the tobacco industry. The town has a great deal of excellent tobacco acreage, and increased production means that this land, which would otherwise provide prime building sites, is taken off the market.

It is not assumed, however, that this slow decline in the growth rate will continue. The population forecast in this chapter estimates a gradually increasing rate of change, although one not comparable to the extreme rates shown between 1940 and 1955.

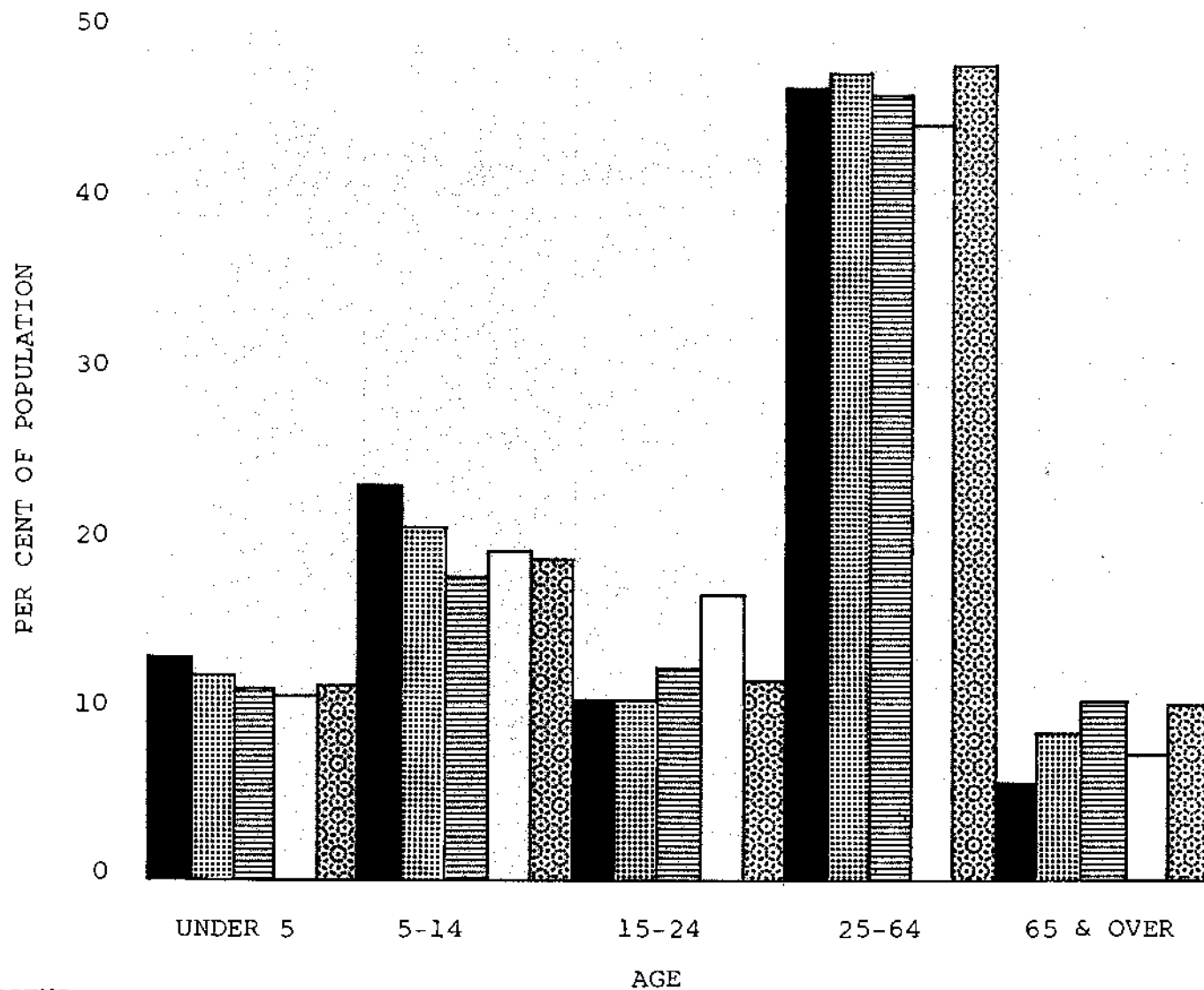
## POPULATION COMPOSITION

### Change 1950 - 1960

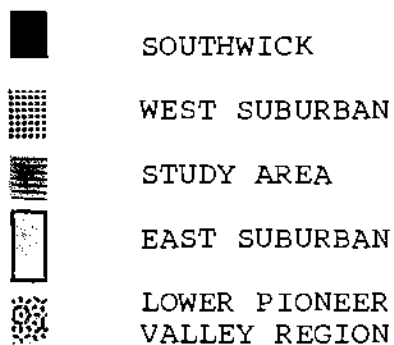
During the last decade or so, the trend in the nation, in Massachusetts and in the Region has been a more rapid increase of the young and elderly than people of working age. Southwick is not unusual in this instance. The town has already felt the need for new school construction and anticipates further crowding within the next five years.

Graphic and tabular summaries of this change are shown by Figure A-2 and Table A-13. Because there is no information available for Southwick's age composition in 1950, the figures given for the town are 1955-1960. Therefore, they do not reveal as pronounced a trend as do the statistics for

FIGURE A-2: AGE COMPOSITION, SOUTHWICK AND COMPARATIVE AREAS, 1950-1960



LEGEND



Source: Population, Lower Pioneer Valley Regional Planning District, The Planning Services Group, March, 1965.

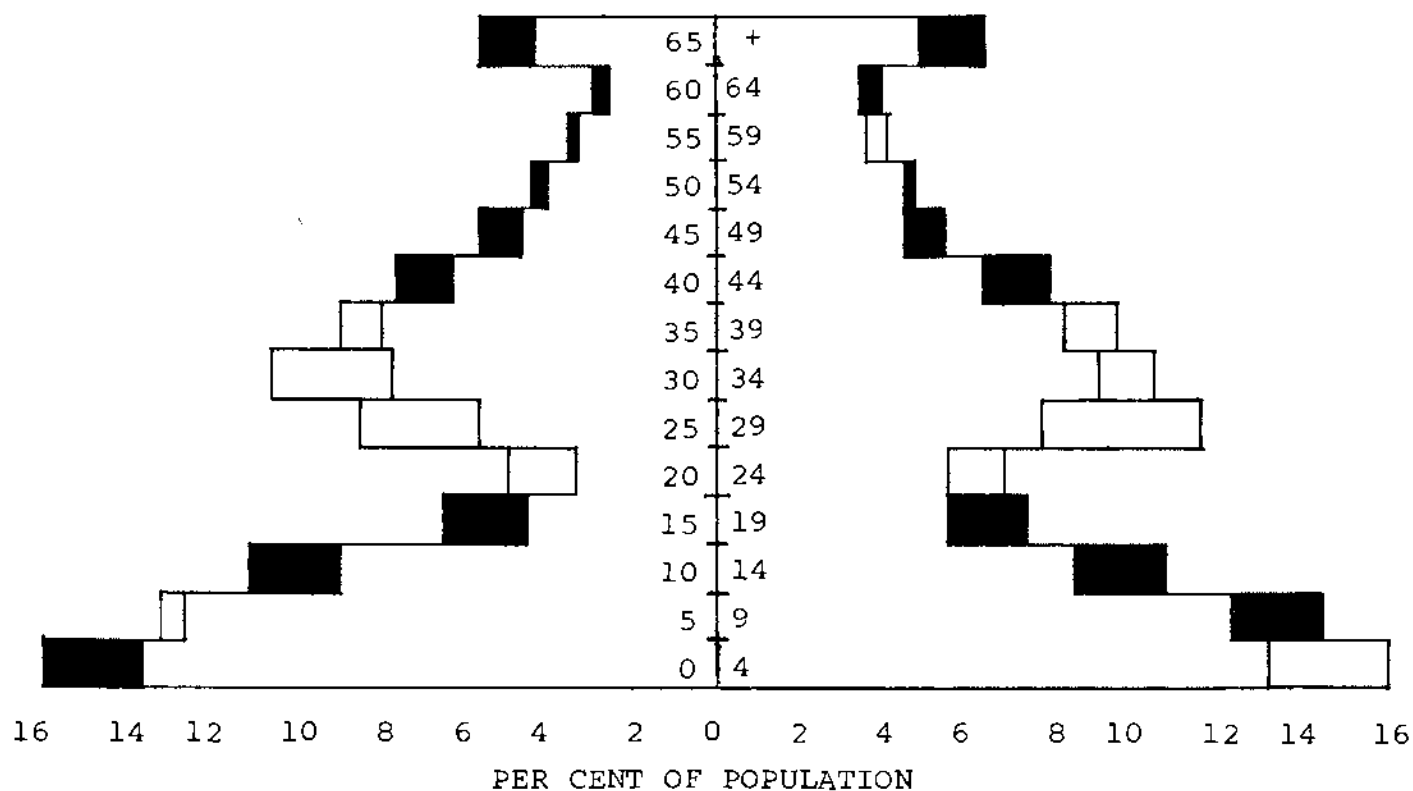
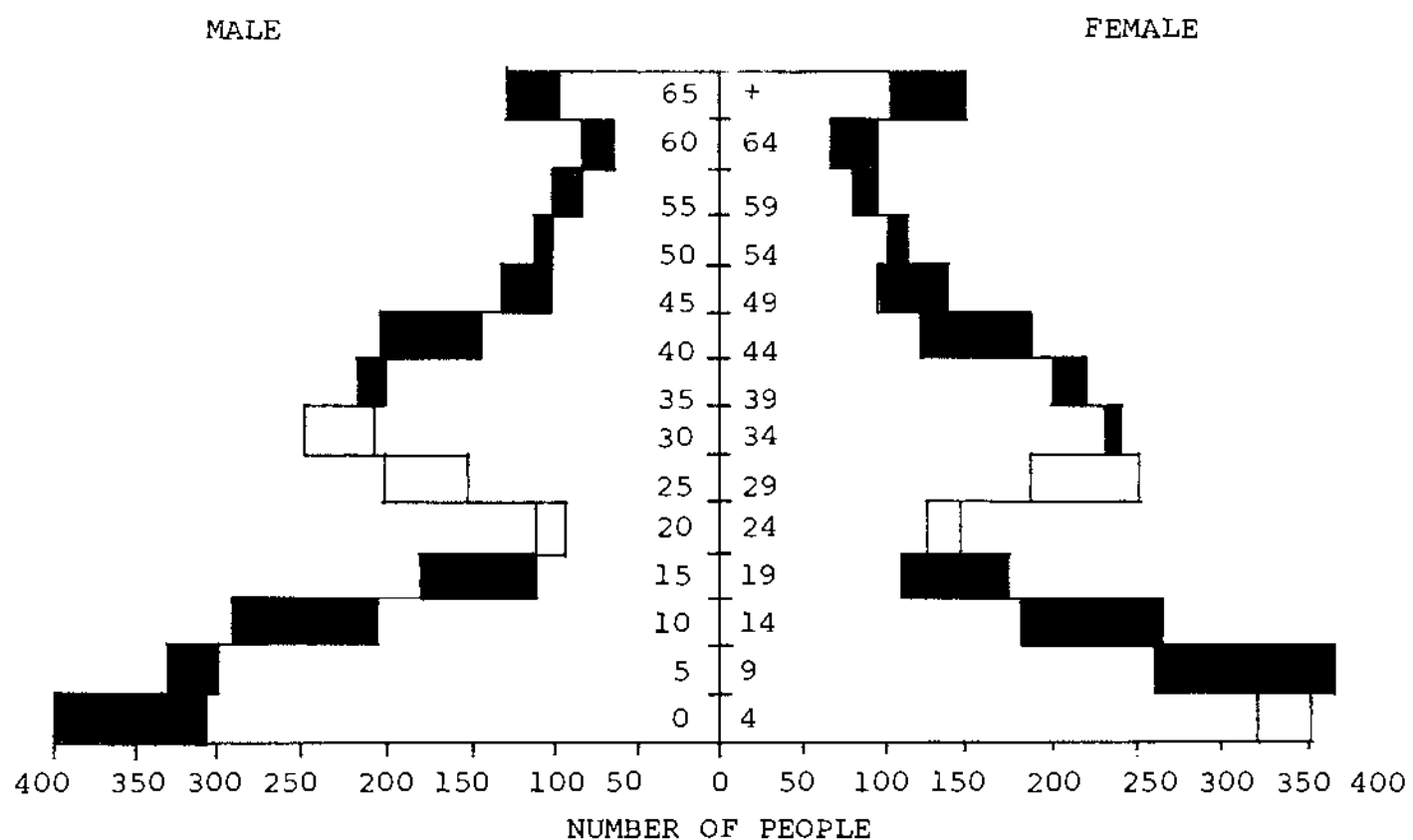
the comparative areas.

Table A-14 and Figure A-3 explore the absolute and relative changes in population within the broad age groups outlined above. In dealing with only five-year age brackets, it is somewhat more difficult to ascertain which changes are actual trends and which are merely fluctuations over this short time span. However, within the framework of both the 0-19 and 20-64 groups, certain changes do seem definitive.

1. 0-19: Within this group, only the preschoolers (0-4) have declined in proportional representation -- from 14.4% to 13.6%. Numerical increase was extremely slight; females in this category actually decreased. The most significant increase occurred in the 10-14 age bracket. The change in proportional representation from 8.5% to 10.6% represents a numerical increase of 166 persons, or 43.8%.
2. 20-64: Two major shifts are readily observable within this category. Both absolute and relative decrease is shown by the 20-39 group, while the reverse is true of the 40-64 bracket. A decrease of 14.7%, and a change in percentage representation from 25.5% to 19.0% is attributable to the 20-34 year olds. Part of this change is, of course, a result of the extremely low birth rates during the depression. The increase in the older group was concentrated mainly in the 40-44 age bracket. A 48.3% change resulted in an increase in representation from 5.9% to 7.6%.

The above analysis points out several important facts. The age composition of Southwick's population in 1955 represents the effect of a 15-year period of substantial population growth. During that time, in-migration and high birth rates reinforced each other to produce an extremely young population; i.e., young married couples and their children. By 1960, however, certain changes are definitely discernable. The young married couple with pre-school children is being replaced by the slightly older family unit. Migration patterns, and a slowly declining birth rate have both contributed to this shift.

FIGURE A-3: SOUTHWICK POPULATION PYRAMIDS, 1955-1960



Source: Massachusetts State Census, 1955.  
U.S. Census of Population, 1960.

LEGEND  
 ■ 1960 GREATER THAN 1955  
 □ 1955 GREATER THAN 1960



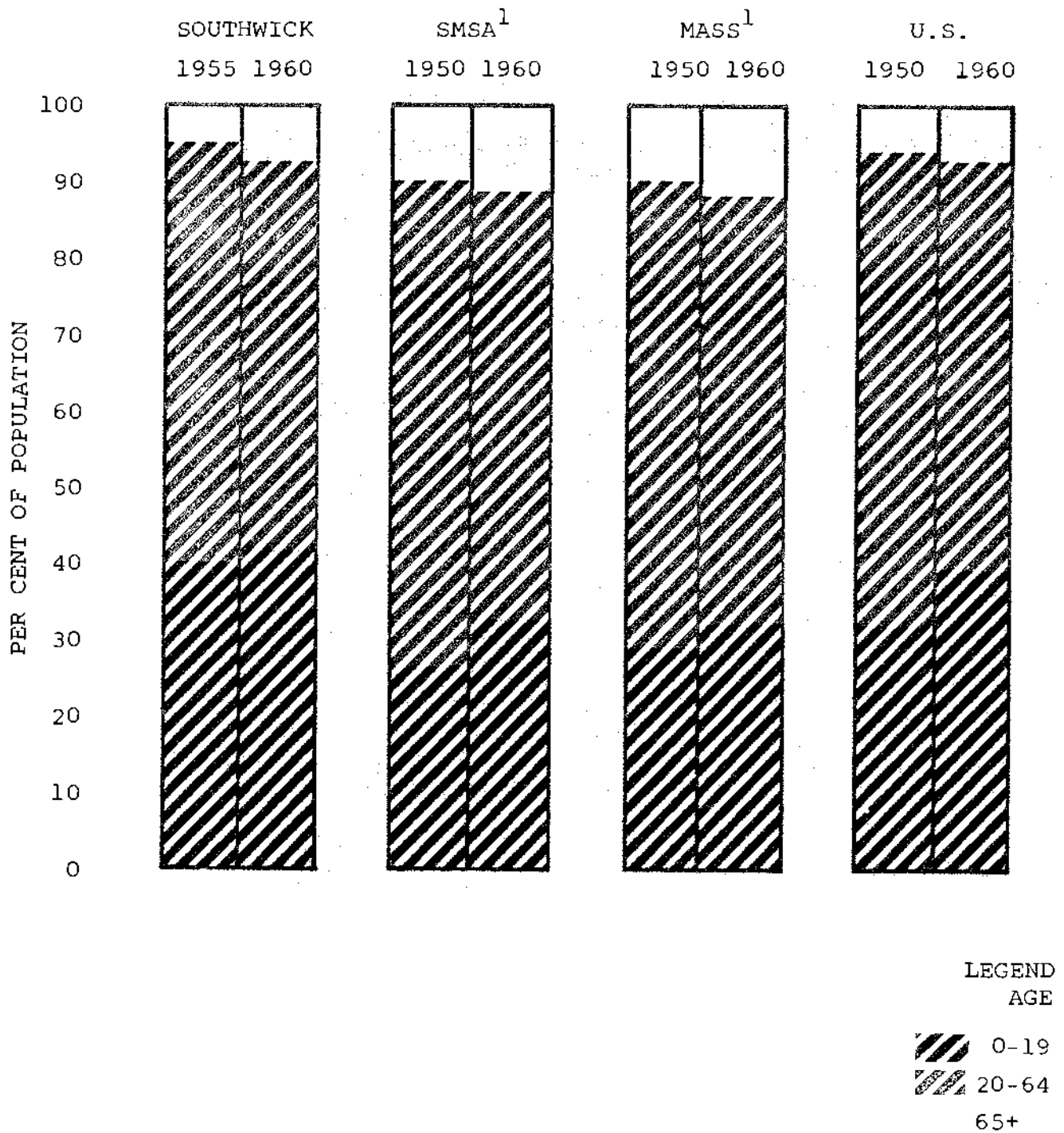
### Age Composition 1960

Although the previous section discussed a gradual change in age composition toward a slightly older family unit, the composition of Southwick's population in 1960 is, in general terms, still extremely young. The 0-19 group represents over two-fifths of the total population, while the 20-64 group accounts for only slightly more (50.6%). The proportion of elderly is noticeably low, only 5.5%.

Table A-15 shows Southwick's age composition in comparison with other areas and the Region. These figures are presented graphically on Figure A-4. The extremely high proportion of its population aged 0-19 is again evident. Southwick has the highest percentage of children aged 5-14 in the Region, and the third highest percentage of pre-schoolers, exceeded only by Granby (15.4%) and Hampden (14.3%). The 15-24 age group is typical of the other west suburban towns. Due to the inclusion of a large college population in the regional statistics, it is not really valid to compare this age group with any of the larger areas. The 25-64 age group most nearly approximates the comparative data. Southwick's proportion of elderly is substantially lower than any of the other areas. Within the Region, only Granby has a smaller percentage (5.0%) of its population over 65.

In comparison with the individual towns of the Region, Southwick is something of an anomaly. As noted previously, Southwick's population growth between 1950 and 1960 was much higher than any of the regional towns west of the Connecticut River. In the sphere of age composition, too, Southwick approximates the eastern towns much more closely than it does the western. As shown by Table A-16, Southwick and Granby have a large percentage of children and a small percentage of elderly; both situations symptomatic of suburban communities. However, Southwick shows a slightly higher proportion of middle-aged people, as does Southampton. It would seem, then, that Southwick, although showing numerous signs of a typical suburban community, still retains some of the characteristics peculiar to an older, agricultural town.

FIGURE A-4: COMPARATIVE AGE COMPOSITION, 1960



<sup>1</sup>Age groups are 0-17 and 18-64.

Source: Population, Lower Pioneer Valley Regional Planning District,  
The Planning Services Group, March, 1965.  
Massachusetts State Census, 1955.  
U.S. Census of Population, 1960.

### Family Size

In 1960, Southwick had a household size of 3.69, representing 1,393 households containing the town's entire population. This, however, is not synonymous with family size, since it includes both single people living alone and unrelated individuals within households. Subtracting these two groups from the town figures indicates a population of 4,980 in 1,284 families, or an average family size of 3.87.

### Ethnic Composition

Table A-17 presents the salient facts on Southwick's ethnic composition. It is not surprising to see that total foreign stock amounts to only one quarter of Southwick's population, as opposed to over one-third of the SMSA's. The major attraction of wide employment opportunity is certainly more prevalent within the metropolitan area, particularly within the central urban cities which, therefore, have the largest proportion of foreign stock within the SMSA.

The majority of Southwick's foreign stock is native-born, which is typical of not only the SMSA but the nation as a whole. The increasing severity of immigration legislation has precluded a rise in the proportion of foreign-born population.

The four countries best represented within Southwick are Canada, the United Kingdom, Poland and Italy, in that order. These four countries together account for almost 70% of the foreign stock. This is quite similar to the representation in the SMSA, although not precisely in the same order.

### Non-White Population

As shown on Table A-18, less than one-half of one per cent

of Southwick's population is non-white, a total which represents only .15% of all the non-white persons in the study area. Although this infinitesimal proportion will probably increase slightly as the Region's non-white population moves gradually out of the central urban area, it will undoubtedly never represent a major factor in Southwick's total population.

## POPULATION PROJECTIONS

Population projections are an essential part of any planning for the future development of a town. However, they are tools which must be used with great care and continually revised as data become available to correct the variables projected in the forecast.

### Method of Forecast

The method used in the following projection is the cohort survival technique. It is used by the U.S. Bureau of the Census and is extremely accurate. In addition, it provides a great deal of information outside the realm of pure total figures. Unfortunately, its accuracy decreases in relation to the size of the universe employed. The larger the area, the more valid the figures. For instance, there is no way to account for a new employment center which might cause a population shift within a large area, and thus invalidate future migration calculations.

In forecasting future population, the cohort survival technique projects the current population, in this case by five-year periods, into the next age-sex specific group, utilizing precise migration and survival statistics for each group. The number of births per five-year period is then forecast by estimating the number of females of child-bearing age and applying appropriate fertility ratios.

In order to prepare projections for Southwick, it was first necessary to determine the birth, death and migration factors to be used.

1. Birth Rate (See Tables A-19 and A-20)

The percentage of births per age group of females between 15 and 44 was obtained from the state. These figures were then applied to Southwick in order to determine a fertility ratio per age group. Because the decline in the birth rate between 1950 and 1960 is symptomatic of a national trend in that direction, 1960 was used as the base year from which to calculate specific fertility ratios. Because it is too small to be significant, the percentage of births among women in the 10-14 and 44-49 age groups was discounted.

2. Death Rate (See Tables A-19, A-21 and A-22)

Again, state percentages of deaths for specific age groups were applied to all age-sex specifics in Southwick for the year 1960. These calculations were then expanded to derive a five-year survival ratio for each of the groups.

3. Migration (See Tables A-23 and A-24)

To ascertain the percentage of migration per age group, the actual 1955 population was projected for a five-year period on the basis of the survival rates shown on Tables A-21 and A-22. A comparison of this forecast and actual 1960 figures elicited absolute migration data for each age-sex specific. These data were then converted to reflect percentage relationships.

a. 1960 - 1965

To determine the 1960-1965 migration, the natural increase ratio was applied to the 1960 population, indicating a probable growth of 383 persons. The remainder of the population change, only 97 persons,

The Community Facilities chapter of this Plan discusses the relationship between these statistics and future school construction.

#### Methods for Revision of Forecast

To maintain the accuracy of this forecast, it is necessary to be aware of the variables used and the means to correct these variables when additional data become available. It is most probable that these data will first be available in the 1970 U.S. Census of Population, unless funds are allocated before that date for a detailed tabulation of the Massachusetts State Census of 1965.

A comparison of the 1970 Census with this projection will provide two methods of revision:

1. Actual correction of 1970 figures in terms of age-sex specifics and total population.
2. A study of migration patterns between 1960 and 1970 will indicate whether the assumptions made in this forecast were valid. If not, the projection to 1985 should be revised in the light of this information. Also birth and death rates should be analyzed and, if necessary, adjusted in the same manner.

At this point, the projection can be carried forward for another five or ten-year period.

#### Comparison with Regional Projections

In 1965 the Planning Services Group prepared a report on population for the Lower Pioneer Valley Region. A section of this report dealt with population forecasts by Region, sub-area and town to 1980. Two methods were used in these projections:

1. Straight Line - Least Squares (Low Projection)

In simplest terms, this method projects future population on the basis of past trends, using mathematical formulae.

2. Step Down (High Projection)

In this case, the population of an area is determined by its share of the population of the next largest area. Beginning with population projections done by the U.S. Census Bureau for the nation, the step-down process was used to calculate future regional, subregional and town population.

The results of these projections show both a high and low forecast for the Region and its towns. The report estimates that future regional population will fall between these two extremes.

A comparison of the projection presented here with the two regional projections is shown on Figure A-5. Note that the Brown, Donald and Donald projection is lower than either of the regional forecasts for Southwick. This is understandable, because the regional projections were done before tabulation of the 1965 Massachusetts State Census and do not, therefore, take into account Southwick's extremely slow growth between 1960 and 1965.

## CONCLUSION

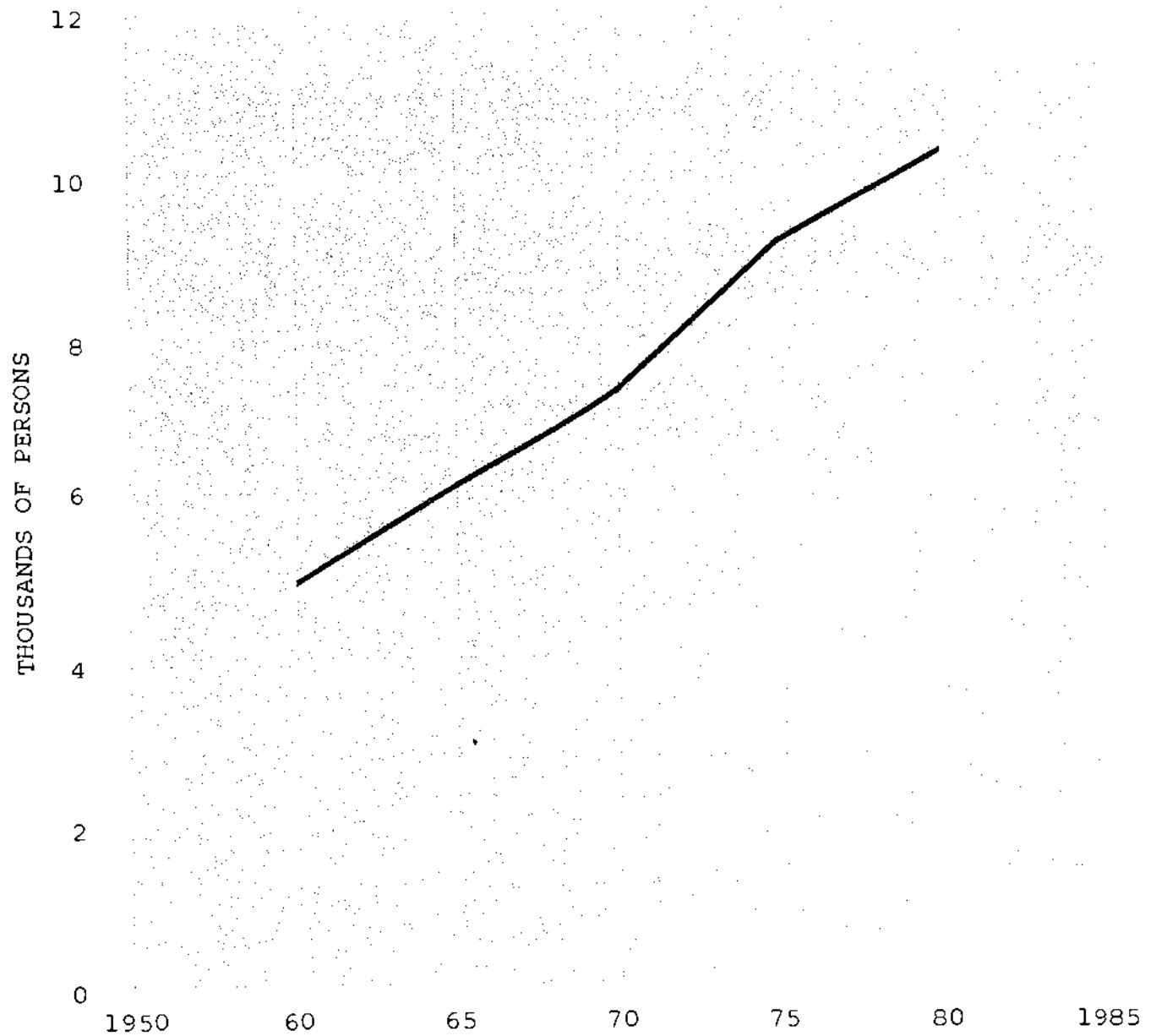
Southwick's population doubled between 1950 and 1965; and it is estimated that it will double again by 1985. Although this estimate indicates a slowdown in the town's growth rate, it does mean an increase of approximately 5,000 inhabitants over the next twenty years.

That Southwick should prepare for this increase is obvious. Municipal buildings and facilities, such as schools, libraries, water and sewer systems, will need to be constructed or extended. More recreational lands will be essential. The town government will need to prepare to offer the increased services necessary for a larger population.

Underlying all these needs, basic policy decisions must be made by Southwick about the directions its future growth should take. This Plan should be an expression of these decisions, and should provide a guide for future development and land use control.



FIGURE A-5: SOUTHWICK POPULATION PROJECTIONS



YEAR	BD & D PROJECTIONS	REGIONAL LOW	REGIONAL HIGH
1960	5139 <sup>1</sup>	5139 <sup>1</sup>	5139 <sup>1</sup>
1965	5619 <sup>2</sup>	6000	6300
1970	6515	7000	7400
1975	7651	8100	8800
1980	9025	9200	10200
1985	10462	—	—

<sup>1</sup>Actual U.S. Census figures.

<sup>2</sup>From Mass. state Census, 1965.

TABLE A-11: SOUTHWICK POPULATION GROWTH, 1870-1965

<u>YEAR</u>	<u>POPULATION</u>
1870	1,100
1880	1,104
1890	914
1900	1,040
1910	1,020
1920	1,194
1930	1,461
1940	1,579
1950	2,855
1955	4,479
1960	5,139
1965	5,619

Source: U. S. Census of Population  
Massachusetts State Census, 1955 and 1965.

TABLE A-12: COMPARATIVE POPULATION GROWTH, 1910-1960

<u>AREA</u>	<u>POP.</u> <u>1910</u>	<u>POP.</u> <u>1920</u>	<u>%</u> <u>CHANGE</u> <u>10-20</u>	<u>POP.</u> <u>1930</u>	<u>%</u> <u>CHANGE</u> <u>20-30</u>	<u>POP.</u> <u>1940</u>	<u>%</u> <u>CHANGE</u> <u>30-40</u>	<u>POP.</u> <u>1950</u>	<u>%</u> <u>CHANGE</u> <u>40-50</u>	<u>POP.</u> <u>1960</u>	<u>%</u> <u>CHANGE</u> <u>50-60</u>
Southwick	1020	1194	17.1	1461	22.4	1579	8.1	2855	80.8	5139	80.8
Central Urban			31.3		10.7		-2.1		8.6		8.4
East Suburban			30.6		19.0		5.7		32.6		58.0
West Suburban			23.3		12.9		-0.2		17.3		22.0
Rural Fringe			-3.8		10.8		4.0		12.6		13.1
Study Area			28.3		11.9		-0.6		13.1		17.5
Lower Pioneer Valley Region			30.1		12.8		-0.9		12.0		18.3

Source: Population, Lower Pioneer Valley Regional Planning District, The  
Planning Services Group, March, 1965.

TABLE A-13: COMPARATIVE AGE COMPOSITION AND POPULATION CHANGE,  
1950-1960

AGE COMPOSITION						
AREA	0-19		20-64		65 and Over	
	1950	1960	1950	1960	1950	1960
Southwick <sup>1</sup>	40.3	43.9	54.9	50.6	4.7	5.5
Springfield	26.3	33.6	64.4	55.6	9.3	10.7
Chicopee						
Holyoke-SMSA <sup>2</sup>						
Massachusetts <sup>2</sup>	29.0	33.2	61.0	55.7	10.0	11.1
United States	34.8	39.7	59.5	54.0	5.7	6.3
PER CENT CHANGE 1950-1960						
AREA	0-19		20-64		65+OVER	
Southwick <sup>1</sup>	25.0		5.4		35.4	
S.-C.-H. SMSA <sup>2</sup>	48.1		0		33.4	
Massachusetts <sup>2</sup>	25.7		0.2		21.8	
United States	35.8		8.0		31.4	

<sup>1</sup>Figures are for 1955-1960.

<sup>2</sup>Age groups are 0-17 and 18-64.

Source: Population, Lower Pioneer Valley Regional Planning District.  
The Planning Services Group, March 1965.  
Massachusetts State Census, 1955  
U. S. Census of Population, 1960.

TABLE A-14: SOUTHWICK AGE COMPOSITION, 1955-1960

AGE	MALE				FEMALE				TOTAL		CHANGE	
	1955		1960		1955		1960		1955		1960	
	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
0-4	310	13.6	388	14.9	337	15.3	313	12.4	647	14.4	701	13.6
5-9	294	12.9	325	12.5	262	11.9	356	14.0	556	12.4	681	13.3
10-14	203	8.9	282	10.8	176	8.0	263	10.4	379	8.5	545	10.6
15-19	114	5.0	166	6.4	110	5.0	165	6.5	224	5.0	331	6.4
20-24	113	5.0	96	3.7	135	6.1	126	5.0	248	5.5	222	4.3
25-29	194	8.5	151	5.8	239	10.9	175	6.9	433	9.7	326	6.3
30-34	243	10.7	207	7.9	218	9.9	223	8.8	461	10.3	430	8.4
35-39	201	8.8	211	8.1	189	8.6	207	8.2	390	8.7	418	8.1
40-44	142	6.2	204	7.8	121	5.5	186	7.3	263	5.9	390	7.6
45-49	106	4.7	137	5.3	84	3.8	123	4.9	190	4.2	260	5.1
50-54	97	4.3	114	4.4	86	3.9	97	3.8	183	4.0	211	4.1
55-59	67	3.8	100	3.8	76	3.5	78	3.1	163	3.6	178	3.5
60-64	66	2.9	86	3.3	67	3.0	77	3.0	133	3.0	163	3.2
65 +	109	4.8	138	5.3	100	4.5	145	5.7	209	4.7	283	5.5

Totals 2279 2605 2200 2534 4479 5139 660 14.7

Source: Massachusetts State Census, 1955  
U. S. Census of Population, 1960.

TABLE A-15: AGE COMPOSITION, SOUTHWICK AND REGION, 1960

## PERCENT OF TOTAL POPULATION IN EACH AGE GROUP

AREA	UNDER 5	5-14	25-64	15-24	65 +
Southwick	13.6	23.9	47.2	10.7	5.5
West Suburban <sup>1</sup>	11.4	20.8	47.9	10.7	9.2
Study Area	10.8	18.5	47.0	13.2	10.5
East Suburban	10.7	19.3	44.6	17.6	7.8
Lower Pioneer Valley Region	11.1	19.0	47.4	12.1	10.3

Sources: U.S. Census of Population, 1960.

Population, Lower Pioneer Valley Regional Planning District,  
The Planning Services Group, March 1965.<sup>1</sup>Includes Southwick, Easthampton, Southampton, West Springfield, and Agawam.

Note: Percentages may not add, due to rounding.

TABLE A-16: AGE COMPOSITION, SOUTHWICK, GRANBY AND SOUTHAMPTON, 1960.

SOUTHWICK, GRANBY, AND SOUTHAMPTON

	TOTAL POP.	0-4	%	5-14	%	15-24	%	25-64	%	65/+	%
Southwick	5,139	701	13.6	1,226	23.9	553	10.8	2,376	46.2	283	5.5
Granby	4,221	648	15.4	1,010	23.9	451	10.7	1,899	45.0	213	5.0
Southampton	2,192	287	13.1	469	21.4	256	11.7	1,017	46.4	163	7.4

Source: Population, Lower Pioneer Valley Regional Planning District,  
The Planning Services Group, March 1965.

TABLE A-17: ETHNIC COMPOSITION, SOUTHWICK AND S-C-H SMSA, 1960

	SOUTHWICK		SMSA	
	No.	%		%
Total Population	5139			
Total Foreign Stock	1271	24.7		38.2
Foreign-born	265	5.2		10.2
Native-born of foreign or mixed parentage	1006	19.5		28.0

Country of Origin	No.	% of For. Stock	% of Population	% of For. Stock	% of Population
Canada	360	28.3	7.0	26.7	10.2
United Kingdom	168	13.2	3.3	8.6	3.3
Poland	165	13.0	3.2	20.4	7.8
Italy	158	12.4	3.1	11.0	4.2
Germany	91	7.2	1.8	N/A	N/A
Sweden	71	5.6	1.4	↓	↓
USSR	52	4.1	1.0	↓	↓
Czechoslovakia	38	3.0	.7	↓	↓
Ireland	32	2.5	.6	11.5	4.4
Austria	19	1.5	.4	N/A	N/A
Norway	8	.6	.2	↓	↓
Other & Not Reported	109	8.6	2.1	↓	↓

Note: Percentages may not add, due to rounding.

Source: U.S. Census of Population, 1960

Population, Lower Pioneer Valley Regional Planning District,  
The Planning Services Group, March, 1965.

TABLE A-18: NON-WHITE POPULATION, SOUTHWICK AND REGION, 1960

AREA	NON-WHITE POPULATION	
	NUMBER	PER CENT
Southwick	25	.15
West Suburban	347	2.20
Central Urban	14,630	94.50
East Suburban & Rural	521	3.30
Study Area	15,698	100.00

Note: Percentages may not add, due to rounding.

Source: U.S. Census of Population, 1960.

Population, Lower Pioneer Valley Regional  
Planning District, The Planning Services  
Group, March, 1965.

TABLE A-19: SOUTHWICK BIRTHS AND DEATHS, 1950-1962

<u>YEAR</u>	<u>BIRTHS</u>	<u>DEATHS</u>	<u>POPULATION</u>
1950	82	28	2,855
1951	94	28	
1952	117	21	
1953	111	34	
1954	131	20	
1955	131	30	4,479
1956	150	28	
1957	86	27	
1958	140	38	
1959	127	22	
1960	116	39	5,139
1961	131	40	
1962	134	39	

Source: Massachusetts Department of Public Health

TABLE A-20: SOUTHWICK FERTILITY RATIOS

<u>Age Group</u>	<u>State Births/Age Group #</u>	<u>%</u>	<u>Births/Age Group, 1960</u>	<u>Fem. Pop. 1960</u>	<u>Fertility Ratio</u>	<u>5-yr. Fertility Ratio</u>
15-19	9,860	8.8	10	165	.061	.305
20-24	35,686	31.8	37	126	.294	1.470
25-29	31,190	27.8	32	175	.183	.915
30-34	21,170	18.8	22	223	.099	.495
35-39	11,174	9.9	11	207	.053	.265
40-44	2,858	2.5	3	186	.016	.080
TOTALS	112,342 <sup>1</sup>		115 <sup>2</sup>			

<sup>1</sup>This figure represents total state births during 1965. Those that do not appear within the age group listed are allocated to the 10-14 and 44 and over age groups.

<sup>2</sup>Actual 1960 births = 116. Assume 1 allocated to 10-14 or 44 and over age groups.

Source: Massachusetts Department of Public Health.  
U.S. Census of Population, 1960.

TABLE A-21: SOUTHWICK, MALE SURVIVAL RATIOS

Age Group	Southwick						
	State Deaths/ Age Group		Deaths		5 year		
	#	%	1960	5 yr.	1960 Pop.	Death Rate/1000	Survival Rate/1000
0-4	1677	2.9	1.131	5.655	388	14.6	985.4
5-9	136	.2	.078	.390	325	1.2	998.8
10-14	107	.2	.078	.390	282	1.4	998.6
15-19	183	.3	.117	.585	166	3.5	996.5
20-24	178	.3	.117	.585	96	6.1	993.9
25-29	162	.3	.117	.585	151	3.9	996.1
30-34	233	.4	.156	.780	207	3.8	996.2
35-39	390	.7	.273	1.385	211	6.6	993.4
40-44	646	1.2	.468	2.340	204	11.5	988.5
45-49	1178	2.1	.819	4.095	137	29.9	970.1
50-54	1790	3.2	1.248	6.240	114	54.7	945.3
55-59	2349	4.2	1.638	8.190	100	81.9	918.1
60-64	3139	5.6	2.184	10.920	86	127.0	873.0
65-69	4151	7.4	2.886	14.430	53	272.3	727.7
70-74	4385	7.9	3.081	15.405	42	366.8	633.2
75-79	3941	7.1	2.769	13.845	20	692.3	307.7
80/+	5971	10.7	4.173	20.865	23	907.2	92.8

Source: Massachusetts Department of Public Health  
U.S. Census of Population, 1960

TABLE A-22: SOUTHWICK, FEMALE SURVIVAL RATIOS

Age Group	Southwick						
	State Deaths/ Age Group		Deaths		5 year		
	#	%	1960	5 yr.	1960 Pop.	Death Rate/1000	Survival Rate/1000
0-4	1199	2.1	.819	4.095	313	13.1	986.9
5-9	83	.1	.039	.195	356	.5	999.5
10-14	58	.1	.039	.195	263	.7	999.3
15-19	65	.1	.039	.195	165	1.2	998.8
20-24	74	.1	.039	.195	126	1.5	998.5
25-29	113	.2	.078	.390	175	2.2	997.8
30-34	176	.3	.117	.585	223	2.6	997.4
35-39	288	.5	.195	.975	207	4.7	995.3
40-44	436	.8	.312	1.560	186	8.4	991.6
45-49	626	1.1	.429	2.145	123	17.4	982.6
50-54	941	1.7	.663	3.315	97	34.2	965.8
55-59	1309	2.3	.897	4.485	78	57.5	942.5
60-64	1835	3.3	1.287	6.435	77	83.6	916.4
65-69	2807	5.0	1.950	9.950	58	180.9	819.1
70-74	3683	6.6	2.574	12.870	42	306.4	693.6
75-79	4184	7.5	2.925	14.625	26	562.5	437.5
80/+	9315	16.7	6.513	32.565	22	1480.2	0

Source: Massachusetts Department of Public Health  
U.S. Census of Population, 1960

TABLE A-23: SOUTHWICK MALE MIGRATION, 1955-1985

Age Group	1955 Ac-tual Pop.	5 yr. Survival Ratio	1960 Fore-cast	1960 Ac-tual Pop.	Migration 55-60 #	%	Migration 60-65	Migration 65-70	Migration 70-75/75-80/80-85 %	#
0-4	310	985.4	348 <sup>1</sup>	388	40	23.5	23	87	10	56
5-9	294	998.8	305	325	20	11.7	11	43	25	138
10-14	203	998.6	293	282	-11	-6.4	-6	-23	7	39
15-19	114	996.5	202	166	-36	-21.1	-20	-78	-15	-83
20-24	113	993.9	113	96	-17	-10.0	-10	-37	-15	-83
25-29	194	996.1	112	151	39	22.9	22	85	-10	-56
30-34	243	996.2	193	207	14	8.2	8	30	8	44
35-39	201	993.4	242	211	-31	-18.2	-17	-67	20	111
40-44	142	988.5	199	204	5	2.9	2	11	12	66
45-49	106	970.1	140	137	-3	-1.7	-1	-6	0	0
50-54	97	945.3	102	114	12	7.0	6	26	0	0
55-59	87	918.1	91	100	9	5.3	5	20	0	0
60-64	66	873.0	79	86	7	4.1	4	15	0	0
65-69	49	727.7	57	53	-4	-2.3	-2	-8	0	0
70-74	60		35	42	7	4.1	4	15	0	0
75-79		500.0	30	20	13	7.6	7	28	0	0
80/+				23						

Derived from Table A-19.

Source of actual figures: U.S. Census of Population, 1960  
Massachusetts State Census, 1955

TABLE A-24: SOUTHWICK FEMALE MIGRATION, 1955-1985

Age Group	1955 Ac-tual Pop.	5 YR. Survival Ratio	1960 Fore-cast	1960 Ac-tual Pop.	Migration 55-60 #	%	Migration 60-65	Migration 65-70	Migration 70-75/75-80/80-85 %	#
0-4	337	986.9	286 <sup>1</sup>	313	27	15.8	15	58	8	44
5-9	262	999.5	332	356	24	14.1	13	52	20	111
10-14	176	999.3	261	263	2	1.1	1	4	5	28
15-19	110	998.8	175	165	-10	-5.8	-5	-21	-4	-22
20-24	135	998.5	109	126	17	10.0	10	37	-5	-27
25-29	239	997.8	134	175	41	24.1	23	89	6	33
30-34	218	997.4	238	223	-15	-8.8	-8	-33	18	100
35-39	189	995.3	217	207	-10	-5.8	-5	-21	10	56
40-44	121	991.0	188	186	-2	-1.1	-1	-4	0	0
45-49	84	982.6	119	123	4	2.3	2	8	0	0
50-54	86	965.8	82	97	15	8.8	8	33	0	0
55-59	76	942.5	83	78	-5	-2.9	-2	-11	0	0
60-64	67	916.4	71	77	6	3.5	3	11	0	0
65-69	52	819.1	61	55	-6	-3.5	-3	-11	0	0
70-74	48		42	42	0	0	0	0	0	0
75-79		625.0	30	26	18	10.5	10	38	0	0
80/+				22						

Derived from Table A-19.

Source of Actual Figures: U. S. Census of Population, 1960  
Massachusetts State Census, 1955.



TABLE A-25: SOUTHWICK, MALE POPULATION PROJECTION, 1960-1985

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Age Group	1960 Actual Pop.	5 yr. Survival Rate	1965 Gross (1x2)	Migra-tion '60-'65	1965 Fore-cast (3x4)	1970 Gross (5x2)	Migra-tion '65-'70	1970 Fore-cast (6x7)	1975 Gross (8x2)	Migra-tion '70-'75	1975 Fore-cast (9x10)	1980 Gross (11x2)	1980 Fore-cast (12x10)	1985 Gross (13x2)	1985 Fore-cast (14x10)
0-4	388	985.4	329 <sup>1</sup>	23	352	411 <sup>2</sup>	87	498	537 <sup>2</sup>	56	593	608 <sup>2</sup>	664	656 <sup>2</sup>	712
5-9	325	998.8	382	11	393	346	43	389	490	138	428	584	722	654	792
10-14	282	998.6	324	- 6	318	392	-23	369	388	39	427	627	666	721	760
15-19	166	996.5	281	-20	261	317	-78	239	366	- 83	285	426	343	665	582
20-24	96	993.9	165	-10	155	260	-37	223	238	- 83	155	284	201	341	258
25-29	151	996.1	95	22	117	154	85	239	221	- 56	165	154	98	199	143
30-34	207	996.2	150	8	158	116	30	146	238	44	282	164	208	97	141
35-39	211	993.4	206	-17	189	157	-67	90	145	111	156	280	391	207	318
40-44	204	988.5	209	2	211	187	11	198	89	66	155	154	220	388	454
45-49	137	970.1	201	- 1	200	208	- 6	202	195	0	195	153	153	217	217
50-54	114	945.3	132	6	138	194	26	220	195	0	195	189	189	148	148
55-59	100	918.1	107	5	112	130	20	150	207	0	207	184	184	178	178
60-64	86	873.0	91	4	95	102	15	117	137	0	137	190	190	168	168
65-69	53	727.7	75	- 2	73	82	- 8	74	102	0	102	119	119	165	165
70-74	42	633.2	38	4	42	53	15	68	53	0	53	74	74	86	86
75-79	20	307.7	26	5	31	26	18	44	43	0	43	33	33	46	46
80+	23	92.8	8	2	10	10	10	20	15	0	15	14	14	11	11

<sup>1</sup>Estimated on basis of comparison of 1965 census data and 1965 forecast.656<sup>2</sup> Derived from Table A-27.Source of actual figures: U.S. Census of Population, 1960  
Massachusetts State Census, 1965

TABLE A-26: SOUTHWICK, FEMALE POPULATION PROJECTION, 1960-1985

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Age Group	1960 Actual Pop.	5 yr. Survival Rate	1965 Gross (1x2)	Migra-tion '60-'65	1965 Fore-cast (3x4)	1970 Gross (5x2)	Migra-tion '65-'70	1970 Fore-cast (6x7)	1975 Gross (8x2)	Migra-tion '70-'75	1975 Fore-cast (9x10)	1980 Gross (11x2)	1980 Fore-cast (12x10)	1985 Gross (13x2)	1985 Fore-cast (14x10)
0-4	313	986.9	262 <sup>1</sup>	15	277	336 <sup>2</sup>	58	394	438 <sup>2</sup>	44	462	497 <sup>2</sup>	541	537 <sup>2</sup>	581
5-9	356	999.5	308	13	321	273	52	325	388	111	499	475	586	533	644
10-14	263	999.3	355	1	356	320	4	324	324	28	352	498	526	585	613
15-19	165	998.8	262	- 5	257	355	-21	334	323	- 22	301	351	329	525	503
20-24	126	998.5	164	10	174	256	37	293	333	- 27	306	300	273	328	301
25-29	175	997.8	125	23	148	173	89	262	292	33	325	305	358	272	305
30-34	223	997.4	174	- 6	166	147	-33	114	261	100	361	324	424	337	437
35-39	207	995.3	222	- 5	217	165	-21	144	113	56	169	360	416	422	478
40-44	186	991.6	206	- 1	205	215	- 4	211	143	0	143	168	168	414	414
45-49	123	982.6	184	2	186	203	8	211	209	0	209	141	141	166	166
50-54	97	965.8	120	8	128	182	33	215	207	0	207	205	205	138	138
55-59	78	942.5	93	- 2	91	123	-11	112	207	0	207	199	199	197	197
60-64	77	916.4	73	3	76	85	11	96	105	0	105	195	195	187	187
65-69	55	819.1	70	- 3	67	69	-11	58	87	0	87	96	96	178	178
70-74	42	693.6	45	0	45	54	0	54	47	0	47	71	71	78	78
75-79	26	437.5	29	5	34	31	19	50	37	0	37	32	32	49	49
80+	22	0	11	5	16	14	19	33	21	0	21	16	16	14	14

<sup>1</sup>Estimated on basis of comparison of 1965 census data and 1965 forecast.537<sup>2</sup> Derived from Table A-27.Source of actual figures: U.S. Census of Population, 1960  
Massachusetts State Census, 1965

TABLE A-27: SOUTHWICK ESTIMATED BIRTHS, 1965-1985

Age Group	5-year Fertility Ratio <sup>1</sup>	1965 Fem. Pop. <sup>2</sup>	1970 Fem. Pop. <sup>2</sup>	Average 65-70	Est. Births 65-70
15-19	.305	257	334	295	90
20-24	1.470	174	293	233	342
25-29	.915	148	262	205	187
30-34	.495	166	114	140	69
35-39	.265	217	144	185	49
40-44	.080	205	211	208	10
TOTALS					747
Male (55%) <sup>3</sup>					411
Female (45%)					336

Age Group	1975 Fem. Pop. <sup>2</sup>	Average 70-75	Est. Births 70-75	1980 Fem. Pop. <sup>2</sup>	Average 75-80	Est. Births 75-80
15-19	301	317	96	329	315	96
20-24	306	299	439	273	289	424
25-29	325	293	268	338	331	302
30-34	361	237	117	424	392	194
35-39	169	156	41	416	292	77
40-44	143	177	14	169	155	12
TOTALS			975			1105
Male (55%) <sup>3</sup>			537			608
Female (45%)			438			497

	1985 Fem. Pop. <sup>2</sup>	Average 80-85	Est. Births 80-85
	503	416	126
	301	287	421
	305	321	293
	437	430	212
	478	447	118
	414	291	23
			1193
			656
			537

Source: <sup>1</sup>See Table A-20.<sup>2</sup>See Table A-26.<sup>3</sup>Births allocated to sex on basis of 1955 and 1960 proportions.

TABLE A-28: SOUTHWICK POPULATION FORECAST, 1965

Age Group	Male	Female	Total	
			#	%
0-4	352	277	629	11.2
5-9	393	321	714	12.7
10-14	318	356	674	12.0
15-19	261	257	518	9.2
20-24	155	174	329	5.9
25-29	117	148	265	4.7
30-34	158	166	324	5.8
35-39	189	217	406	7.2
40-44	211	205	416	7.4
45-49	200	186	386	6.9
50-54	138	128	266	4.7
55-59	112	91	203	3.6
60-64	95	76	171	3.0
65-69	73	67	140	2.5
70-74	42	45	87	1.5
75-79	31	34	65	1.2
80/+	10	16	26	.5
TOTAL	2855	2764	5619 <sup>1</sup>	

<sup>1</sup>Actual figure, from Massachusetts State Census, 1965

Source: Tables A-25 and A-26.

Note: Percentages may not add, due to rounding.

TABLE A-29: SOUTHWICK POPULATION FORECAST, 1970

AGE GROUP	MALE	FEMALE	TOTAL	
			#	%
0-4	498	394	892	13.7
5-9	389	325	714	11.0
10-14	369	324	693	10.6
15-19	239	334	573	8.8
20-24	223	293	516	7.9
25-29	239	262	501	7.7
30-34	146	114	260	4.0
35-39	90	144	234	3.6
40-44	198	211	409	6.3
45-49	202	211	413	6.3
50-54	220	215	435	6.7
55-59	150	112	262	4.0
60-64	117	96	213	3.3
65-69	74	58	132	2.0
70-74	68	54	122	1.9
75-79	44	50	94	1.4
80/+	20	33	53	.8
TOTAL	3286	3230	6516	

Source: Tables A-25 and A-26.

Note: Percentages may not add, due to rounding.

TABLE A-30: SOUTHWICK POPULATION FORECAST, 1975

AGE GROUP	MALE	FEMALE	TOTAL	
			#	%
0-4	593	482	1075	14.1
5-9	628	499	1127	14.7
10-14	427	352	779	10.2
15-19	285	301	586	7.7
20-24	155	306	461	6.0
25-29	165	325	490	6.4
30-34	282	361	643	8.4
35-39	156	169	325	4.2
40-44	155	143	298	3.9
45-49	195	209	404	5.3
50-54	195	207	402	5.3
55-59	207	207	414	5.4
60-64	137	105	242	3.2
65-69	102	87	189	2.5
70-74	53	47	100	1.3
75-79	43	37	80	1.0
80/+	15	21	36	.5
TOTAL	3793	3858	7651	

Source: Tables A-25 and A-26.

Note: Percentages may not add, due to rounding.

TABLE A-31: SOUTHWICK POPULATION FORECAST, 1980

AGE GROUP	MALE	FEMALE	TOTAL	
			#	%
0-4	664	541	1205	13.4
5-9	722	586	1308	14.5
10-14	666	526	1192	13.2
15-19	343	329	672	7.4
20-24	201	273	474	5.3
25-29	98	338	436	4.8
30-34	208	424	632	7.0
35-39	391	416	807	8.9
40-44	220	168	388	4.3
45-49	153	141	294	3.3
50-54	189	205	394	4.4
55-59	184	199	383	4.2
60-64	190	195	385	4.3
65-69	119	96	215	2.4
70-74	74	71	145	1.6
75-79	33	32	65	.7
80/+	14	16	30	.3
TOTAL	4469	4556	9025	

Source: Tables A-25 and A-26.

Note: Percentages may not add, due to rounding.

TABLE A-32: SOUTHWICK POPULATION FORECAST, 1985

Age Group	Male	Female	Total	
			#	%
0-4	712	581	1293	12.4
5-9	792	644	1436	13.7
10-14	760	613	1373	13.1
15-19	582	503	1085	10.4
20-24	258	301	559	5.3
25-29	143	305	448	4.3
30-34	141	437	578	5.5
35-39	318	478	796	7.6
40-44	454	414	868	8.3
45-49	217	166	383	3.7
50-54	148	138	286	2.7
55-59	178	197	375	3.6
60-64	168	187	355	3.4
65-69	165	178	343	3.3
70-74	86	78	164	1.6
75-79	46	49	95	.9
80/+	11	14	25	.2
TOTAL	5179	5283	10462	

Source: Tables A-25 and A-26.

Note: Percentages may not add, due to rounding.

TABLE A-33: ANALYSIS OF SOUTHWICK POPULATION FORECAST

Age Composition, 1960-1985

<u>Year</u>	<u>0-19</u>		<u>20-64</u>		<u>65/+</u>	
	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>
1960	2258	43.9	2598	50.6	283	5.5
1965	2535	45.1	2766	49.2	318	5.7
1970	2872	44.1	3243	49.8	401	6.1
1975	3567	46.7	3679	48.1	405	5.3
1980	4377	48.5	4193	46.5	455	5.0
1985	5187	49.6	4648	44.4	627	6.0

Population Increase, 1960-1985

<u>Year</u>	<u>Population</u>	<u>Increase</u>	
		<u>#</u>	<u>%</u>
1960	5139		
1965	5619	480	9.3
1970	6516	897	16.0
1975	7651	1135	17.4
1980	9025	1374	18.0
1985	10462	1437	15.8
1960-1985		5323	103.6
1960-1970		1377	26.8
1970-1985		3946	60.6

Source of actual figures: U.S. Census of Population, 1960  
Massachusetts State Census, 1965

TABLE A-34: SOUTHWICK PROJECTED SCHOOL ENROLLMENT, 1970-1985

Age Group	1970			1975			1980			1985		
	5-9	10-14	15-19	5-9	10-14	15-19	5-9	10-14	15-19	5-9	10-14	15-19
Forecast	714	693	573	1127	779	586	1308	1192	672	1436	1373	1085
In School	643	693	443	1014	779	454	1177	1192	520	1292	1373	840
Grade												
1	181	---	---	286	---	---	332	---	---	364	---	---
2	159	---	---	250	---	---	291	---	---	319	---	---
3	165	3	---	261	4	---	302	6	---	332	7	---
4	114	54	---	179	61	---	208	93	---	229	107	---
5	24	129	---	38	145	---	44	222	---	48	255	---
6	---	148	---	---	167	---	---	255	---	---	294	---
7	---	148	3	---	166	3	---	254	4	---	292	5
8	---	109	12	---	122	12	---	187	14	---	216	23
9	---	91	50	---	102	51	---	156	58	---	180	96
10	---	11	145	---	12	150	---	19	171	---	22	276
11	---	---	124	---	---	126	---	---	145	---	---	234
12	---	---	109	---	---	112	---	---	128	---	---	206

Source: Southwick School Census, 1965.

Tables A-28 through A-32.

TABLE A-35: SOUTHWICK SCHOOL ENROLLMENT, 1965-1985

GRADE	1965	1970	1975	1980	1985
1	181	181	286	332	364
2	159	159	250	291	319
3	167	168	265	308	339
4	166	168	240	301	336
5	147	153	183	266	303
6	142	148	167	255	294
7	143	131	169	258	297
8	112	121	134	201	239
9	126	141	153	214	276
10	117	156	162	190	298
11	93	124	126	145	234
12	74	109	112	128	206
Totals	1654	1779	2247	2889	3505

## INCREASE, 1965-1985

YEAR	ENROLLMENT	INCREASE
1965	1654	
1970	1779	125 7.6
1975	2247	468 26.3
1980	2889	642 28.6
1985	3505	616 21.3
1965-1985		1851 111.9

Source: Southwick School Census, 1965.

Table A-34.

## ECONOMY

### INTRODUCTION

The economic conditions of any community are vital to its potential for future development. There is a direct correlation between a healthy economy and physical growth, or, conversely, between economic decline and physical stagnation.

The economy of Southwick is closely tied to that of the entire Lower Pioneer Valley Region.<sup>1</sup> This relationship has prevailed in varying degrees for the past two centuries. It has both shifted emphasis and tightened as the methods of transportation within the area have improved and expanded; and as Southwick's economic base has shifted from a solely agricultural one.

Southwick's flat lands and rich soil have always been particularly suitable for farming. In the early 19th century, surplus crops were exported to domestic and foreign markets. In that era, Southwick, as an agricultural community, provided both housing and employment for the majority of its residents. In this century, however, the agricultural industry does not provide sufficient employment for all of Southwick's residents; and the town must export its surplus labor force throughout the Lower Pioneer Valley and to parts of Connecticut as well. Of course, not all the jobs in Southwick are held by Southwick residents, so it is not entirely a one-way movement. However, the important point here is the economic interdependence of Southwick and its Region; and the fact

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<sup>1</sup> In 1967, the Lower Pioneer Valley Region was expanded from 23 cities and towns to include all of Hampden and Hampshire Counties. The Region referred to in this chapter is the earlier 23-town definition. This does not, however, radically change the analyses and comparisons made.

that it is impossible to get a clear picture of one without fully understanding the other.

## ASPECTS OF THE REGIONAL ECONOMY

The Lower Pioneer Valley Region had a population of 440,000 in 1965 and provided jobs for approximately 160,000 of them. The regional economy is a relatively mature one, based as it is on a traditional concentration in manufacturing. Employment in the Region has remained relatively stable over the last decade because gains in other sectors were outweighed by losses in manufacturing. Construction and transportation employment have also declined; while retail and wholesale trade have shown only slow growth. Government, service and finance employment, however, have all grown rapidly.

Within the Region, the central urban cities of Springfield, Holyoke and Chicopee have had an absolute decline in total employment since 1950, while the suburban ring has gained in all sectors.

Although the manufacturing sector as a whole has declined, it still employs approximately 40% of the labor force. The most important manufacturing industries in 1963, in terms of persons employed, were paper, non-electrical machinery, and printing and publishing.

Although the Region is growing in population, and therefore in the absolute size of its labor force, the labor force participation rate, i.e., that portion of the population in the labor force, has declined. This is a result of various trends in the population composition itself: a decrease in the proportion of working-age (18-64) population and an increase in the number of years spent in school by the 14-24 group. There has always been a high proportion of working women in the Region, because of the ample opportunity for female labor in its industries. This trend is continuing



as more women seek work.

Because of its dependence upon manufacturing, the Region's economy is more sensitive to downswings in the national economy than areas with more diversified economies. However, since 1950 the Region has become more diversified. The traditional profile of a manufacturing center is changing to include the stronger features of tertiary employment. There has also been diversification within the manufacturing sector itself as new industries, such as chemicals and instruments, have lessened the concentration on textiles and machinery.

#### GENERAL LABOR FORCE CHARACTERISTICS

Southwick in 1960 had a labor force of 1,964 persons, or 38.2% of its population. If this percentage has remained constant, in 1965 Southwick's labor force would be approximately 2,147 persons.

A comparison of various labor force data is shown on Table A-36. For the larger areas, statistics for previous years have been included. It can be assumed that Southwick has followed the regional trends, at least in their broad outlines.

The decline of labor force as a percentage of population in the study area since 1940, from 44% to 39%, is explained by the changes in population composition mentioned previously. In comparing the 1960 statistics, Southwick had a greater proportion of its over-fourteen population in the labor force, but a lower proportion of working women than the comparative areas. This is the result of its population composition which still retains much of the flavor of an older, rural community. It is also probable that the percentage of women in the labor force will rise as the town begins to take on a more suburban profile.

The statistics on unemployment are much higher for Southwick than for any of the comparative areas, although the Region has always had a persistently high rate of unemployment.

## OCCUPATIONAL GROUP OF EMPLOYED PERSONS

The occupation of an employed person is, in most cases, the result of education and training and the determinant of income. The professional and technical categories, for instance, require the greatest amount of formal education and also command the largest salaries. Table A-37 shows how the Southwick labor force is employed, and compares these figures with similar data for Hampden County.

The four occupations in which the great majority of the Southwick labor force is employed are: operatives (25%), skilled craftsmen (21%), clerical (13%), and professional and technical (11%). Together, these four occupational groups represent 69% of the labor force. Almost the same representation is true in Hampden County, although in the larger area there is more emphasis on "clerical" and less on "skilled craftsmen". This is due to the proliferation of clerical jobs in the central urban areas, particularly in the city of Springfield.

The large number of skilled and semi-skilled workers within both Southwick and the County is a result of the heavy concentration of manufacturing within the area. However, as Table A-37 shows, the proportion of white-collar workers in Hampden County's labor force has increased over the past twenty years, while the proportion of skilled, semi-skilled and unskilled craftsmen has declined. Although comparable statistics are not available for Southwick, it is assumed that these trends have also obtained in the town, as they have throughout the nation.

## FAMILY INCOME

The data on family income presented on Table A-38 amplifies the previous discussion of occupational characteristics. According to the 1960 Census of Population, the great majority of Southwick's families fall into the broad middle income range of \$3,000 to \$9,000 annually, with the largest portion in the \$6,000 to \$6,999 bracket. Almost two-thirds of all Southwick families receive annual earnings of \$4,000 to \$8,000. The number of families in these brackets is due to the preponderance of skilled and semi-skilled workers in the town.

The statistics for the SMSA are similar to those for Southwick in the middle income range. The larger portion of SMSA residents at the bottom of the income scale is due to the large number of families with inadequate incomes concentrated in the three central cities, particularly Springfield. In Southwick, the number of families with incomes under \$3,000 per year is probably the result of its rural character, since agricultural income is often determined by standards other than currency.

## EDUCATIONAL ATTAINMENT

From the statistics given on occupation and income, it is not surprising to see that the majority of Southwick's residents over 25 years of age have not completed high school. However, this is true also of the nation, the state and the SMSA.

As Table A-39 shows, proportionately more Southwick than SMSA residents have completed four years of high school or more. The data on median school years completed puts Southwick ahead of the SMSA and the nation, but slightly behind the State. Massachusetts statistics, however, reflect the

great number of colleges and universities in the State. It is also true that these data will change greatly in the next census, as more and more young people stay in school for longer periods of time.

## INDUSTRY OF EMPLOYED PERSONS

Table A-40 compares the 1960 employment of the Southwick and Hampden County labor forces. The three most important areas of employment for both the town and the county were manufacturing, services and trade, in that order. Together these three industries employed 80% of the county's and 72% of Southwick's labor force. These figures indicate that Southwick's labor force is slightly more diversified than the county's, an important component of economic health.

The rural quality of the town is readily observable. Almost 10% of its labor force found employment in the agricultural industries, as opposed to only 1% of the county's. As the index of specialization shows, Southwick also had proportionally more residents employed in the construction and transportation industries, but fewer in trade, services and public administration.

Table A-41 presents a more complete breakdown, both numerical and proportionate, of the employment of Southwick's labor force by industry, with particular attention to manufacturing. Three-fourths of those in the manufacturing sector found employment in the manufacture of durable goods, particularly transportation equipment (31.9%) and machinery (20.9%), the latter being one of the Region's most important industries in terms of employment volume. Printing and publishing, another important regional industry, is the largest employer of Southwick's labor force in the realm of durable goods.

Another fairly large segment of the labor force is engaged in retail trade (11.5%). It is probable that many of these

people are employed in Southwick, since the majority of jobs in town are in retail trade.

#### PLACE OF EMPLOYMENT OF SOUTHWICK LABOR FORCE

Table A-42 presents the salient data on where the Southwick labor force is employed. It is most interesting to note that the largest number work within the SMSA, but outside the three central cities. Almost the same portion is employed within the county, but outside its metropolitan part. Another 12.5% commute south to the Hartford area.

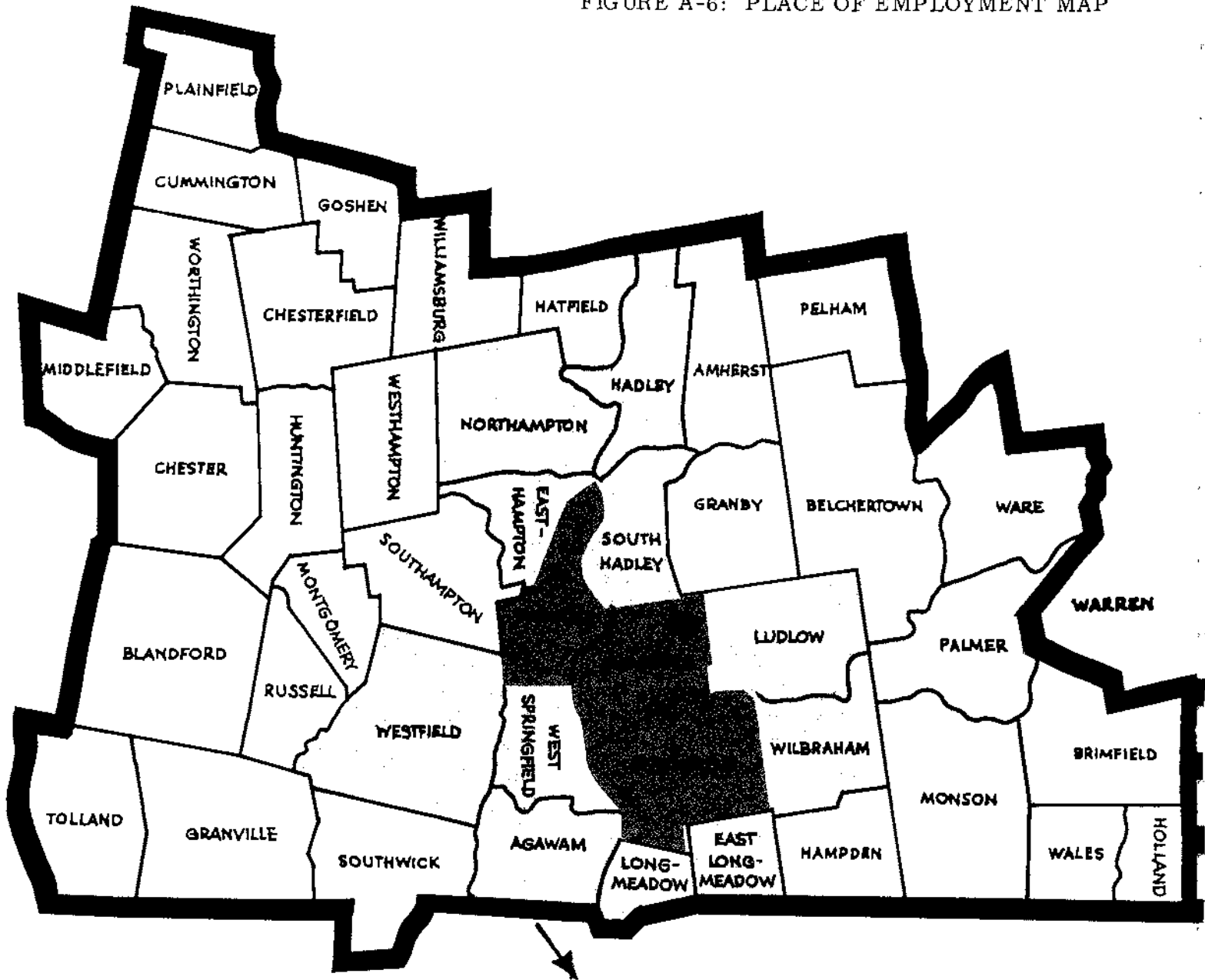
In total figures, approximately 50% of the Southwick labor force works in the SMSA to the north and east, 25% in the non-metropolitan portion of the county mainly to the west, and 12.5% in the Hartford metropolitan area to the south. These commuting patterns are shown graphically in Figure A-6, Place of Employment Map, 1960.

Table A-43 shows that at least 127 persons, or 7.1% of the labor force, live and work in Southwick; but the number is undoubtedly larger.

#### EMPLOYMENT IN SOUTHWICK

Farming, particularly the production of tobacco and potatoes, has always been one of the principal occupations of Southwick residents. However, although the income from agricultural produce, notably tobacco, is a continually rising figure, the number of people so employed is steadily decreasing. As a result of technological advances and the scramble for open buildable land, the amount of acreage under cultivation has decreased approximately 50% in

FIGURE A-6: PLACE OF EMPLOYMENT MAP



HARTFORD METROPOLITAN AREA

222

LEGEND

8 EMPLOYED PERSONS

455

395

441

Note: Figures are totals for entire shaded area in each category.

Hampden County since 1945. Although during this period the size of individual farms has increased, their number has declined by almost 70%. In Southwick last fall, a considerable amount of land zoned for agriculture was reclassified to permit industrial development.

No precise figures are available on agricultural employment in Southwick. Regional agricultural employment in 1963 was estimated at 2,000 persons.<sup>1</sup> Total agricultural employment in Hampden County was 2,377, a figure which included almost 500 seasonal workers. Remunerative agricultural employment amounted to only 1,434 persons, a figure which represented a decrease of almost 20% since 1955. In 1960, 138 members of Southwick's labor force were employed in the agricultural industry, and it is reasonable to assume that almost all of these people worked within the town.

In 1963, covered employment<sup>2</sup> in Southwick equalled approximately 440 jobs in 69 firms with an aggregate annual payroll of \$2,004,000. As shown on Table A-44, over half of this employment was in wholesale and retail trade, while 27% of the jobs were in manufacturing.

Table A-45 compares covered employment in Southwick with similar data for the Lower Pioneer Valley Region and the other western suburban towns. Because total employment in Southwick represents only 1.4% of all employment in the western suburban towns and less than one-half of one per cent of total regional employment, the percentage figures are extremely small and hard to judge. The index of specialization clearly shows, however, that Southwick has proportionately more employment in construction and trade than do the other suburban towns or the Region. Covered service employment is roughly equivalent, proportionately, in all

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<sup>1</sup>The Planning Services Group in Regional Economy, 1965.

<sup>2</sup>Covered employment includes all workers who are entitled to unemployment compensation benefits under the Federal Unemployment Tax Act. This definition encompasses virtually all manufacturing workers and approximately 70% of the workers in other non-agricultural industries.

three areas. In all other sectors, however, employment in Southwick is less specialized than in either the Region or the other western suburban towns.

## CONCLUSION

Southwick's economic base is a result of its location in an area with a high concentration of manufacturing employment, as well as the town's traditional agricultural profile. The majority of its labor force, composed mainly of skilled and semi-skilled craftsmen, is employed within the Region, but outside the town. There is not sufficient employment within Southwick to support one-quarter of its labor force, and so the town exports its surplus manpower throughout the Region.

With almost two-fifths of the labor force employed in manufacturing, there is a definite lack of diversification, with the concomitant incidence of high unemployment. However, the Region itself is beginning to diversify both in total employment and within the manufacturing sector. Both of these trends should provide a healthy push to Southwick's economy.

A more important step, and one with more immediate consequences in improving the town's economic base, is the attraction of new industry to Southwick. Certainly the two basic factors needed to support additional industry -- labor force and land -- are already present.



TABLE A-36: GENERAL LABOR FORCE DATA, SOUTHWICK  
AND COMPARATIVE AREAS

Labor Force as % of Population

Area	1940	1950	1960
Southwick	-	-	38.2%
Study Area	43.6%	41.8%	39.3%

Labor Force as % of Population 14 and Over, 1960

Area	Male	Female	Total
Southwick	8.4%	36.0%	60.4%
SMSA	74.1%	37.5%	54.8%
Massachusetts	75.5%	38.2%	55.8%
United States	74.6%	34.5%	54.0%

Unemployment Rates, 1960

Area	Male	Female	Total
Southwick	5.4%	11.1%	7.1%
SMSA	4.8%	5.8%	5.2%
Study Area			5.1%
United States			5.6%

Source: U. S. Census of Population, 1960.  
Economy, LRVR. The Planning Services Group,  
March, 1965

TABLE A-37: MAJOR OCCUPATIONAL GROUP OF EMPLOYED PERSONS, SOUTHWICK AND  
HAMPDEN COUNTY

Occupation	Southwick	Hampden County		
	1960	1960	1950	1940
<u>White Collar</u>	39.3*	42.6	39.8	38.6
Professional & Technical	10.5	11.0		
Managers & Proprietors	9.1 <sup>1</sup>	7.8		
Clerical	12.9	16.2		
Sales	6.8	7.6		
<u>Skilled Craftsmen</u>	20.7	14.9	16.4	16.0
<u>Semi-Skilled</u>	32.2	32.8	37.8	38.7
Operatives	25.2	23.8		
Private Household	1.4	1.0		
Other Service	5.6	8.0		
<u>Unskilled</u>	6.4 <sup>2</sup>	3.9	5.2	5.8
<u>Not Reported</u>	1.3	5.6	.7	.9

\*Note: All figures are given in percentages. Percentages may not add, due to rounding.

<sup>1</sup>Includes farmers and farm managers.

<sup>2</sup>Includes farm laborers and foremen.

Source: U. S. Census of Population, 1960

Springfield, Massachusetts Community Renewal Program  
"Labor Force," The Planning Services Group, 1965.

TABLE A-38: FAMILY INCOME, SOUTHWICK AND S-C-H SMSA, 1959

	SOUTHWICK		SMSA
	NO. OF FAMILIES	%	%
Under \$1,000	22	1.7	
\$1,000 - \$1,999	24	2.0	
\$2,000 - \$2,999	53	4.1	
Subtotal: Less than \$3,000	99	7.8	12.2
\$3,000 - \$3,999	90	7.0	
\$4,000 - \$4,999	200	15.5	
\$5,000 - \$5,999	226	17.5	
Subtotal: \$3,000 - \$5,999	516	40.0	34.7
\$6,000 - \$6,999	232	18.0	
\$7,000 - \$7,999	166	12.9	
\$8,000 - \$8,999	71	5.5	
\$9,000 - \$9,999	81	6.3	
Subtotal: \$6,000-\$9,999	550	42.7	38.2
\$10,000 - \$14,999	103	8.0	
\$15,000 - \$24,999	16	1.2	
\$25,000 and Over	4	.3	
Subtotal: \$10,000 and Over	123	9.5	14.9
Median Family Income:	\$6,125		\$6,235

Source: U. S. Census of Population, 1960.  
 Economy, LPVR. The Planning Services Group.  
 March, 1965

TABLE A-39: EDUCATIONAL ATTAINMENT, SOUTHWICK  
AND COMPARATIVE AREAS, 1960

	Southwick	SMSA	Massachusetts	United States
Median Years of School Completed	11.2	10.9	11.6	11.1
Percent of Persons Over Twenty-Five Completed High School	43.6	41.8	47.0	44.2

Southwick - School Years Completed		
	Number	Per Cent
Persons 25/+	2708	
No Schooling	28	1.0
Elementary 1-4 years	58	2.1
5-7 years	311	11.5
8 years	487	18.0
High School 1-3 years	643	23.7
4 years	789	29.1
College 1-3 years	208	7.7
4 or more years	184	6.8

Source: U. S. Census of Population, 1960

Note: Percentages may not add, due to rounding.

TABLE A-40: INDUSTRY OF EMPLOYED PERSONS, SOUTHWICK AND HAMPDEN COUNTY, 1960

INDUSTRY	Southwick Per Cent	Hampden County Per Cent	Index of Specialization <sup>2</sup>
Agriculture	6.5	1.0	6.5
Construction	5.9	4.4	1.3
Manufacturing	38.7	40.2	1.0
Transportation	6.7	5.5	1.2
Trade	16.0	18.2	.9
Services	17.6	22.2	.8
Public Administration	2.0	4.2	.5
Not Reported	4.5	4.3	-

<sup>1</sup> Includes other primary industries.

<sup>2</sup> The extent to which the index is greater than 1.0 indicates the degree of specialization. The index was determined by dividing the percentage figures for Hampden County into the comparable statistics for Southwick.

Source: U. S. Census of Population, 1960.

Note: Percentages may not add, due to rounding.

TABLE A-41: INDUSTRY OF EMPLOYED PERSONS, SOUTHWICK, 1960

	Number	Per Cent of Total	Per Cent of Manu- facturing
Agriculture	138	7.6	
Mining	16	.9	
Construction	107	5.9	
Manufacturing	703	38.7	
Durable Goods	528	29.0	75.0
Furniture, Lumber & Wood Products	28	1.5	4.0
Metal Industries	64	3.5	9.0
Machinery	147	8.1	20.9
Transportation Equipment	224	12.3	31.9
Other Durable Goods	65	3.6	9.2
Non-Durable Goods	175	9.7	25.0
Food and Kindred Products	23	1.3	3.3
Textile & Apparel Products	12	.7	1.7
Printing, Publishing & Allied Fields	44	2.4	6.3
Other Non-Durable Goods	96	5.3	13.7
Transportation	121	6.7	
Transportation	69	3.8	
Railroad and Railway Express	15	.8	
Other Transportation	54	3.0	
Communication, Utilities & Sanitary Services	52	2.9	
Trade	296	16.0	
Retail Trade	209	11.5	
Eating & Drinking Places	33	1.8	
Other Retail Trade	176	9.7	
Wholesale Trade	87	4.5	
Services	319	17.6	
Business & Repair Services	53	2.9	
Personal Services	76	4.2	
Private Household	25	1.4	
Other Personal Services	50	2.8	
Professional Services	190	10.5	
Hospital Services	50	2.8	
Educational Services	93	5.1	
Other Professional & Related Services	47	2.6	
Public Administration	36	2.0	
Other Industries & Not Reported	62	4.5	
Total Employed	1,818		

Source: U. S. Census of Population, 1960

Note: Percentages may not add, due to rounding.

TABLE A-42: PLACE OF WORK OF SOUTHWICK LABOR FORCE, 1960

	<u>Number</u>	<u>Percent</u>
Springfield, Chicopee, Holyoke SMSA	858	48.0
Springfield	351	19.7
Chicopee	36	2.0
Holyoke	8	.4
Springfield, Chicopee, Holyoke Met. Belt <sup>1</sup>	455	25.5
Balance of SMSA <sup>2</sup>	8	.4
Hampden County, Non-Metropolitan Part <sup>3</sup>	441	24.8
Hartford SMSA	222	12.5
Hartford	94	5.3
Hartford Metropolitan Belt	128	7.2
Elsewhere	221	12.4
Not Reported	32	1.8

Source: U. S. Census of Population, 1960

<sup>1</sup>Agawam, East Longmeadow, Longmeadow, Ludlow, Westfield, West Springfield, Wilbraham, East Hampton, Hadley, Northampton, South Hadley<sup>2</sup>Monson, Palmer, Warren<sup>3</sup>Chester, Blanford, Russell, Montgomery, Tolland, Granville, Southwick, Brimfield, Wales, Holland<sup>4</sup>Avon, Bloomfield, Canton, Cromwell, East Hartford, East Windsor, Enfield, Farmington, Glastonbury, Manchester, Newington, Rocky Hill, Simsbury, South Windsor, Suffield, Vernon, West Hartford, Wethersfield, Windsor and Windsor Locks.

Note: Percentages may not add, due to rounding.

Hartford Metropolitan Belt<sup>4</sup>TABLE A-43: MEANS OF TRANSPORTATION TO WORK,  
SOUTHWICK LABOR FORCE, 1960

	<u>Number</u>	<u>Percent</u>
Private Auto or Car Pool	1551	87.1
Railroad	3	.2
Bus	28	1.6
Other	35	2.0
Walk	64	3.6
Work at Home	63	3.5
Not Reported	37	2.1

Source: U. S. Census of Population, 1960.

Note: Percentages may not add, due to rounding.

TABLE A-44: COVERED EMPLOYMENT IN SOUTHWICK, 1963

Industry	Number of Firms	Employees	Annual Payroll	Per Cent Distribution of Employees
Retail Trade	34	165	\$445,000	37.5
Manufacturing	7	120	\$897,000	27.3
Wholesale Trade	4	60	\$405,000	13.6
Service	10	42	\$159,000*	9.5
Construction	11	31	\$ 98,000	7.0
Transportation, Communication & Vehicles	1	18		4.1
Agriculture	1	2		.5
Finance, Insurance & Real Estate	1	2		.5

\* Includes payrolls for transportation, agriculture and finance firms.

Source: Massachusetts Department of Commerce and Development Monograph #60. "Town of Southwick." Revised: May, 1965.

Population and the Regional Economy, LPVR, Technical Report. The Planning Services Group, May, 1965.

TABLE A-45: COVERED EMPLOYMENT, SOUTHWICK AND REGION, 1963

Type of Employment	Employment in Southwick		Employment in Western Suburbs		Index of Specialization	Southwick as Percent of Western Suburbs	Employment in Region		Index of Specialization	Southwick as Percent of Region
Agriculture and Mining	2	.5%	265	.8%	.6	1.0	496	.4%	*1.3	.4
Construction	31	7.0%	1491	4.7%	*1.5	2.1	6307	5.1%	*1.4	.5
Transportation, Communication and Utilities	18	4.1%	1882	5.9%	.7	1.0	6341	5.1%	.8	.3
Wholesale and Retail Trade	225	51.1%	9458	29.5%	*1.7	2.4	32233	26.1%	*2.0	.7
Finance, Insurance and Real Estate	2	.5%	661	2.1%	.3	.3	8029	6.5%	.1	*
Service	42	9.5%	2737	8.5%	*1.1	1.5	11685	9.5%	1.0	.4
Manufacturing	120	27.3%	15559	48.5%	.6	.8	58243	47.2%	.6	.2
Total Covered Employment	440		32053			1.4	123334			.4

\* Less than one-tenth of one per cent.

Source: Regional Economy, LEVRPD, The Planning Services Group, April 1965.

## AREA OF INFLUENCE

### INTRODUCTION

The purpose of this chapter is to view Southwick in the broad outlines of its location, demographic and economic structure; and particularly in relation to the Lower Pioneer Valley Region,<sup>1</sup> of which it is a part. In this way, it is possible to determine the various regional pressures which will affect Southwick's future development.

### LOCATION - TRAFFIC

As the Area of Influence Map shows, Southwick is located in the southwestern portion of the Region; bordered on the east by Agawam, on the north by Westfield, on the west by Granville, and on the south by the State of Connecticut.

Neither of the major regional highways -- Interstate 91 and Interstate 90 (the Massachusetts Turnpike)-- runs through Southwick; although Route 10 provides access to I-90 at its interchange in Westfield, and Route 57 provides a direct connection to I-91 in Springfield through Agawam.

This locational disadvantage, in terms of commuting facility to major employment centers, has not, however, prevented population growth in Southwick. Indeed, between 1950 and 1960,

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<sup>1</sup>In 1967, the Lower Pioneer Valley Region was expanded from its original 23-town definition to include all of Hampden and Hampshire Counties, a total of 43 cities and towns.

1



its rate of growth was higher than any other regional town west of the river. (See Table A-47, Regional Population Change.)

Southwick's major north-south traffic carrier is Route 10, the College Highway. Although the construction of I-91 has taken much of the through traffic volume from Route 10, this road still provides Southwick with a reasonably efficient transportation artery which connects the town with New Haven to the south and various points to the north.

The major east-west carrier in Southwick is Route 57, which provides arterial service to Agawam and Springfield to the east and Route 8 to the west. Route 190, in the southern portion of town, provides a direct connection to Suffield and Thompsonville, Connecticut.

Traffic volumes, however, are small on all of these roads. For example, the ADT on Route 10 through Southwick is 3,386 at the Connecticut border and 4,580 at the Westfield border.

At the present time, there is no regional highway construction or alteration planned in Southwick; nor are there any highway changes proposed within the Region which would have a major effect on the town.

One of the more significant factors of Southwick's location is its proximity to the Hartford metropolitan area. The direction that Southwick's economy and population growth take in the future will be, in a sense, contingent upon conditions in the Hartford area, as well as those in the Springfield area.

## ECONOMY

The regional economy is a mature one, based as it is on a

traditional manufacturing profile. Table A-46 presents selected recent economic data for the Region. It is immediately obvious that the great majority of the regional labor force is employed in the manufacturing industry. It is equally as obvious that manufacturing employment in the Region is declining; although other sectors do show significant gains. The employment projections prepared by the Springfield Housing Authority also forecast a continuing decline in manufacturing.

The pertinent question is: To what degree does the economy of the Springfield area -- and particularly its manufacturing decline -- affect Southwick's economic future? The answer lies, in part, in the data presented in Table A-42, Place of Work of Southwick Labor Force, 1960. Note that in 1960, slightly less than one-half of Southwick's labor force was employed within the Springfield-Holyoke-Chicopee SMSA. On the other hand, 12.5% were employed in the Hartford area. Nineteen sixty-six data show that this figure has risen to 395 persons, or approximately 20% of the labor force. It seems quite reasonable to assume that the number of workers employed within Hartford will continue to increase, particularly with the commutation facility provided by the link-up of Route 57 with Interstate 91.

The Hartford area economy is also based on a traditional manufacturing profile, with manufacturing industries providing over one-third of all employment in the area. Within the manufacturing sector, the two key industries are aircraft and fabricated metals. However, the area's economy is quite diversified, both within and without the manufacturing sector.

This area provides excellent employment opportunity for the Southwick labor force. The number of manufacturing jobs is continually increasing, as opposed to the reverse situation in the Springfield area.

Southwick's position is similar to that of so many Massachusetts towns near the Connecticut border. Potential employment opportunity exists in two spheres -- to the south in the Hartford metropolitan area, and to the east in the

Springfield-Holyoke-Chicopee SMSA. This is a fortunate situation, since the Hartford area has the stronger basic economy and the more vibrant one. This seems to counter-balance the negative influence of the declining manufacturing employment in the Springfield area. On the other hand, Southwick's labor force will certainly benefit from current patterns of diversification in the Springfield area economy. Certainly regional economic fluctuations affect Southwick, but the factor missing is the one of complete dependence on a single labor market area.

## POPULATION

Comparable to the economic situation, external population shifts of importance of Southwick will occur in two areas: Springfield and Hartford. It would seem that this combined effect has already been felt in Southwick. Table A-47, Regional Population Change, shows that during the decade of the fifties, Southwick was the only regional town west of the Connecticut River to experience substantial population growth. It is reasonable to assume that some of this growth, apart from that engendered by natural increase plus out-migration from the S-C-H urban center, resulted from an overflow of the growth during that same period in the Hartford area.

Future population growth is expected in Southwick as a result of out-migration from both the Hartford and Springfield metropolitan areas. Growth from these sources will also affect the composition of Southwick's population, giving it a more suburban profile.

## CONCLUSION

Certainly, Southwick's most immediate connections, both

geographically and psychologically, are with the Lower Pioneer Valley Region. However, for Southwick, as well as for outlying towns in this or any other region, the term "area of influence" cannot be narrowly interpreted to encompass only one region. In this case, it must be expanded to include the Hartford area and to recognize the development pressures that area creates.

TABLE A-46: SELECTED REGIONAL ECONOMIC DATA

<u>NON-AGRICULTURAL COVERED<sup>1</sup></u>	<u>EMPLOYMENT STUDY AREA<sup>2</sup> 1950-1963</u>			
	1950	1955	1960	1963
Total Covered Employment	138,606	138,565	135,090	134,444
Manufacturing	78,058	73,460	68,448	63,541
Non-Manufacturing				
Mining	187	230	179	195
Construction	7,676	8,595	6,394	6,926
Transportation, Communication and Utilities	6,940	7,084	7,182	6,930
Wholesale and Retail Trade	30,906	32,377	32,583	35,497
Finance, Insurance and Real Estate	5,741	7,048	8,054	8,432
Service	9,098	9,771	12,240	12,941

<sup>1</sup> Covered employment includes all workmen who are entitled to unemployment compensation benefits under the Federal Unemployment Tax Act. This definition encompasses virtually all manufacturing workers, and approximately 70% of the workers in other non-agricultural industries.

<sup>2</sup> The Study Area is that area under investigation for the Springfield Urbanized Area Comprehensive Transportation Study. (See text, page A-48, for delineation of area boundaries.)

TOTAL EMPLOYMENT STUDY AREA, 1950-1980

	1950	1960	1970	1980
Manufacturing	78,057	68,448	63,100	60,200
Non-Manufacturing	90,863	117,500	137,600	153,800
Total	168,920	185,948	200,700	214,000

PER CENT CHANGE IN MAJOR SECTOR EMPLOYMENT, 1951-1961  
SPRINGFIELD-HOLYOKE-CHICOPEE SMSA

Construction	-10.9
Transportation	- 9.7
Trade	8.6
Finance	40.0
Service	23.9
Manufacturing	- 8.4
Government	- 0.2
Total	1.1

Source: Economy, Lower Pioneer Valley Region. The Planning Services Group, March, 1965.

TABLE A-47: REGIONAL POPULATION CHANGE

Area	1950	1960	Change 1950-1960	
	Population	Population	Number	Per Cent
<u>Central Urban</u>	266,271	288,705	22,434	8.4
Springfield	162,399	174,463	12,064	7.4
Holyoke	54,661	52,689	- 1,972	- 3.6
Chicopee	49,211	61,553	12,322	25.1
<u>East Suburban</u>	37,380	63,573	26,193	70.1
East Longmeadow	4,881	10,294	5,413	110.9
Granby	1,861	4,221	2,360	126.8
Hampden	1,322	2,345	1,023	77.4
Longmeadow	6,508	10,565	4,057	62.3
Ludlow	8,660	13,805	5,145	59.4
South Hadley	10,145	14,936	4,811	47.4
Wilbraham	4,003	7,387	3,384	84.5
<u>West Suburban</u>	54,421	72,083	17,662	32.5
Agawam	10,166	15,718	5,552	54.6
SOUTHWICK	2,855	5,139	2,284	80.0
Westfield	20,962	26,302	5,340	40.0
West Springfield	20,438	24,924	4,486	21.9
<u>Rural Fringe</u> <sup>1</sup>	10,230	11,358	1,128	11.0
<u>LOWER PIONEER VALLEY</u> <u>REGION</u>	368,302	435,719	67,417	18.3

<sup>1</sup>"Rural fringe" is comprised of the towns of Belchertown, Blanford, Chester, Granville, Huntington, Middlefield, Montgomery, Russell, and Tolland.

Source: Population, Lower Pioneer Valley Regional Planning District.  
The Planning Services Group; March, 1965



# Plan Recommendations





## INTRODUCTION

The Master Plan is intended to serve as a guide to intelligent decision-making for the Town of Southwick. The following quotation from "Planning Law and Administration in Massachusetts" by Shurtleff and Cantelmo, admirably explains the function of the Master Plan.

"The preparation of a master or study plan of the community is the primary function of the planning board. This plan should record the careful thoughts and conclusions of the board as to the present and future development of the community. All subsequent actions of the board in relation to subdivision, street layout, or any other type of development should be compared with the master plan and judged according to its recommendations. If a proposal different from the master plan is made but, in the opinion of the board, is better for the community, the master plan should be changed accordingly. In this way the master plan becomes a growing, changing, and constantly useful guide to community growth."

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## PLANNING STANDARDS

### INTRODUCTION

In order to plan effectively for many of the facilities needed by a community of Southwick's size and character, it is necessary to establish criteria or standards which will meet the town's needs within the planning period. There is a wide range of sources available for the selection of individual standards for development. In this section of the Plan, the standards recommended are those which seem most adequate to meet Southwick's needs, without tying the town to unduly elaborate specifications. The elements of the Plan for which such standards are most appropriate are streets, parking and loading, schools, libraries and parks and playgrounds. These are recommended in the following pages, and subsequent Plan recommendations are guided by them.

### STREETS

Streets are usually classified by the kind of service they provide. At one end of the spectrum is the expressway, providing for rapid movement of traffic from one place to another without allowing access to adjacent property. At the other extreme is the residential street, which serves only as an access to the properties abutting it and does not provide for through traffic.

No expressways are recommended in Southwick within the planning period, nor are any expected. For purposes of Southwick's circulation plan, the following types of streets are distinguished, and defined as follows:

1. Arterial

A highway offering access to property and providing for movement of traffic between communities. Often an arterial is also a state-numbered route.

2. Collector

A street offering access to property and providing for the movement of traffic from point to point within the community.

3. Local Street

A street which provides access to properties only.

The accompanying diagram shows our recommendations for the desirable cross-sections for each of these types of roads.

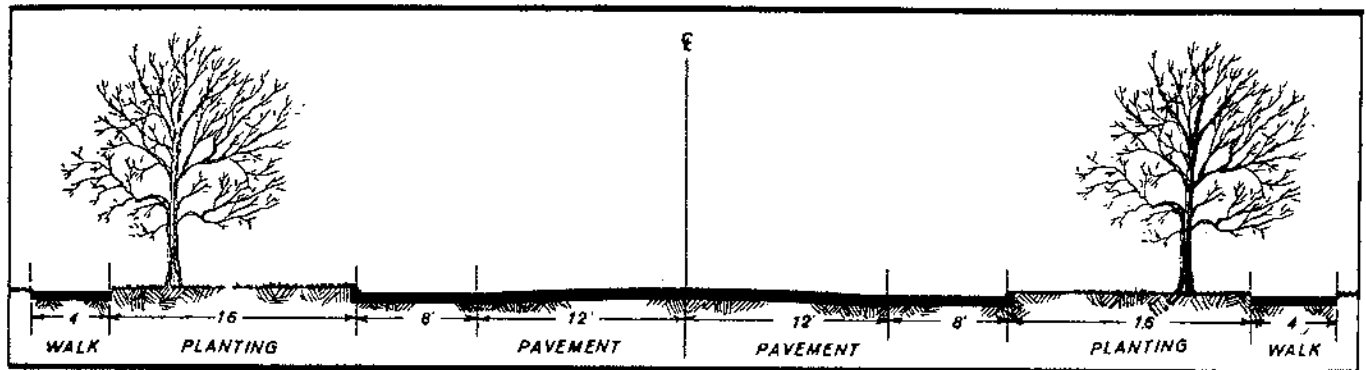
The arterial is recommended to have a right of way of 80 feet in residential zones. Pavement is recommended to have 40-foot width in four lanes; two 12-foot moving lanes, and two 8-foot parking lanes. There should be a 20-foot planting strip on each side.

The collector should have a 60-foot right of way wherever it can be acquired. A 34-foot pavement is recommended, allowing for two 17-foot lanes with parking available on either side. The additional right of way would consist of two 13-foot planting strips.

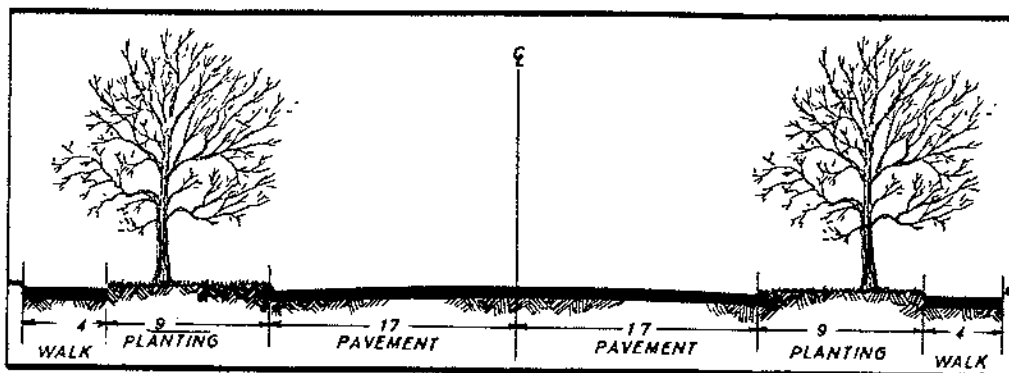
The local street should have a 50-foot right of way with two 13-foot paved lanes; and 12-foot planting strips on each side.

On all new streets, street trees should be installed within the planting strip as shown in the accompanying diagram.

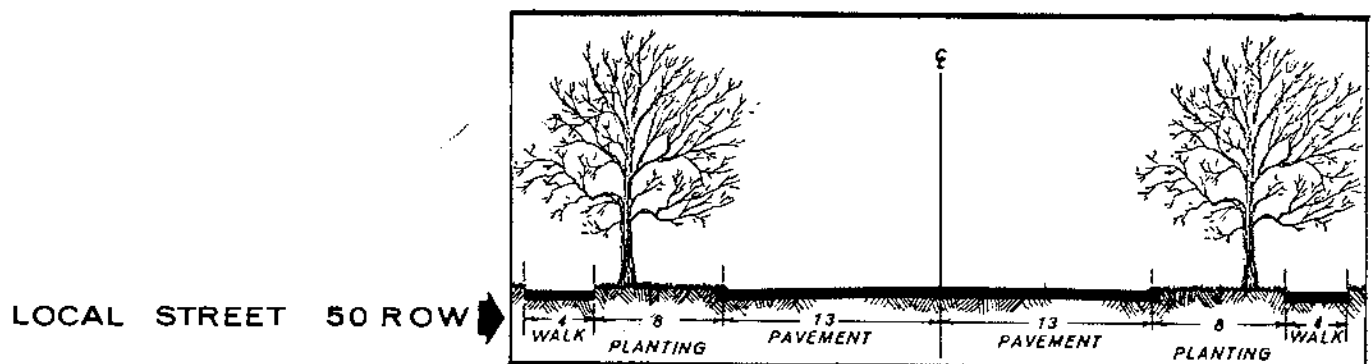
FIGURE B-1: DESIRABLE CROSS-SECTIONS FOR SOUTHWICK CIRCULATION PLAN



ARTERIAL 80' R.O.W.



COLLECTOR 60' R.O.W.



LOCAL STREET 50' R.O.W.

## PARKING AND LOADING

Requirements for off-street parking and loading are presently a part of Southwick's Zoning By-Law. The following parking and loading standards make use of many of the present zoning provisions, with some additions and changes.

### General Provisions

1. Each parking space shall contain at least 220 square feet, exclusive of access drives or aisles, and shall be not less than 10 feet in width. Spaces for all uses except residence shall be hard-surfaced and each space shall be marked with white lines.
2. Each off-street loading space shall be not less than 12 feet in width, 25 feet in length, and 14 feet in height, and shall be hard-surfaced.
3. All off-street spaces shall have bumper and wheel guards where needed.
4. Any illumination of parking or loading areas shall be so arranged that the light is reflected away from any adjoining residential premises.
5. Off-street loading space must be provided on the same lot with the principal use to which it is accessory. Off-street parking space may be provided on the same lot or within 200 feet of the principal use to which it is accessory.

### Parking Space Required in Any Zone

1. Dwellings. At least one space for each family dwelling

unit occupying any lot.

2. Auditorium, theatre or other place of public assembly. At least one space for every 8 seats, based upon maximum capacity.
3. Hotel, motel or tourist home. At least one space within 100 feet of the unit for each guest sleeping room, plus at least one space for every three employees.
4. Restaurant, lunch room, tavern, bar, or other eating place. At least one parking space for every 50 square feet of floor area devoted to customer service.
5. Hospital, sanatorium or nursing home. At least one space for every four beds.
6. Offices. At least one space for every 150 square feet of floor space.
7. Retail and commercial establishments. At least one space for every 250 square feet of floor area devoted to customer service.
8. Industrial or manufacturing establishments. At least one space for every 500 square feet of gross area, or for every three employees, whichever is greater.

#### Loading Space Required in Any Zone

For any retail, commercial, hotel, industrial, manufacturing, or hospital use, one off-street loading space shall be required for every 5,000 square feet of gross floor area.

## SCHOOLS

### School Classroom Standards

For purposes of establishing school building needs, it is recommended that there be one classroom or teaching station for every 25 elementary school pupils, and one classroom or teaching station for every 17 to 20 secondary (junior high and high school) pupils.

### School Site Standards

Elementary Schools: A minimum tract of five acres, plus one additional acre for every 100 pupils.

Junior and Senior High Schools: A minimum tract of 10 acres, plus one additional acre for every 100 pupils.

These minimum site standards are those recommended by the Commonwealth. No minimum distance standard is recommended, but safety and convenience of approach by bus are essential.

## LIBRARIES

A town of under 15,000 population needs one central library, in a building of at least 9,000 square feet. The ideal location for a central library is in the main business district or civic center. There should be adequate room for parking and future expansion.



## FIRE STATIONS

The National Board of Fire Underwriters recommends the following standard for scattered residential development: one fire station within a three-mile radius of all property to be served. This standard appears to be adequate for Southwick's future development.

## PARKS AND RECREATION

The National Recreation Association and most experts in the field distinguish between two forms of outdoor recreation -- active and passive. Active recreation is the type that often takes place at school playgrounds where there are areas devoted to organized sports such as baseball, football and tennis. Passive recreation is usually defined as the more quiet enjoyment of the outdoors, including such activities as walking, picnicking, and nature study. Many outdoor activities, of course, fall between these two categories. But for the purposes of developing standards, they are a useful point of departure. Table B-1 shows examples of recreation standards collected by the Connecticut Development Commission. These have been divided into active and passive standards, and there are also many additional categories. Recommended standards are based on acreage per population, travel time to the facility, and also usually reflect the density of development of the community.

Table B-2 shows the recreation standards recommended for Southwick. Note that out of the many categories of recreation shown on Table B-1, we have selected only three. Southwick's standards should be simplified, for Southwick is not an urban area, nor is it expected to be a large urban place in the future. The recommended standards are derived directly from the suburban-rural character the community will probably retain into the future.

## Active Recreation

### 1. Playgrounds

Two types of active recreation are shown on Table B-2, the playground and the playfield. Playgrounds are best located as part of elementary schools. We have chosen the commonly accepted standard of a three-acre minimum for a playground. It is also recommended that there be at least one acre of playground space for every 1,000 population. In densely populated areas, it is often recommended that playgrounds be located within a half mile of every home, or within five minutes travel time for every person. In a large geographical area with relatively low density of development such as Southwick, this standard is too high. We suggest that there be a playground within ten minutes by car from every home. Playgrounds should include an area for pre-school children, a variety of play apparatus such as swings, outdoor basketball courts, tennis courts, and, of course, ballfields.

### 2. Playfields

A playfield is nothing more than a very large playground. It should have a minimum of ten acres, and should be less than fifteen minutes by auto from everyone in the community. The playfield should contain all the facilities of the playground, as well as areas for additional kinds of recreation that need only be located at one or two points in the community. For example, these might include: a running track, an area for soccer, lacrosse, or similar sports; tennis courts, particularly if they are not to be provided in playgrounds, and bleachers or full stadium facilities for such a sport as football.

### 3. Indoor Recreation Center

It is recommended that a community of 25,000 population have an indoor recreation center. Such a facility would have a gymnasium, assembly room, game and club rooms, and perhaps an indoor swimming pool.

## Passive Recreation

### 1. Parks

There is a wide variety of reasons for acquiring park lands, and establishing standards for them is difficult. The standard recommended for Southwick is a minimum one-acre size for a park, and location within ten minutes by car for every resident. A typical park or conservation area might include the following: nature trails, bridle paths, picnic areas with fireplaces, and possibly day camps and swimming facilities. Not all parks, of course, would have all of this development, and some could remain entirely in their natural state.

### 2. Large Park

A large park might contain all types of passive facilities and could also have an area developed for active sports and games. The large park should have thirty acres or more; there should be at least one large park in any community over 40,000 in population.

## Special Facilities

There are several recreation facilities that ought to be present in any community of Southwick's expected population.

### 1. An Area for Outdoor Swimming

Southwick should have at least one such facility, and the potential exists for even more.

### 2. Day Camp

A summer day camp can usually be supported by a community of 25,000, and it is often located within an even smaller service area. At least one day camp should be developed for Southwick's residents.

### 3. Ice Skating

An indoor skating rink can only be supported by a large community or a subregion. Outdoor skating facilities, however, should be part of the recreation program for every community of at least 15,000 persons.

TABLE B-1 EXAMPLES OF RECREATION STANDARDS

Source: Connecticut Development Commission

SOURCE	ACTIVITY	SPACE REQUIREMENTS PER POPULATION OR POPULATION STANDARDS	IDEAL SIZE	MINIMUM SIZE	RECREATIONAL AREA WHEREIN ACTIVITY MAY BE LOCATED	RADIUS OF AREA SERVED	NOTES
United States Dept. of Interior National Park Service	Parks, Wilderness, Nature Preserves, Scientific Monuments	15 acres/1,000 pop.	"These standards suggest that there should be 55 acres of public recreation lands for every 1,000 people in a state and that such lands should be properly distributed to serve local and statewide needs for various types of recreation areas."		Planning Areas: Local	Within 25 mi. or 1 hr. travel time	"In these standards, local, State, and National refers to the significance of the area, or the primary drawing power of it, rather than the governmental level of administration."
		30 acres/1,000 pop.			State	Where suitable resources are available. Desirable to have as near pop. centers as possible	
		200 acres/1,000 pop.			National	Where suitable resources available	
	Recreation areas, beaches and pathways	5 acres/1,000 pop.			Local (non-urban)	Within 15 mi. or 1/2 hr. travel time	
		15 acres/1,000 pop.			State	Within 25 mi. or 1 hr. travel time	
		100 acres/1,000 pop.			National	Where suitable resources available	
Management Practices for Smaller Cities - International City Managers Assoc. - 1959	Playground and Playfield	1 acre/100 pop. 1 acre playground space and 1 acre playfield space for each 500 of total pop.	Presently suggested that 1/20 city's area should be devoted to parks and other recreation uses. However, this formula not satisfactory unless adjusted to density of population.		Park and Recreation		From National Recreation Association
	City Parks and Playground	1 acre/300-500 pop. 1 acre/1,000 pop. to 1 acre/500 pop.	Plus liberal provision for large outlying parks and reservations		Outlying parks to parks in townships house districts immediately	Not to exceed 1 mile	From Regional Survey of New York and its environs
	Play Area	1 acre/1,500 to 2,500 pop. beyond school age					
	Play Space	75 sq. ft./child enrolled		Minimum	Elementary School		
	Play Space	100 sq. ft./ " "		Minimum	Junior High School		
Local Planning Administration, (Comp. 8) - City Managers' Association	Play Space	200 sq. ft./ " "		Minimum	Senior High School		
	Parkland and Recreation	1 acre/100 pop.				Within city or immediately adjoining its boundaries	From National Park Service
		1 acre/100 pop.	Added provision: Three out of every ten acres should be in play grounds accessible to all residential districts.				From Chicago Regional Plan Association
Urban Land, Vol. 20 No. 5, May, 1961	Playgrounds	100 sq. ft. effective play area/child	Except in densely built-up areas, this standard will be met if 5 acres is adopted as a minimum site for elementary school sites and about 15 acres for junior high school sites.		Playgrounds of elementary or junior high schools		
	<u>Active Recreation</u>						
	Children's Play Area (with equipment)	0.5 acres/1,000 pop.	1 acre		Playgrounds-Neighborhood Parks, Community Parks, School Playgrounds		Standards for Recreational activity
	Field Play Areas for Young Children	1.5 acres/1,000 pop.	3 acres		Playgrounds-Neighborhood Parks, Community Parks		
	Older Children - semi Field Sports Activities	2.5 acres/1,000 pop.	15 acres		Playfield - Community Park, District Park		
	Tennis, Outdoor Basketball, Other Court Sports	1.0 acres/5,000 pop.	2 acres		Playfield - Community Park		
	Swimming	1 outdoor pool/25,000 pop.	Competition size plus bathing pool, 7 acres		Playfield - Community Park		
	Major Boating Activities	100 acres/50,000 pop.	100 acres and over		District Park, Regional Park or Reservation		
	Hiking - Camping - Horseback Riding - Nature Study	10 acres/1,000 pop.	500 - 1,000 acres		Large District Park - Regional Park		
	Golfing	1 - 18 hole course /50,000 pop.	180 acres		Community Park - District Park		
	<u>Passive Recreation</u>						
	Picnicking	1/2 acres/1,000 pop.	Varies		All Parks		
	Passive Water Sports - Fishing - Boating - Canoeing	1 lake or lagoon/25,000 pop.	20 acre water area		Community Park, Special Regional Reservations		
	Zoo - Arboretum - Botanical Garden	1 acre/1,000 pop.	100 acres		Large District Park of Special Facility		
	<u>Other</u>						
Metro Growth Plan 1970 1980 1990 2000 Master Plan Report Boulder District, Inter-County Regional Planning Commission, Denver, Colorado	Parking at Recreational Areas	1 acre/1,000 pop.	Varies		Playfields, Community, District and Regional Parks		
	Indoor Recreation Centers	1 acre/10,000 pop.	1 - 2 acres		Community Parks		
	Outdoor Theaters, Band Shells	1 acre/25,000 pop.	5 acres		District Parks		
		1.5 acres/1,000 pop.	1/2 acre	2 acres	Playgrounds	0.5 miles	Standards for Recreation areas
		2.0 acres/1,000 pop.	10 acres	5 acres	Neighborhood Parks	0.5 miles	
		1.5 acres/1,000 pop.	15 acres	10 acres	Playfields	1.5 miles	
		3.5 acres/1,000 pop.	100 acres	10 acres	Community Parks	2.0 miles	
		2.0 acres/1,000 pop.	200 acres	100 acres	District Parks	3.0 miles	
		15.0 acres/1,000 pop.	500 - 1,000 acres	Varies	Regional Parks and Reservations	10.0 miles	
		1.5 acres/1,000 pop.	1/2 acre	2 acres	Playgrounds	0.5 miles	Parks: "These standards were prepared locally. They are based on local judgment and study of both local and national standards such as the standards of the National Recreation Association and a Guide for Planning Recreation Parks in California."
		2.0 acres/1,000 pop.	10 acres	5 acres	Neighborhood Parks	0.5 miles	
		1.5 acres/1,000 pop.	15 acres	10 acres	Playfields	1.5 miles	
		3.5 acres/1,000 pop.	100 acres	10 acres	Community Parks	2.0 miles	
		2.0 acres/1,000 pop.	200 acres	100 acres	District Parks	3.0 miles	
		15.0 acres/1,000 pop.	500 - 1,000 acres	Varies	Regional Parks and Reservations	10.0 miles	
Urban Land Use Planning by F. Stuart Chapin Table 28: General Standards for Region-Serving Recreational Facilities	Major natural parks	1 park/50,000 pop.		100 acres/park			
	Public golf courses	1 hole/1,000 pop.		100 acres/18 holes			
	County fairgrounds	1/county seat		special (a)			(a) Site also estimated according to size of facility appropriate to size of region served, facilities desired, and parking and service areas needed.
	Public stadiums	1 stadium/100,000 pop.		special (a)			
	Botanical garden	1/metro. area		special (a)			
Table 13: General Standards for Local Recreation Areas	Zoo	1/metro. area		special (a)			
		1 acre/500 pop.	3 - 5 acres		Playground		
		1 acre/1,000 pop. (a)	2 or more acres		Local parks		(a) Varies according to residential densities ranging from 2 acres per 1,000 pop. in areas of multi-family dwellings down to 1/4 acre per 1,000 pop. in single-family dwell.
		1 acre/200 pop.	15 - 20 acres		Recreation center or playfield		
		1 acre/500 pop.	10 - 30 acres				

TABLE B-2: RECREATION STANDARDS FOR SOUTHWICK

DESCRIPTION	SIZE AND NUMBER	SERVICE AREA	DEVELOPMENT
Playground (Active)	3 Acre Minimum 1 Acre/1,000 Pop.	10 Minutes by Auto	Pre-School Area, Play Apparatus, Surfaced Courts, Ballfields
Park	1 Acre Minimum	10 Minutes by Auto	Nature Trails, Clearings, May have Benches, Fireplaces
Playfield (Active)	10 Acre Minimum	15 Minutes by Auto	Surfaced Courts, Several Types of Sportsfields, Track, Childrens' Playground
Indoor Recreation Center	1/25,000 Pop.	Entire Community	Gym, Assembly Room, Game and Club Rooms
Large Park	30 Acres or More 1/40,000 Pop.	Entire Community	All Types of Active and Passive Facilities, May Include Pool
Special Facilities:			
Outdoor Pool	1/15,000 Pop.	Entire Community	
Day Camp	1/25,000 Pop.	Entire Community	Shelters, Crafts Area, Swimming
Ice Skating	1/15,000 Pop.	Entire Community	

Source: Brown, Donald and Donald  
Planning Services, Inc.  
(See text for derivation.)

## TRAFFIC PLAN

### INTRODUCTION

A well-designed traffic circulation system is an essential part of a Master Plan. The Town of Southwick is completely dependent on automotive transportation for the movement of people and goods. Planning for traffic has two primary considerations: service and safety.

### EXISTING HIGHWAY SYSTEM

Southwick is served by three state highways. These are Route 10 and 202, also known as the College Highway, Route 57 and Route 190. Route 10 and 202 provides north and south service through Connecticut and Massachusetts. This route serves the Farmington River valley in Connecticut and Southwick to an important connection with the Massachusetts Turnpike at interchange No. 3 in Westfield, and then northerly through Holyoke and Northampton. The completion of Interstate 91 by 1972 will see a shifting of vehicles from a number of north/south routes in central Connecticut and western Massachusetts, including Route 10 and 202. Interstate 91 generally follows the Connecticut River and connects the major cities on the River with an expressway facility. While in the future Route 10 and 202 may not serve interstate travel as it has in the past, it will become increasingly important as a carrier of intertown traffic in rapidly developing suburban areas of two states.

Southwick is served by Routes 190 and 57 which provide east/west highway service between the Connecticut River valley area and I-91 and to Great Barrington in the west. Route 190 terminates at Route 10 and 202 in Southwick. In regional terms,

the east/west service is similar to the situation of Route 10 and 202 and I-91. The Massachusetts Turnpike provides interstate east/west service just to the north of Southwick and relieves local routes of a considerable volume of through traffic.

The Existing Highway Map shows the highways in Southwick. Identified are: State highways, town roads and other trails or rights of way. The basic premise of this map is to relate the existing highway pattern to our planning standards. The map shows three types of highway service: arterial, collector and local. These categories are more completely explained in Planning Standards.

The Regional Highway Map shows the Town of Southwick in relation to the immediate surrounding area and I-91 and the Massachusetts Turnpike, and illustrates the comments above.

## TRAFFIC VOLUMES

The Traffic Volume Map shows graphically the average daily traffic on Southwick's highways, as collected by the Massachusetts Public Works Department. Table B-3, Traffic Volumes, Southwick, shows current data on traffic volumes.

TABLE B-3: TRAFFIC VOLUMES, SOUTHWICK

ROUTE	LOCATION	1963 ADT	1964 ADT
10 & 202	Conn. state line	3227	3386
10 & 202	Westfield town line	NC	4580
57	700' east of junction of 10 & 202	3114	3402
190	Conn. state line	1487	1742

Source: Mass. Department of Public Works



**EXISTING HIGHWAY SYSTEM**

**LEGEND**

- ARTERIAL STREETS
- STATE
- TOWN
- COLLECTOR STREETS - TOWN
- LOCAL STREETS - TOWN
- PRIVATE ROAD'S & TRAILS

**SOUTHWICK MASSACHUSETTS**

**SOUTHWICK PLANNING BOARD**

MAP 8

```

ARVENAL STREETS
=====
===== STATE
===== TOWN
=====
===== COLLECTOR STREETS - TOWN
=====
===== LOCAL STREETS - TOWN
=====
===== PRIVATE ROW'S & TRAILS
=====

```

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Route 10 and 202 has the highest traffic volume, averaging about 4,000 vehicles per day in the center of town. Route 57 carries about 3,400 vehicles per day. Route 190 shows a marked increase in travel between 1963 and 1964, but still carries a relatively small volume, only about 1,700 vehicles per day at the town line.

These volumes are not high and compared to other areas show that the capacity of the highways is greater than the present volume. In Simsbury, Connecticut, to the south, volumes on Route 10 are around 13,000 vehicles per day. The road in Simsbury has essentially the same type of design standard as in Southwick, and serves the same function.

#### CONDITION OF STREETS

The Condition of Streets Map shows graphically the information presented in Table B-4, Condition of Streets.

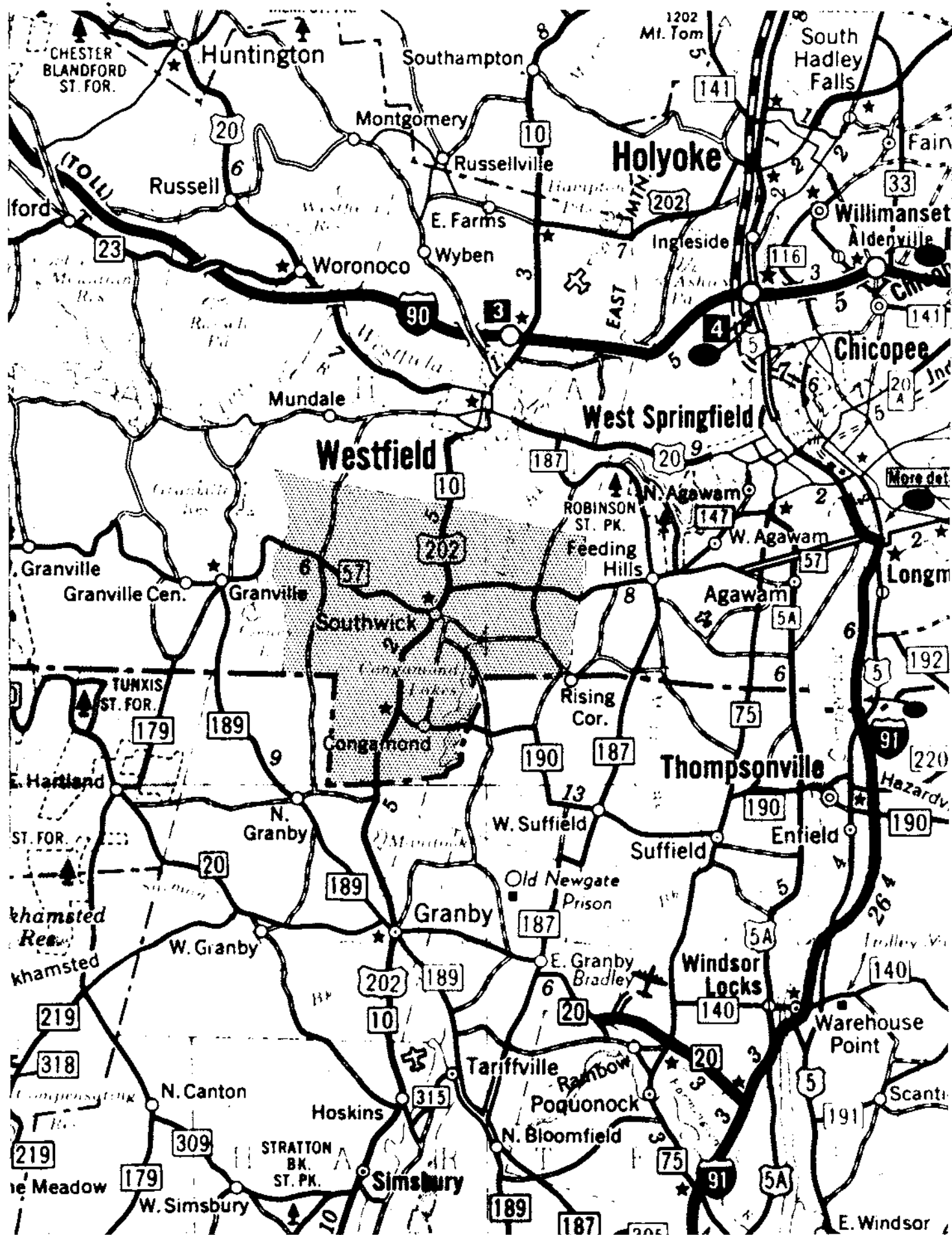
TABLE B-4: CONDITION OF STREETS

CLASSIFICATION	MILES
State Highway - all weather surface	15.3
Town Street - all weather surface	34.6
Town Street - no hard surface; passable	11.6
Town Street - no hard surface; not always passable	1.3
Total	62.8

Source: Brown, Donald and Donald field survey,  
May, 1967.

The Condition of Streets Map also shows by dashed lines

## REGIONAL HIGHWAYS MAP



various rights of way and farm trails. These do not indicate any status of town acceptance.

Town roads which are not paved can be seen to be in areas presently undeveloped for urban purposes. At the present time, traffic volume does not require immediate improvement of these streets. As growth occurs, relating to the type of street, the town will have to make appropriate improvements. The majority of this type of streets are located in the western portion of town and less likely to be of immediate concern, since the easterly part of town should be considered the growth area. The 1.3 miles of road shown as town streets which are not always passable should be considered in the same regard as above.

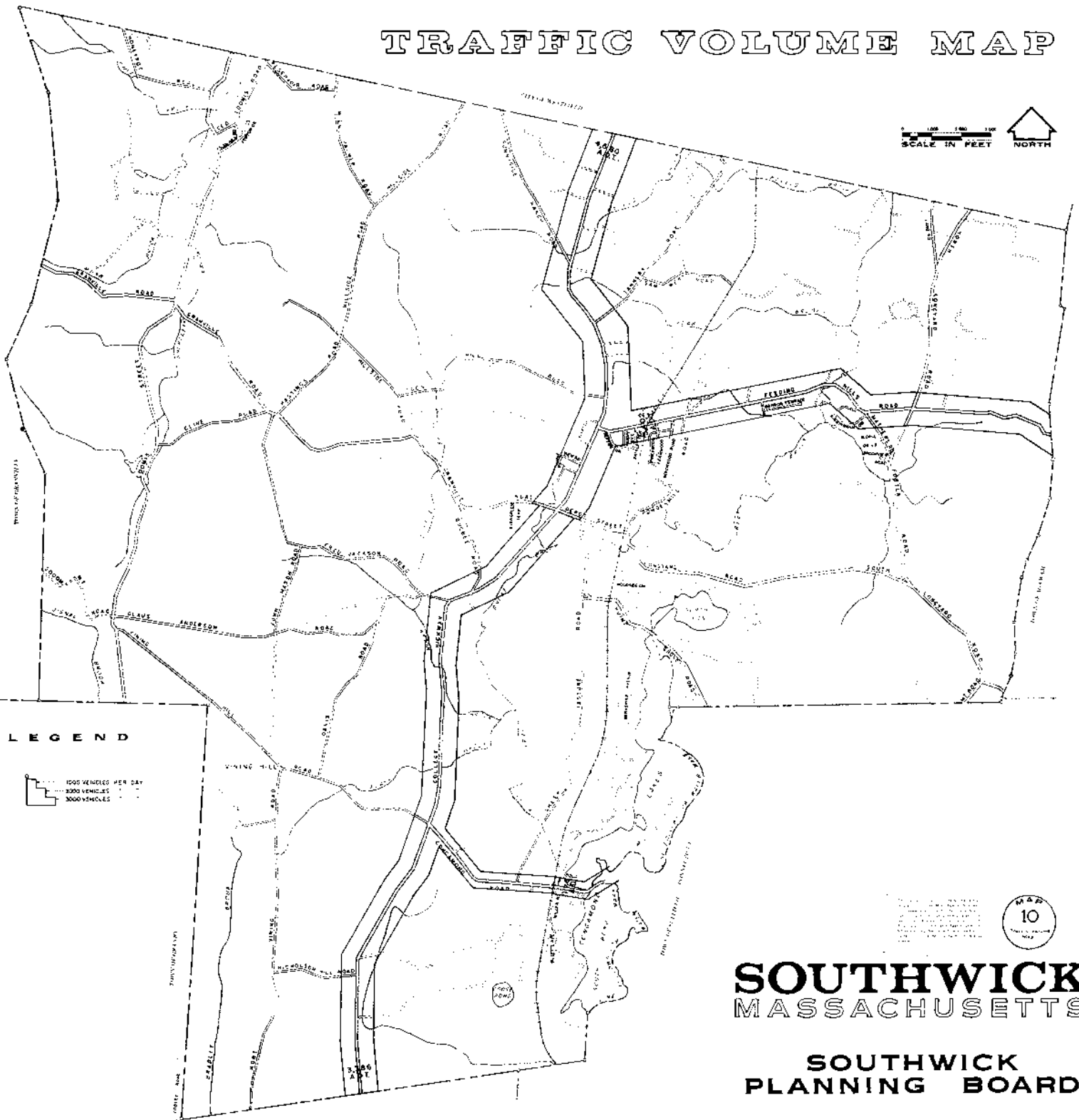
#### REGIONAL TRANSPORTATION CONSIDERATIONS

Southwick lies within commuting distance, by auto, of three significant employment centers. It is approximately 10 minutes by car to Westfield, 20 minutes to Springfield, and 40 minutes to Hartford, Connecticut. The relative distances and major roads between Southwick and these cities appear graphically on the Proposed Regional Highway Map.

The New Haven Railroad runs through Southwick, but no station is located within the town. Rail service must be obtained from Westfield, Springfield, or Hartford. The future of the New Haven Railroad is uncertain at this time, and rail service should not be counted upon as a planning consideration for Southwick.

There is no public or private airport in Southwick. The nearest small airfield is Barnes Airport in Westfield, which has some commercial service as well as private facilities. Bradley Field, in Windsor Locks, Connecticut, serves the Hartford-Springfield area, and is the nearest international air facility.

# TRAFFIC VOLUME MAP



**SOUTHWICK**  
MASSACHUSETTS

**SOUTHWICK**  
**PLANNING BOARD**

## PROPOSED HIGHWAY SYSTEM

### Future Traffic Patterns

It is anticipated that the existing traffic patterns, in general terms, will remain essentially the same during the planning period. That is to say, that Route 10 will continue to be the primary arterial route for movement of north/south traffic. Routes 57 and 190 will continue to provide arterial service to the east and west. Traffic volumes on these arterials can be expected to rise between 100% and 150% in average daily traffic to the end of the planning period. Numerous local collector streets will also see increased traffic volumes as a result of population growth in Southwick. These collector streets will also serve as by-pass routes when the main arterial routes become more crowded.

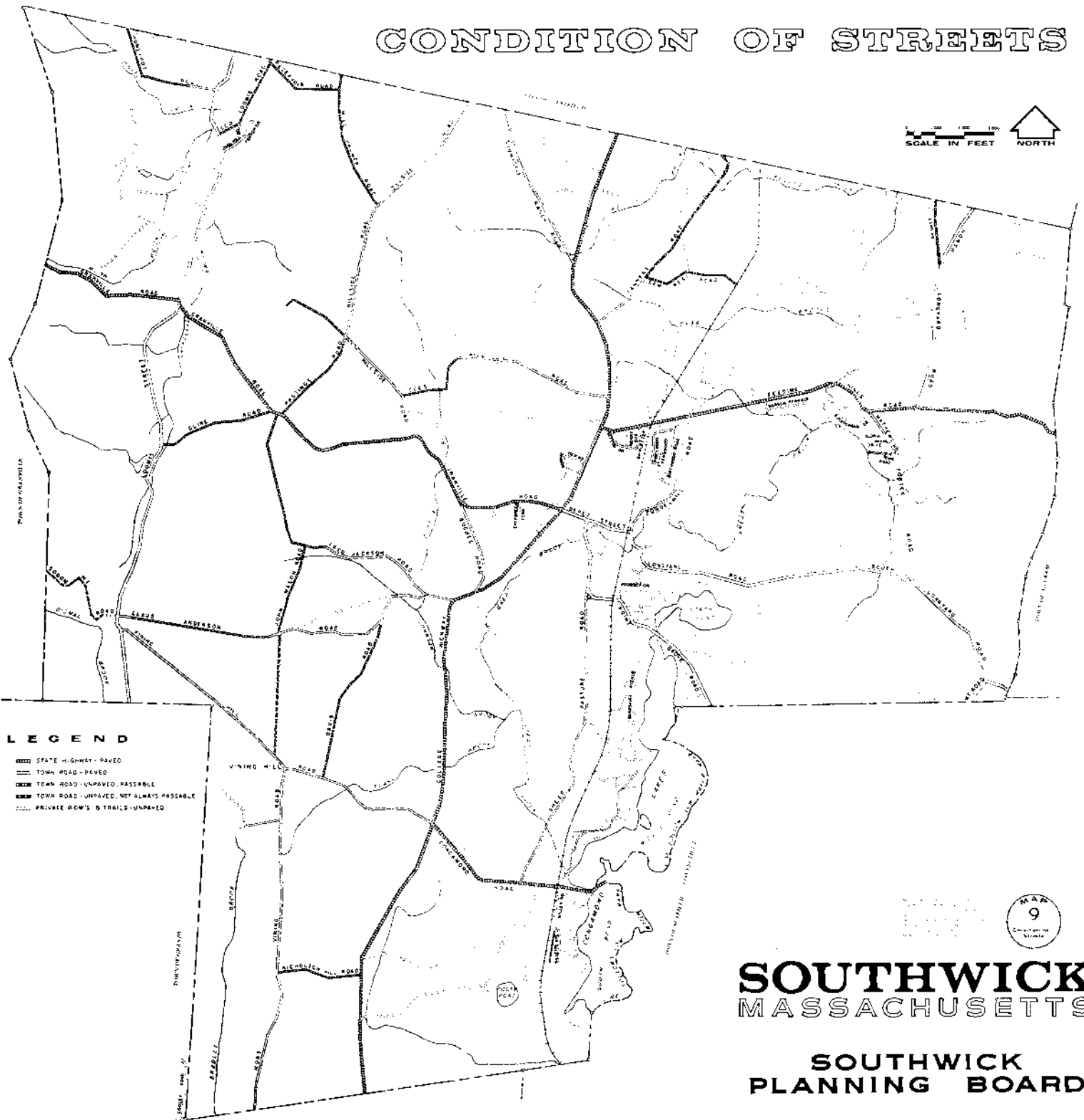
In the previous consideration of the regional expressway network, the relationship between the Southwick highway system and the Region was identified. Regional planning by the Lower Pioneer Valley Regional Planning District and the Capitol Region Planning Agency indicates no major urban concentrations along the Route 10 corridor. It is not anticipated that development during the planning period having substantial traffic generation will occur, other than currently predicted suburban-type growth.

### Regional Proposals

It is not foreseen that the reconstruction and relocation of Route 10, or the continuation of Route 57 through Southwick will occur during the planning period. It is, however, anticipated that the need for these relocations will become necessary and apparent toward the end of the planning period. The Proposed Regional Highways Map shows these considerations.

A relocated Route 10 through Connecticut is being planned by the municipalities affected and by the Capitol Region Planning

# CONDITION OF STREETS



## LEGEND

- STATE HIGHWAY - PAVED
- TOWN ROAD - PAVED
- TOWN ROAD - UNPAVED, PASSABLE
- TOWN ROAD - UNPAVED, NOT ALWAYS PASSABLE
- PRIVATE ROAD'S & TRAILS - UNPAVED



**SOUTHWICK**  
MASSACHUSETTS

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**PLANNING BOARD**

SOURCE: PLANNING BOARD, 88 BROAD ST., 01907

Brown, Donald and Donald Planning Services, Farmington, Connecticut

Agency. The most current proposal is shown on this map. The Connecticut Highway Department is not considering the relocation of Route 10 in its long-range program at this time. The Connecticut proposals terminate at the state line, approximately due south of the Congamond Lakes. The route from this point north to a necessary interchange with Exit 3 of the Massachusetts Turnpike poses several problems.

The Proposed Regional Highways Map indicates two likely alternatives for the relocation of Route 10 in Southwick and Westfield. The first alternative is a route to the east of the Congamond Lakes, through the western portion of Suffield, to the west of Great Brook through Southwick, and to the east of the Westfield urban area to Exit 3. This would appear to be the most likely alternative, because of the relatively undeveloped nature of the land along this route.

The second alternative would proceed to the west of the Congamond Lakes to the west of Southwick center, and bearing to the east around the Westfield urban area, to Exit 3. This route would provide better service to the population concentrations in Southwick. Two obvious disadvantages to this route would be the bisecting of the southern industrial area and property dislocation in the Southwick center area.

The extension of Route 57 from Agawam to a relocated Route 10 in Southwick is also shown on the Proposed Regional Highways Map. A likely route for this highway would be immediately adjacent to the existing Route 57 to the south.

Construction of these two proposed expressway facilities would provide all high volume circulation necessary for Southwick's foreseeable population and industrial base.

## LOCAL HIGHWAY PROPOSALS

The Highway Plan Map shows the local recommendations proposed in this Plan. The primary emphasis in planning is the location



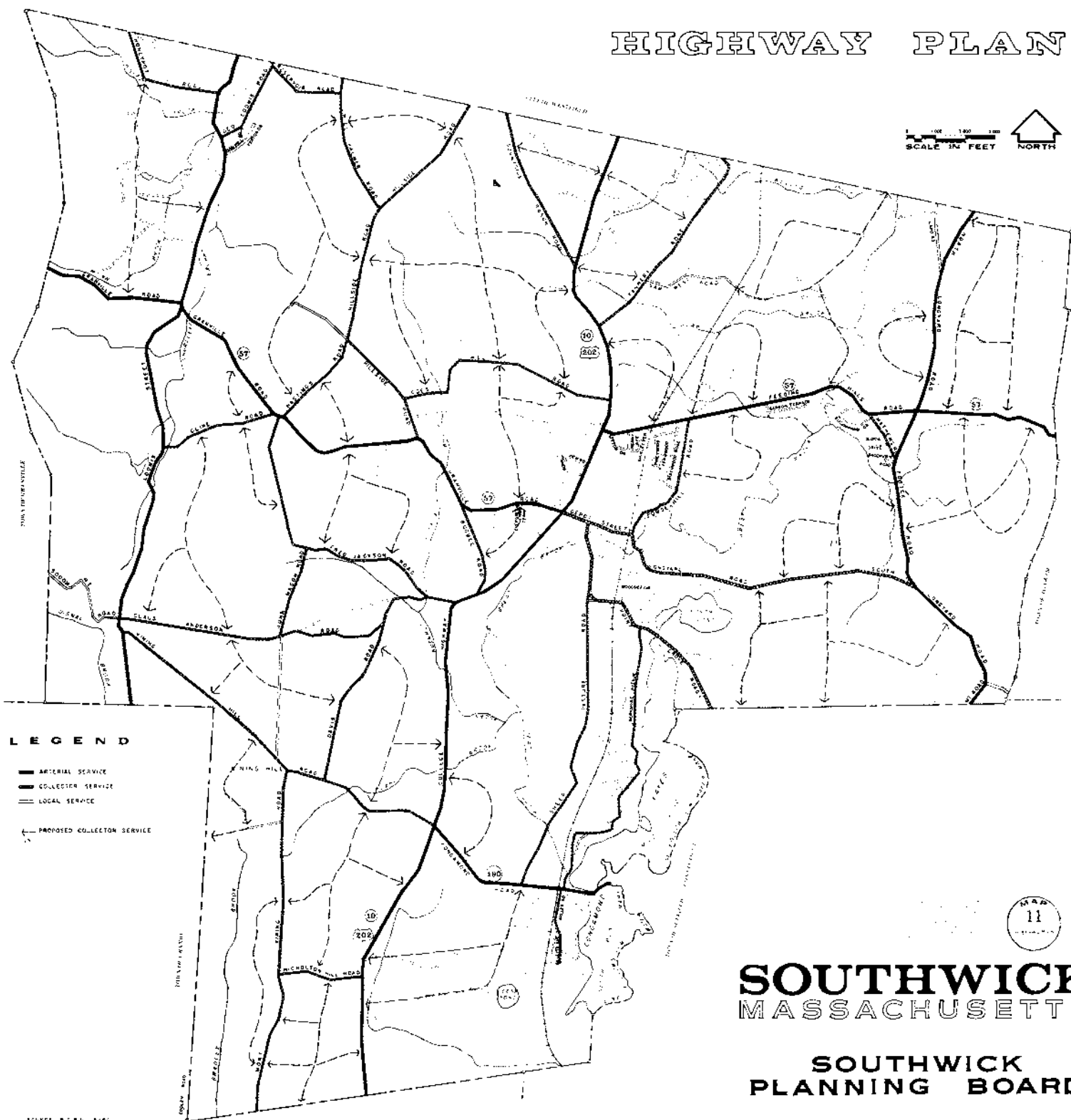
This is a detailed black and white map of the Springfield, Massachusetts area. The map shows a network of roads, including major highways like I-90, I-290, and I-5. Towns and cities labeled include Westfield, Springfield, Holyoke, Chicopee, and Agawam. The map also shows various landmarks, including the Springfield Race Course and the Springfield Armory. The map is oriented with North at the top.

of future collector streets. These streets can generally be defined as the product of development. Each subdivider in an area affected by a proposed collector shall be required to follow the proposed general location and the appropriate design standard. It therefore follows that the completion of development of an area through which a collector is recommended would see the collector completely installed as a functional part of the development pattern.

A concerted attempt was made in the design of the collector pattern to provide alternatives to the arterial system. Such a consideration helps to achieve a more evenly distributed traffic flow. This consideration may readily be seen in the collector system which parallels the southern part of Route 10. A collector system all paralleling Route 10 in the north is also proposed.

Loomis Street and North Longyard Road-Foster Street-South Longyard Road are shown as local arterials, both in the existing and proposed highway plans. These streets do not carry a traffic volume comparable with the State highways. They are classified as arterials in a functional sense, in that they provide through connections in Granby, Southwick, and Westfield; and Suffield, Southwick and Westfield, respectively. These two arterials will assume greater importance toward the end of the planning period.

# HIGHWAY PLAN



**SOUTHWICK**  
MASSACHUSETTS

**SOUTHWICK  
PLANNING BOARD**

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## LAND USE RECOMMENDATIONS

### RESIDENCE

#### Recommended Densities

Residential densities proposed in the Plan are based primarily on soil and slope characteristics as identified in the Basic Studies.

The intent of these proposed densities is to provide for the development of residential uses, within the limitations of the soil to dispose of sewage effluent from septic systems, and within the limitations of the topography to provide streets and home sites which can meet reasonable planning standards as defined by the local zoning and subdivision laws. The above conditions must also be related to proposed public sewerage and the avoidance of traffic congestion, so as to promote the general health, welfare and safety of the inhabitants.

Residential density is commonly defined as the number of persons or families per acre of land. The following densities are recommended:

#### 1. Low Density

One family per acre as an average. This category is justified by the soil conditions affecting a major portion of town. These soils present moderate to severe limitations for the provision of private sewage disposal and possible location of local streets due to topography. This density is typical of much of the developed area in the outlying portions of Southwick at present.

#### 2. Medium Density

Average of two families per acre of land. This category



is related to the better, more buildable soil and slope conditions and assumes private sewage disposal. This density or greater is seen at present near the town center and in the Congamond Lakes area.

### 3. Multiple-Family Medium Density

This category may be defined as garden apartments or intensive multi-family use. It is recommended that this use be required to have public sewer and water even in the most desirable soil conditions. Density of this type (about 10 dwelling units per acre) can pollute the site itself as well as adjoining land and water courses if conventional septic systems are used. Strict standards for development should be applied, ideally including site plan review by the Board of Appeals with recommendations by the Planning Board. There is very little present development to this density in Southwick.

### Further Consideration of Residential Densities

There will be several variables to consider in the implementation of the proposed densities:

1. A future public sewer program may require adjustments in the location of certain lower densities where soil problems are the primary limitation. Reconsideration of densities may be necessary within the next ten years if a sewer program is undertaken.
2. The continued expansion of public water service will tend to alleviate immediate problems of pollution. However, a valuable source of water supply will be wells, and possible long-range contamination of the aquifer in the Congamond and Great Swamp drainage basin could be a health hazard. This may indicate lower density (as indicated on the Master Plan) even when public water is present and the prospect of public sewers more distant. Therefore, the availability of public water, while an important consideration, may be overridden by the need to prevent possible contamination resulting in a health hazard.

## Location of Residential Uses

The locations of the following densities of development are shown on the Master Plan Map:

### 1. Low Density

An area of Southwick covering about half its land area is proposed for this category. It is generally bounded by Sodom Mountain, the Westfield boundary, Sunnyside Ranch Road, the College Highway and the Granby town boundary. This area has hardpan type soils which limit use for septic tank effluent disposal. It is not recommended that public sewers be extended into this area during the planning period.

### 2. Medium Density

The area proposed for this density is the easterly portion of the town bounded by the low-density area, excluding the conservation areas. Portions of this area are presently developed in residential uses. This area generally has well-drained soils and under 15% slopes.

### 3. Multiple-Family Medium Density

Specific recommendations are not shown on the Master Plan Map for this category. It is recommended that such uses be permitted providing certain conditions are met:

- (a) Location on arterial highway; and
- (b) Public sewer and public water facilities.

These criteria, along with site plan review by the Board of Appeals and the Planning Board, should provide adequate planning control for such uses.

The above recommendations provide a reasonable level of safety and regard for the general welfare of the town. Such recommendations and their effectuation are still subject to sanitary



review prior to actual use and do not reflect that soil conditions do vary within these categories. Additional inputs in the future, such as public sewers, may dictate changes.

## BUSINESS

### Existing Business Development

The primary shopping location in Southwick is on the College Highway in the Center. This area provides a variety of retail, service and office uses. Although some of the structures here are older and need repair, the substantial majority of sales floor area is modern space. The structures which need repair are also located on College Highway. It is unlikely that any of these structures (exterior survey) are substandard to a degree warranting clearance. The area covered by these structures is not cohesive, nor is it located in such a critical location that a clearance program is justified. Considering that the structures are non-residential and a housing code would not be of assistance in improvement, then very few solutions are available for community action. It is not unrealistic, however, to assume that many structures will be improved or rehabilitated as a result of Southwick's continuing growth and a consequent improvement in economic conditions.

Should the natural impetus of economic growth not provide the stimulus necessary to rehabilitate these structures, then the possibility of an Urban Renewal Program may need to be considered seriously in the future. It is, however, likely that the structures will improve rather than decline.

Table B-5 shows the size and location of Southwick's existing business areas, and of those proposed later in this chapter.

The College Highway to the north of the Center adjacent to the Westfield line is the site of numerous business locations. These

business uses are more highway and vehicle oriented than shopping uses. Business zoning along College Highway in both these areas, which are contiguous, totals 420 acres.

TABLE B-5: EXISTING AND PROPOSED BUSINESS AREAS

LOCATION	ACRES IN EXISTING ZONING	ACRES PRO- POSED
College Highway north of town center	420	207
College Highway intersection with Jackson Road	27	—
College Highway intersection with Congamond Road	64	13
Congamond Road east of railroad	16	16
Point Grove Road east of Congamond Lake Bridge	39	22
Longyard Road, Powdermill Road intersection	18	18
Foster Road, Feeding Hills Road intersection	<u>38</u>	<u>8</u>
Total	622	284

Source: For existing business zones, Southwick Zoning Map.

An existing business zone of 27 acres is located on College Highway at the intersection of Jackson Road. A commercial use occupies a small lot on the southwest corner of the intersection.

On College Highway at the intersection of Vining Hill Road and Congamond Road is an existing business zone of 64 acres. A small area of this zone is used for commercial use. It includes all four corners of the intersection.

A business zone is located along Congamond Road east of the railroad. Two business uses occupy a small portion of the 16 acres which are business-zoned.

Point Grove Road from the Suffield town line to 300 feet to the east of the Congamond Lake Bridge is a 39-acre business zone. Numerous business uses are located on the easterly half of this zone. Many uses are oriented toward summer business from the Lake users.

An 18-acre business zone is located at the intersection of Depot Street, Powdermill Road and South Longyard Road. Several commercial uses are located on Powdermill and South Longyard Roads east of the railroad.

A business zone of 38 acres is located on Foster Road from the intersection of Feeding Hills Road to the brook past Brookview Drive on the south. Commercial uses occupy a very small amount of land on Feeding Hills Road in the area, and industrial uses on the east side of Foster Road account for a small area.

In all of the above zoned for business areas, only a small amount of land is used for business purposes. Of the total 622 acres of business zones, only about 70 acres are used for commercial purposes, or about 13%.

In all of the existing zones, residential uses occupy substantial area, as shown on the Existing Land Use Map.

### Market Potential

Although it is obvious from the above that business zoning far outstrips present use or potential demand for space, a more factual analysis of future demand is helpful in planning what area is needed.

In 1960, the median family income in Southwick was \$6,125. The family size was 3.87 persons per family. If we assume that family income will remain the same through 1985 (which it will not), we can also assume the same relationship to space needs. This necessarily assumes that as family income increases, the

dollars per feet of business return would increase at the same rate. This approach seems justifiable.

By 1985, we estimate that 2700 families will reside in Southwick. At \$6,125 per family, this is a gross amount of \$16,537,500. Subtracting 20% for taxes leaves \$13,230,000. Sales figures show that 60% of gross income is disposable income. Using \$65 per square foot as average sales, this indicates a need for 122,000 square feet of commercial space by 1985. This is 2.8 acres. Multiplying by a factor of 10 for parking, variation in lot sizes and selectivity, we arrive at a minimal demand for 28 acres of commercial space. This figure does not include wastage of space, types of commercial recreation uses which require large amounts of land, or local development patterns.

If we use the above analysis as a yardstick to measure present usage against future need, we should develop a reasonably accurate projection. In 1965, using the same procedure as above indicates a need for 15 acres of commercial land. This is 20% of land actually used.

Using the same percentage relationship, we find that 140 acres would be needed by 1985 for commercial use.

#### Business Use Recommendations

It is recommended that two additional considerations be given to determination of future needs other than market statistics:

1. Additional land should be designated business use because of the regional use of Congamond Lakes. As leisure time and concomitant recreation time become greater impacts on our environment, the Congamond Lakes will become greater attractions for recreation. In the Urban Renewal section of this Plan, additional acreage is suggested for commercial recreation. This would be in addition to present recommendations. The marketability of the urban renewal land would come about only as a result of clearance of existing uses.

2. It is recommended that the amount of land designated for commercial use should be somewhat in excess of a minimum determination to provide for reasonable choice and to avoid an unnatural and unhealthy artificial scarcity of commercial land.

For the purposes of this Plan, 284 acres have been designated as business areas, as shown on the Master Plan Map and on Table B-5. These areas are designated by their expected usage as follows:

1. Central Business Area

This area of College Highway in the Center is anticipated to be the central retail location for the community. About 141 acres are so designated.

2. General Highway-Oriented Area

This area is the northerly portion of College Highway. It will generally be used for automobile-oriented uses and comprises about 66 acres.

3. Recreation-Oriented Area

Two areas are shown in this category:

- (a) Point Grove Road with about 22 acres.
- (b) Congamond Road with about 16 acres.

These uses depend to a great extent on summer visitors and residents for their market.

4. Neighborhood Convenience Areas

These areas are generally to be used for neighborhood shopping and convenience goods. They are located as follows:

- (a) Feeding Hills Road and Foster Road with about 8 acres.
- (b) Powdermill Road and Longyard Road with about 18 acres.
- (c) College Highway and Congamond Road with about 13 acres.

The locations and areas recommended are designated to serve the needs of Southwick and its visitors through the planning period.

These recommendations should be reviewed from time to time in the future as marketing techniques and local needs change.

These recommendations should not preclude the objective consideration of future proposals which show logical reasoning and due regard for the general welfare of the citizens as a whole.

## INDUSTRY

The basis for planning industrial land use in Southwick is twofold: first, to achieve a balanced community with residential, commercial and industrial uses in reasonable relationship to the needs of the citizens, and to develop a balanced grand list providing the necessary taxes to operate the town in an efficient manner. Secondly, Southwick possesses several areas which have many of the requirements necessary for modern industrial uses, and advantage should be taken of this opportunity.

Modern industrial uses have certain demands in relation to community facilities and characteristics of the land. These requirements could be called planning standards, as follows:

1. Good soil conditions, which means well-drained soils with necessary bearing characteristics.
2. Level land with a land slope not exceeding five per cent.
3. Sites should be immediately accessible to the arterial street system and preferably with direct access to expressways.

4. Presence of public utilities such as water, sewer, electric, telephone and gas service.
5. Railroad service. Although railroads are not as determinant to industrial location as in the past, such services may be necessary for some uses.

Aside from these physical needs, the following economic conditions may need to be present in order to attract modern industry:

1. Convenience to market areas.
2. Availability of skilled labor force.
3. Low cost of site.

#### Existing Industrial Sites

Southwick has designated at this time a number of industrial sites. They consist of the following:

1. 144 acres at the intersection of Granville Road and Loomis Street.
2. 295 acres along Hillside Road and Will Palmer Road.
3. 687 acres along Tannery Road and Feeding Hills Road.
4. 673 acres along Vining Hill Road, the College Highway and Claus Anderson Road and across the College Highway.
5. 1,096 acres along College Highway and Congamond Road.

Industrial sites total 2,895 acres.

## Analysis of Existing Industrial Sites

Analysis of existing industrial sites considered a number of characteristics related to industrial standards as described above. A detailed review of each of the present five sites was made.

Site 1: About half of the land in this site is part of Sodom Mountain and is, for practical purposes, not developable for any use and particularly not for industrial use. The remaining land, which has good soils, is not located on arterial streets and no sewer or water service exists at present, nor is any planned for this area. The logical use of this area is for residential purposes.

Site 2: A small portion of this site along the intersection of Hillside and Hastings Roads is extremely poorly drained. The remainder of this land has hardpan and bedrock conditions, which greatly limit development. This site is not served by arterial streets, nor does it have public water or sewer. One industrial use has been located at the intersection of Reservoir Road and Will Palmer Road.

Site 3: The majority of this land has good soil, with the exception of an area off Tannery Road having hardpan conditions. This site is served by two arterial streets, Routes 10 and 57. The railroad runs through the middle of this site.

Site 4: The majority of the soils in Site 4 have bedrock or hardpan limitations. A sizable portion of the land along Johnson Brook has very poor drainage characteristics. A portion of this site across College Highway is a cemetery. The more buildable soils on the southern portion of this site are bisected by Pearl Brook. This site is served by Route 10 and public water is available.

Site 5: About half of Site 5 has excellent soils, while the southerly half is Goose Pond and marsh, which has very poor drainage characteristics. The area of this site to the east of the railroad has difficult topography, as well as poor



access. The only access is through a residential area. The site is served by Routes 10 and 190. Public water is available.

### Industrial Potential

It is difficult to determine in precise terms the development potential of Southwick as a whole and as part of the Region.

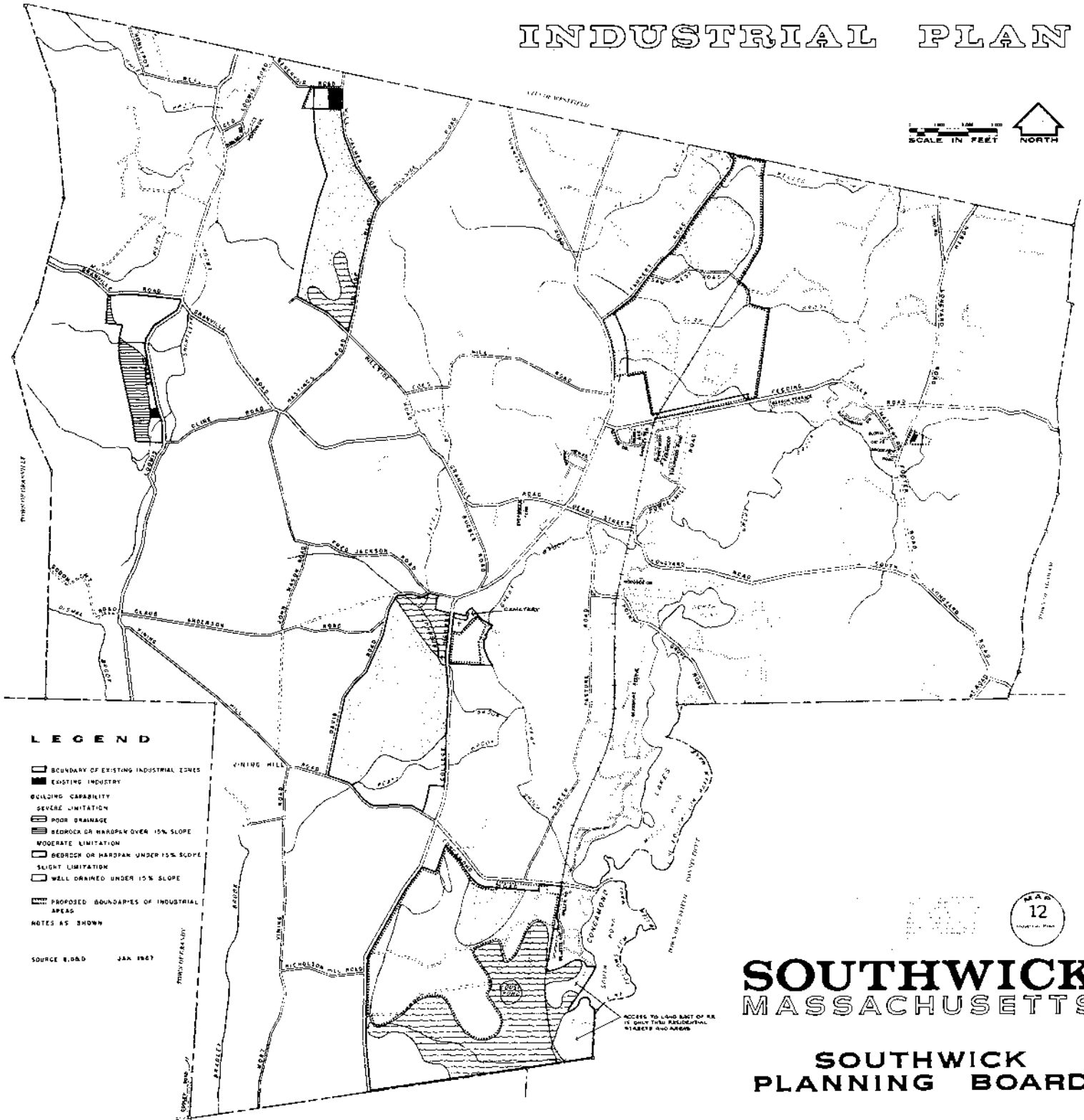
At the present time, there are approximately 120 industrial jobs within the town. This figure represents only .2% of the Region's 58,000 industrial jobs; and provides employment for 6% of Southwick's labor force.

It can be stated that, where the planning standards are met and particularly where public water is available and further public services are possible, a market will be available in light of the following factors:

1. The proximity of Southwick to the City of Westfield.
2. Lower land costs than the more intensely developed immediately surrounding urban centers.
3. Proximity to the Westfield-Agawam-Southwick labor force.

In determining the probable amount of acreage necessary to meet a market potential in Southwick, certain assumptions need to be made. If we use a standard of 15 employees per acre, which is a conservative figure assuming a relatively open use for industrial sites, then there would be a total maximum number of jobs under existing zoning of 43,425. This figure is, of course, ludicrous, both from the standpoint of the market potential in Southwick, and also from the fact that significant portions of existing industrially-zoned land are unusable for industry because of soils, topography, and lack of proper highway service and utilities. The most logical way to approach this problem is to identify those sites which have the greatest market potential and to try to relate this potential to probable industrial jobs. The Industrial Plan

# INDUSTRIAL PLAN



Map shows all of the considerations discussed in this chapter, as well as our recommendations.

## Industrial Plan

### 1. Review of Industrial Potential for Existing Sites

Site 1: It is recommended that this site be deleted. This site does not meet any of the planning standards and would be more desirably used for residential purposes.

Site 2: It is recommended that this site be deleted, except for the land which is presently used for industrial use at the intersection of Reservoir Road and Will Palmer Road. This site does not meet any of the planning standards for industrial use, and would be more desirably used for low-density residential use.

Site 3: This site meets all of the planning standards, except for the presence of public sewers. However, the Utility Plan indicates that this area could be served in the future.

Site 4: Although this site meets some of the planning standards, soil conditions, probable market potential and its location in the heart of developing residential uses lead us to recommend that it be deleted. However, we recommend that the small portion of this site presently developed to industrial use on the east side of Route 10 be retained in its present use.

Site 5: The half of this site possessing good soils and meeting almost all of the other planning standards is recommended for industrial use. The southerly portion is recommended as a conservation area described elsewhere in the Plan.

### 2. Additional Industrial Sites

The amount of land recommended for industrial use, we

believe, will more than meet the market potential; and should provide, if completely developed, an important part of the grand list for Southwick. The only recommended additions to those sites not presently zoned for industry are as follows:

- (a) The expansion of Site 3 to frontage along Route 10 and frontage along Route 57. This would permit ready accessibility to one of the two primary industrial areas recommended. This is a sound planning consideration to provide necessary access and to remove the possibility of mixed uses along these highways.
- (b) The expansion of Site 5 along Congamond Road to provide greater accessibility from Route 190.

Together these sites total 1,332 acres, which would indicate a possible potential of industrial jobs totaling 20,000; using the measurement of 15 employees per acre. This would represent one-third of the Region's current industrial employment. Obviously, Southwick cannot realize such a large industrial potential for many years. These employment figures are given only to show that ample land has been set aside for industry.

It is expected that the recommended industrial sites will provide industrial sites through the planning period and beyond.

It is recommended that these sites be protected from residential and commercial use, since they represent the most desirable industrial land in Southwick. A review was made, using the planning standards, of other lands in Southwick for possible industrial use. However, the sites recommended were determined to be the most desirable in consideration of all of the aspects of industrial planning.

## AGRICULTURE

The use of land for agricultural purposes is not specifically considered in the Plan. Agricultural use is distinguishable from urban uses, and the Plan is primarily concerned with urban uses. Urbanization of land in Massachusetts, and indeed in the nation, generally reflects the changed nature of our basic economy. Farm land is converted to urban use and ceases to be productive in an agricultural sense.

Over the past hundred years, the amount of agricultural land in New England has decreased. The amount of land in woodland has increased greatly. It is also true that the best land for cultivation is also the most desirable land for urban development. The nature of the soil and level topography are primary considerations.

There are two primary reasons for this change:

1. The land needs of an ever-expanding population; and
2. The retirement of less productive land in New England in competition with other areas, and the decline in farm owners and workers.

The reason for discussing agricultural use in this chapter is to point out that agricultural use of land has a valuable by-product, other than food production.

In an aesthetic sense, agricultural land is open space, and it preserves an open and rural character and provides a varied landscape. The attractiveness of our environment is reflected in social and economic values in a most positive way.

Although there are few specific means of ensuring continuing operation of farms, it is felt that the encouragement of agricultural use is important and desirable. Agricultural uses are expected to remain throughout the planning period in much of Southwick's low density residential land. Farming and related agricultural uses are permitted by the proposed Zoning By-law in all zones except Industrial.



## COMMUNITY FACILITIES

### INTRODUCTION

The purpose of planning for community facilities is to determine the town's needs for public buildings during the planning period. Recommendations are based on analysis of existing buildings and present and future population, and are limited to those facilities where it appears a definite need will occur. After needs have been determined, an equally important part of planning is the identification of proper locations within the town for such facilities.

### SCHOOLS

#### Existing Schools

There are three public school buildings in Southwick at present; the Woodland School for Grades 1-3, the Consolidated School for Grades 4-6, and the High School, which contains Grades 7-12. There are 62 teaching stations in total at the present time. There are no private or parochial schools in Southwick.

#### Classroom Needs

The necessity for providing adequate numbers of classrooms for the future school enrollment in Southwick is the most important and expensive part of community facility needs.

In order to plan for classroom needs, an estimate of future enrollment is necessary. Table B-6, Future School Enrollment, Southwick, 1966-1985, shows a projection of enrollments and classroom needs.

It can be seen that by 1975, a senior high school and an elementary school will be necessary. The high school is needed right now.

Between 1975 and 1985, a new or greatly expanded junior high school, an addition to the proposed high school, and another elementary school will be necessary.

The estimates are based on the Population chapter, and are derivative of the cohort survival technique of population projection. They should not be regarded as absolute and final estimates. Variations will occur in relation to other projections prepared by other techniques. The School Department estimates tend to be somewhat higher and should be used to provide a range of possible school needs.

Whether to build new schools or to enlarge existing schools is a question primarily for the School Board, since this decision is more of an educational nature.

The recommendations contained in this section allow either or both of these alternatives.

#### Location

The principal recommendation for school sites is the development of a Campus Center for Southwick which would eventually contain all of the classrooms in the school system. The Campus Center would be located at the present Junior-Senior High School and Woodland School site. As seen in other recommendations in the Plan, this general area would provide educational, recreational, civic and utility facilities in a central location for all of Southwick. The area to be used for educational



**COMMUNITY FACILITIES PLAN**

0 100 200 300  
SCALE IN FEET

NORTH

**LEGEND**  
SEE EXPLANATORY NOTES ON THIS MAP

**SOUTHWICK**  
**MASSACHUSETTS**

**SOUTHWICK**  
**PLANNING BOARD**

MAR 13 1963

SOURCE: U.S.D.O., 6/61

SEE EXPLANATORY NOTES ON THIS MAP

SPACE 6.0 6.5 6.7

**SOUTHWICK  
PLANNING BOARD**

**Brown, Donald and Donald Planning Services** in Farmington, Connecticut.

purposes would be about 100 acres, which is ample for future needs.

This recommendation is based on the following considerations:

1. The location is central to the town.
2. Bus routing would remain much the same, and savings might be realized since all pupils would have the same central destination.
3. Economies through common use of oversized parking, access ways and possible educational facilities are possible.
4. The opportunity to provide certain educational, related recreational and special services for the citizens of Southwick is enhanced.

The Consolidated School offers several alternatives and opportunities to the town, as discussed in following recommendations.

## TOWN OFFICE

It is recommended that within the planning period, a separate Town Hall be provided. The present quarters at the Fire Station will very likely be inadequate in future years.

There are two possible locations for a Town Hall. Each possibility offers certain advantages.

1. Construction of a new Town Hall at the Campus Center site. The advantages of this site are central location, adequate land area and proximity to school auditoriums for large meetings. A location on Route 57 would provide excellent access and a dignified image for a town office structure.

2. Alteration of the Consolidated School for Town Office use. Considerations for such a course of action are:

- a. Replacement of a somewhat outdated educational plant with a modern facility in the Campus Center. This would mean one more elementary school than recommended in the first section of this chapter.
- b. Such alteration could provide reasonably inexpensive space for town offices, possibly the library and the Superintendent of Schools' office, as well as central supply and warehousing for town needs.

This alternative would provide town office space in a central location, in a structure with room for future expansion. The facade of the structure is suitable in appearance for such use.

## LIBRARY

Using the standards contained in the chapter on Planning Standards, the present library could use additional space both in land area and in library building area. In the future, the need for additional space will become increasingly necessary. There are three alternatives to providing for library needs.

1. Acquisition of property adjacent to the present library to provide the land necessary for future expansion of library and parking facilities.
2. Relocation of the library into the Consolidated School with the town offices.
3. Construction of a new facility at the Campus Center area immediately adjacent to a new town office structure.

All of these alternatives have some merit, but are contingent

on decision about the town office location and the future of the Consolidated School.

## FIRE STATION

The present location of the Fire Station is excellent. Its central location and physical facilities provide excellent coverage for the town. The fire underwriters' standards for service radius are met and proximity to built-up and higher risk areas is excellent. Adequate land area at the present site will permit any necessary expansion during the planning period.

There does exist the possibility that a time may come outside of the planning period when a fire station location in the southwesterly portion of the town may be necessary. This possibility would reflect complete development of the south industrial area, and extensive residential use in that area. This is not thought to be a logical possibility within the planning period.

## TOWN GARAGE

The location of the existing town garage facility is centrally placed and adequate for present needs. Adequate land area at this site will permit the necessary expansion of garaging facilities during the planning period. Ample site area is available for outdoor parking of town equipment.

## TOWN DUMP

The present town dump is located on approximately seven acres of leased land on Sam West Road. There is adequate land between Slab Brook, the railroad and Sam West Road for dump expansion through the planning period. The present location is convenient, and additional land can be leased as needed. The dump manager estimates the present acreage sufficient for at least ten more years.

Disposal operations are carried on in such a way that industrial reuse of this land will be possible, since sanitary land fill techniques are employed. The dump is well maintained and maximum use of the filled land should be possible in future years.

## MEDICAL FACILITIES

Southwick's future population will not be sufficient to support a public hospital, but residents of the community can easily reach a wide variety of medical facilities. Noble Hospital in Westfield, only ten minutes away, is commonly used by Southwick's citizens. Additional medical services can be obtained in Springfield or Hartford. There are three general hospitals in both these cities as well as a large number of facilities for specialized treatment.

Southwick's Fire Department operates emergency first aid and ambulance service for its residents.

TABLE B-6: FUTURE SCHOOL ENROLLMENT, SOUTHWICK, 1966-1985

	Grades 1-6			Grades 7-12			Total
	Regular	Special <sup>1</sup>	Total	Regular	Special <sup>1</sup>	Total	
1966-1967 <sup>2</sup>							
Pupils	968		968	717		717	1685
Classrooms Needed <sup>3</sup>	38		38	42		42	80
Deficiency <sup>4</sup>			3			15	18
1969-1970							
Pupils	977	18	995	802	18	820	1815
Classrooms Needed	39	1	40	47	1	48	88
Deficiency			5			21	26
1974-1975							
Pupils	1391	18	1409	856	18	874	2283
Classrooms Needed	55	1	56	50	1	51	107
Deficiency			21			24	45
1979-1980							
Pupils	1753	18	1771	1136	18	1154	2925
Classrooms Needed	70	1	71	67	1	68	139
Deficiency			36			41	77
1984-1985							
Pupils	1855	18	1873	1530	18	1568	3541
Classrooms Needed	78	1	79	91	1	92	171
Deficiency			44			65	109

<sup>1</sup> Special students have been projected at a constant figure of 36, allowing 18 per classroom for the two classrooms currently available to them.

<sup>2</sup> 1966-67 figures represent school enrollment as of November 29, 1966, and include special students within the total figures.

<sup>3</sup> The number of classrooms needed is determined by using the standard of 17 pupils per class for grades 7-12 and 25 pupils per class for grades 1-6.

<sup>4</sup> Deficiencies are based on classrooms currently available: grades 1-6, 35 classrooms; and grades 7-12, 27 classrooms, for a total of 62.

## RECREATION AND OPEN SPACE

### INTRODUCTION

The planning standards used in the analysis and recommendations for recreation and open space appear in the section called Planning Standards.

The goal of recreation planning is the provision of land in suitable locations and of adequate size to meet the recreation needs of the town now and through the planning period.

The goal of open space planning is the conservation of suitable land in an undeveloped state. Purposes of such use range from preservation of wetlands for aquifers and flood protection and preservation of mountainous areas for stream protection to preservation of areas which have scenic or natural beauty worthy of protection and other similar considerations.

Recreation and open space planning are not separate functions, however. Overlapping of areas and facilities will occur. In presenting recommendations, the primary purpose of the proposal will be explained, which does not mean that a whole range of recreation activities would be precluded from a conservation area.

This is a critical time for Southwick in planning for recreation and open space. The town is still relatively undeveloped. However, land is being used for urban development at a rapid rate. There will never be a better time for the town to acquire the land necessary for future recreation needs than now. As the years go by, land will become scarcer, more expensive, or perhaps unavailable. One of the requirements for active recreation is good land -- level with good soil -- and this type of land is the most sought after for development.

## PRIMARILY CONSERVATION

### Steep Slopes

Southwick has two areas of extremely steep slopes -- Sodom Mountain and the portion of Provin Mountain within the town. Both of these areas have land slopes exceeding 20% and 30%. The town should protect these areas from any future development by acquiring easements, or through zoning or subdivision control. Such restrictions would preserve the natural beauty of the mountain sides; encourage the continuation of current uses, such as the Sodom Mountain ski area; and, most importantly, prevent the problems of improper use that would naturally be corollary to the encroachment of sub-marginal uses.

### Drainage Protection Areas

Several sections of the town should be preserved as drainage protection areas. These areas act as natural drainage sites and as such are valuable to the town in the protection they provide against flood and erosion damage. They also serve as aquifers.

Such protection could be assured through the acquisition of easements, or through flood plain zoning. The five areas recommended to be preserved for drainage protection, as shown on the Recreation and Open Space Plan, are:

1. Goose Pond marsh,
2. the marsh area near Longyard Road,
3. Great Brook near the sheep pasture,
4. Shurtleff Brook, and
5. Great Brook near Feeding Hills Road.



**RECREATION & OPEN SPACE PLAN**

SCALE IN FEET  
NORTH

**LEGEND**

EXISTING OPEN SPACE & RECREATION  
 SEMI-PUBLIC & PRIVATE  
 PLAYGROUND  
 PLAYFIELD  
 TOWN BEACH  
 SCHOOL SITES

PROPOSED OPEN SPACE & RECREATION  
 STEEP SLOPE CONSERVATION  
 DRAINAGE & STREAM PROTECTION & CONSERVATION  
 PLAYGROUND  
 PLAYFIELD  
 TOWN BEACH (UNDESIGNED)  
 TOWN PARK

**SOUTHWICK MASSACHUSETTS**

**SOUTHWICK PLANNING BOARD**

1964

MADE 14

SOURCE: S.G.B.D., 6/61

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**SOUTHWICK  
PLANNING BOARD**

**Brown, Donald and Donald** Planning Services, Farmington, Connecticut.

Stream Protection: In addition to the drainage protection they offer, several streams within the town are further recommended for preservation to guard against possible flood damage and also to preserve the natural beauty these streams offer and the natural recreation facilities they provide for fishermen and hikers. Flood plain areas also offer ideal sites for many forms of active recreation and other attendant uses. The four streams recommended for this treatment are: Tuttle Brook, Johnson Brook, Great Brook, and Bradley Brook. In addition to outright acquisition, flood plain zoning and acquisition of easements are two methods the town can use for such protection.

#### Encouragement of Existing Uses

There are several privately-owned sites in Southwick which, in their current uses, act to preserve land in its natural state, and to provide recreation facilities. These uses are the Sportsman's Club, the Gun Club, and the Sodom Mountain Ski Area. Continuation of these uses, with their attendant assets of conservation and recreation, should be strongly encouraged. Conversely, the development of these sites to other uses, such as residential, should be carefully considered in light of their current contributions to the town.

### PRIMARYLY RECREATION

#### Playfield

One playfield already exists -- a facility of approximately five acres at the present High School - Woodland Elementary School site. It is recommended that this playfield be extended by at least an additional five acres in connection with the acquisition of adjacent land, as shown on the Open Space and Recreation Plan. This expansion would tie in with the lands currently owned by the Southwick Recreation Center

and would provide a 193-acre campus area which would include many passive and active recreation facilities, one of which would be this expanded playfield.

This site is easily reached from all parts of the community; and should be sufficient to serve Southwick's estimated 1985 population.

### Recreation Center

A great asset to Southwick's recreation facilities is the existence of the Southwick Recreation Center, Inc.; a semi-public organization which provides both indoor and outdoor recreation programs. Basketball, softball, soccer, baseball and ice skating are available for Southwick's youth.

### Playgrounds

Two playgrounds exist at present; one at the Woodland School as a part of the five-acre playfield, and one at the Consolidated School of approximately one acre. The latter playground is not recommended for continuation after the use of the school ceases.

To serve future population, as well as to provide more convenient access for current population, two additional playground sites are recommended. These would be located, generally, in the southwestern and northwestern portions of town; and should consist of at least five acres each.

The total playground proposal thus results in three active sites, which in location and amount should be sufficient to the needs of the community's 1985 population.

### Town Park

A town park is proposed as part of the campus development at the High School. Since active recreation facilities would already exist as part of the playfield expansion proposed for this site, the park could contain facilities devoted to passive recreation, such as picnic areas with tables and fireplaces, paths, benches, etc. This does not mean that the town park would be a separate area within this large campus development. Rather, the entire area would be a large town park, within which the special facilities described herein would be located.

### Neighborhood Parks and Recreation

An excellent method of providing neighborhood park and recreation facilities is through open space subdivisions. By this process, the developer dedicates a portion of the total site to the town, and this area is either left as a park, basically in its natural state, or is further developed to provide playground facilities.

As shown on Figure B-2, this method can be expanded to provide larger parks or playgrounds with more extensive facilities, by planning recreation areas with common boundaries within several subdivisions. Such a proposal would require a minimum park site of five acres, made up of pieces of varying size from the individual subdivisions.

### Special Facilities

Indoor Swimming Pool: An indoor swimming pool is proposed as part of the campus development. Such a facility would provide an ideal place for instructional programs, perhaps under the aegis of the Recreation Center, and would also be available to the town's citizens as a whole.

Day Camp: It is recommended that one day camping facility

be provided for Southwick's residents. Such a facility would ideally be located at the campus area, in proximity to the recreation facilities proposed there.

#### Town Beach

Southwick already has a small town beach, on Middle Pond, which is staffed by lifeguards during scheduled swimming hours. This beach is also the site of the town's swim school, run for six weeks during the summer. Its use is limited to Southwick residents.

It is recommended that land be acquired for an additional town beach, at one of two locations; either on North Cove as a possible reuse after urban renewal, or on Middle Pond along Point Grove Road. The Congamond Lakes are one of Southwick's major attractions for summer residents. The addition of another town beach would provide greater enjoyment of this facility for the town's citizens.

#### Encouragement of Existing Uses

In addition to the Sportsman's Club, Gun Club and Sodom Mountain Ski Area, Southwick has three private golf courses, which not only provide facilities for this popular sport, but also maintain three areas within the town of unspoiled natural beauty. For these reasons, future development of these golf course lands to other uses should be discouraged.

### **METHODS OF IMPLEMENTATION**

In addition to means by which the town itself can control development of proposed conservation lands, such as flood plain

zoning, acquisition of easements, and subdivision control, Federal and State aid is available for the acquisition of open space lands and the development of recreation sites.

#### Federal Open Space Land Programs

Under Title VII of the Housing Act of 1961, as amended, the Federal government will grant to a state, regional or municipal body up to fifty per cent of the cost of acquisition and development of open space and recreational lands. The applicant must submit a comprehensive plan for the regional area showing the over-all open space program. Such facilities as playgrounds, parks, recreation areas and open spaces for scenic or wildlife refuge purposes are eligible. Not only can land be acquired and developed, but unwanted structures can be demolished and families and individuals relocated with Federal aid under this act.

#### State Aid Programs

The Town of Southwick has recently established a Conservation Commission; and for this reason is eligible to receive State aid which is available in several forms to towns with such commissions.

"The Conservation Commission will serve as a spearhead for local conservation action to coordinate the activities of other agencies, to inventory and study open areas, marshes, swamplands, and to make recommendations for acquisitions. Its recommendations relative to the utilization of such areas go to the . . . selectmen, and, with their approval, to the State Department of Natural Resources and the State Reclamation Board."<sup>1</sup>

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<sup>1</sup>Elwyn E. Mariner, This is Your Massachusetts Government, 1967, p. 129.

"On projects which have its approval, the Department of Natural Resources may provide up to half the cost of acquiring land for conservation purposes, but not more than \$15,000 a year. In addition, state specialists are available to lend help in making plans for recreational use of such lands."<sup>2</sup>

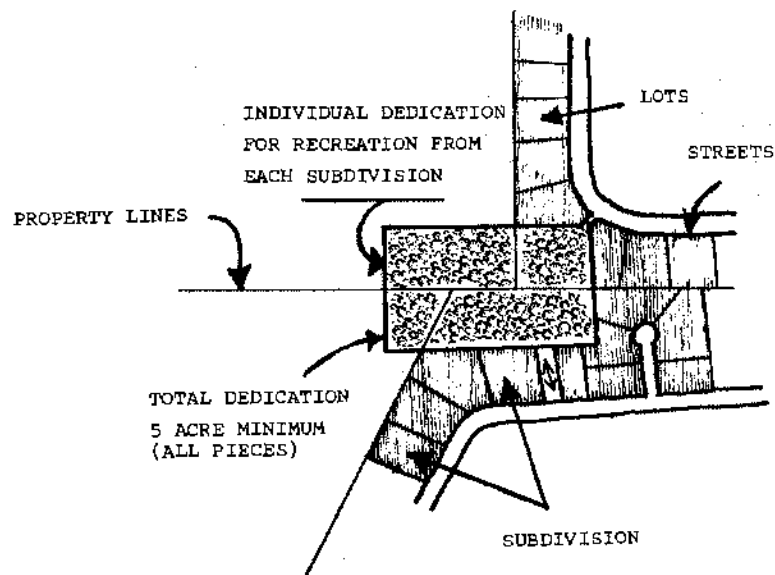
This would be particularly useful in acquiring land for the campus center and its attendant facilities.

It should be noted, however, that the Federal and State programs do not overlap to the extent that each agency pays half of the total bill, making the cost to the town non-existent. The Federal government will pay half of the total cost; the State government half of the remaining local share. Thus a combination of both programs would provide three-quarters of total acquisition cost. If no Federal programs are used, the State will pay half of the total acquisition cost.

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<sup>2</sup>Ibid.

FIGURE B-2: EXAMPLE OF THE CREATION OF PARK AND RECREATION AREAS  
THROUGH THE COORDINATION OF SUBDIVISION DESIGN



Source: Brown, Donald and Donald, Planning Services, Inc.



## UTILITIES

### INTRODUCTION

The provision of public utilities permits efficient use of land, and encourages proper development, with particular emphasis on the encouragement of industrial development. Utilities serve to eliminate the possibility of contamination and pollution, which can pose a grave threat to the health and well being of the residents. Such land uses as apartments should be permitted only when public sewers are available. Industrial uses which require substantial amounts of water need public water service.

### WATER

The Town of Southwick is fortunate in having a water supply program which serves almost all of the densely developed portions of the town. The Utilities Plan Map shows the extent of the present water system. Several measures are being investigated by the Water Board and are recommended by the Planning Board to improve the water supply system. The sources of water for the town's system at this time are two taps in Westfield into the Springfield water system. Water pumps are located on Coes Hill Road and Granville Road.

It is recommended that an area be acquired adjacent to and part of the Campus Center development for the installation of wells. Wells into the Congamond Lakes aquifer could produce substantial quantities of potable water. Economies could result from such action.

Expansion of water service is recommended by the Water Board

and the Planning Board to the north part of town to the industrial area, and along Tannery Road. Various other extensions of the system may be necessary in the planning period, such as connection of water lines on Longyard Road and Sheep Pasture Road.

Wells of the West Springfield Water Company are located along Great Brook near the Westfield town line. Eventual settlement of the area needed for protection of this well site is uncertain. With the installation of sanitary sewers and the recommended zoning and subdivision controls, protection of this water source can be accomplished by the Town of Southwick without the necessity for setting aside unduly-sized watershed protection.

The Lower Pioneer Valley Region is embarking upon a detailed water and sewer study at the present time. Completion of this study will give projected water consumption figures and may propose ways in which Southwick can cooperate with neighboring communities in providing water service.

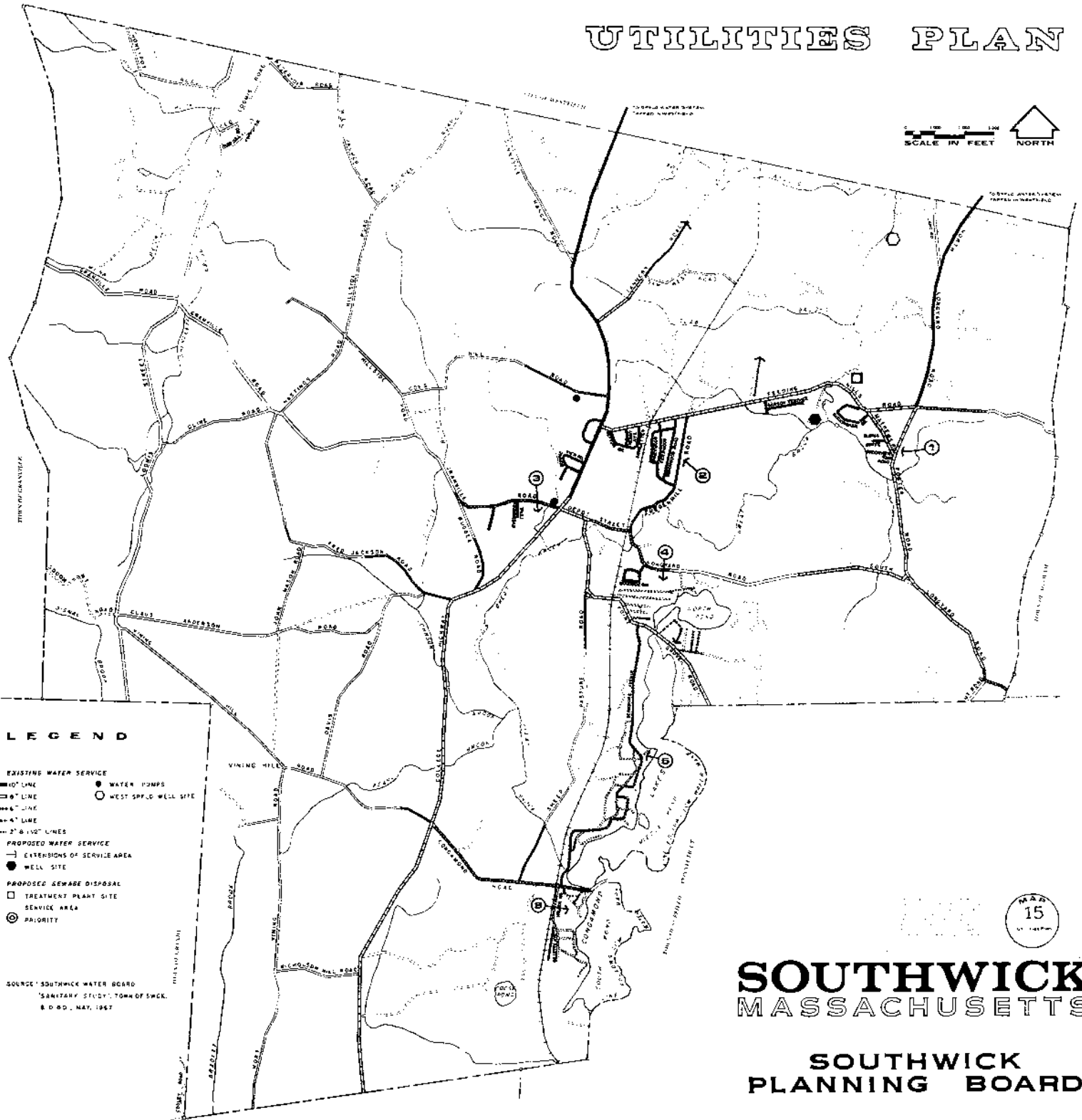
## SEWER SYSTEM

It is recommended that the Town of Southwick begin the process of developing a sewer system with the appointment of a Sewer Board.

A Sanitary Study done by John J. Mozzochi & Associates in January of 1963 provides valuable information on the needs for sewers in the town, and makes numerous recommendations for preliminary design of a sewer system. The Planning Board agrees with the areas recommended in this report for sanitary sewers. These areas are shown on the Utilities Plan Map, and tentative priorities are established for their installation.

It is recommended that the single centrally located sewage

# UTILITIES PLAN



## LEGEND

- EXISTING WATER SERVICE
  - 10" LINE
  - 8" LINE
  - 6" LINE
  - 4" LINE
  - 2" & 1 1/2" LINES
- PROPOSED WATER SERVICE
  - - - EXTENSIONS OF SERVICE AREA
  - WELL SITE
- PROPOSED SEWAGE DISPOSAL
  - TREATMENT PLANT SITE
  - SERVICE AREA
  - ⊙ PRIORITY

SOURCE: SOUTHWICK WATER BOARD  
 "SANITARY STUDY", TOWN OF SWICK,  
 D.D.D., MAY, 1967

**SOUTHWICK**  
**MASSACHUSETTS**

**SOUTHWICK**  
**PLANNING BOARD**

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treatment plant be located near Great Brook and Feeding Hills Road. The treatment plant would be required to have both primary and secondary treatment facilities; and the effluent would have to meet state standards for purity. The areas recommended for sewers are listed as follows in their order of priority:

1. The Gargon Terrace-Buckingham Drive Area. This area would tie directly into the treatment facility. This is an area of dense development. However, protection of the proposed town well site, as well as its location in relation to the treatment facility, would be the paramount reasons for the number one priority.
2. The Birchwood Road-Renny Avenue areas to the College Highway. This is an area of dense development, and the location of the proposed Campus Center. Educational buildings could be tied into this project or into project number one.
3. The Center. Sewers would serve a densely developed area, and the primary commercial activities in Southwick.
- 4., 5. and 6. These are, respectively, the North Pond, Middle Pond and South Pond Congamond Lakes. Project number 4, North Pond, could be constructed as part of the urban renewal project, if such a project is approved by the town. The primary consideration for these three projects is to prevent the long-term pollution of the lakes and the Congamond aquifer. It is anticipated that these projects would probably be spaced throughout the twenty-year planning period, and would have to be constructed in sequence upstream from the proposed treatment facility.

Proposed zoning policies are necessarily related to these recommendations for a sewer system.

Both Federal and state funds are available for the design and installation of sewage systems, and it is strongly recommended that the town take advantage of these programs. The study now

in progress on water and sewer by the Lower Pioneer Valley Region will provide needed information on inter-community cooperation in design and financing of sewerage systems.

#### TELEPHONE AND ELECTRIC

It is the policy of these utilities to provide service where needed. This has been the case to this time, and can safely be assumed to be indicative of these companies' ability to meet future needs.



## URBAN RENEWAL

### INTRODUCTION

Urban renewal is the general title for a variety of Federally-assisted programs administered by the Department of Housing and Urban Development. Some of the major elements of urban renewal are: the Community Renewal Plan, which identifies problems of blight and sets priorities for their solution; the urban renewal project, which clears and redevelops an area, or rehabilitates structures within an area, or a combination of both; and the concentrated code enforcement program, which may eliminate some substandard structures, but concentrates on bringing units up to standard by strict application of State and local ordinances.

Federal grants generally finance three-fourths of urban renewal net project cost, the remaining amount contributed by the community, often with the aid of State funds. A community may contribute its share of net project cost through non-cash grants-in-aid, such as sewer, road and school construction. Some other types of urban renewal activities are financed with Federal advances and loans.

In order to be eligible for urban renewal, a community must adopt a Workable Program for Community Improvement, and show that it can relocate displaced families or individuals into decent housing within their means. A renewal project must also conform to the general plan of development for the community.

### URBAN RENEWAL STUDY AREA -- NORTH POND

The Neighborhood Analysis indicates the Congamond neighborhood to have the greatest number of blighted structures and

the highest degree of attendant problems. To review briefly the characteristics of this area which warrant urban renewal study:

1. Over one-third of its dwelling units are sub-standard.
2. A large proportion of these are converted summer cottages, which lack plumbing or heating facilities, or both.
3. The area, like the rest of Southwick, has no town sewer.
4. Many of the streets are unpaved dirt roads.
5. Conversion of many of the cottages has been structurally inadequate to meet year-round needs.
6. The structures are generally over-crowded on the land.

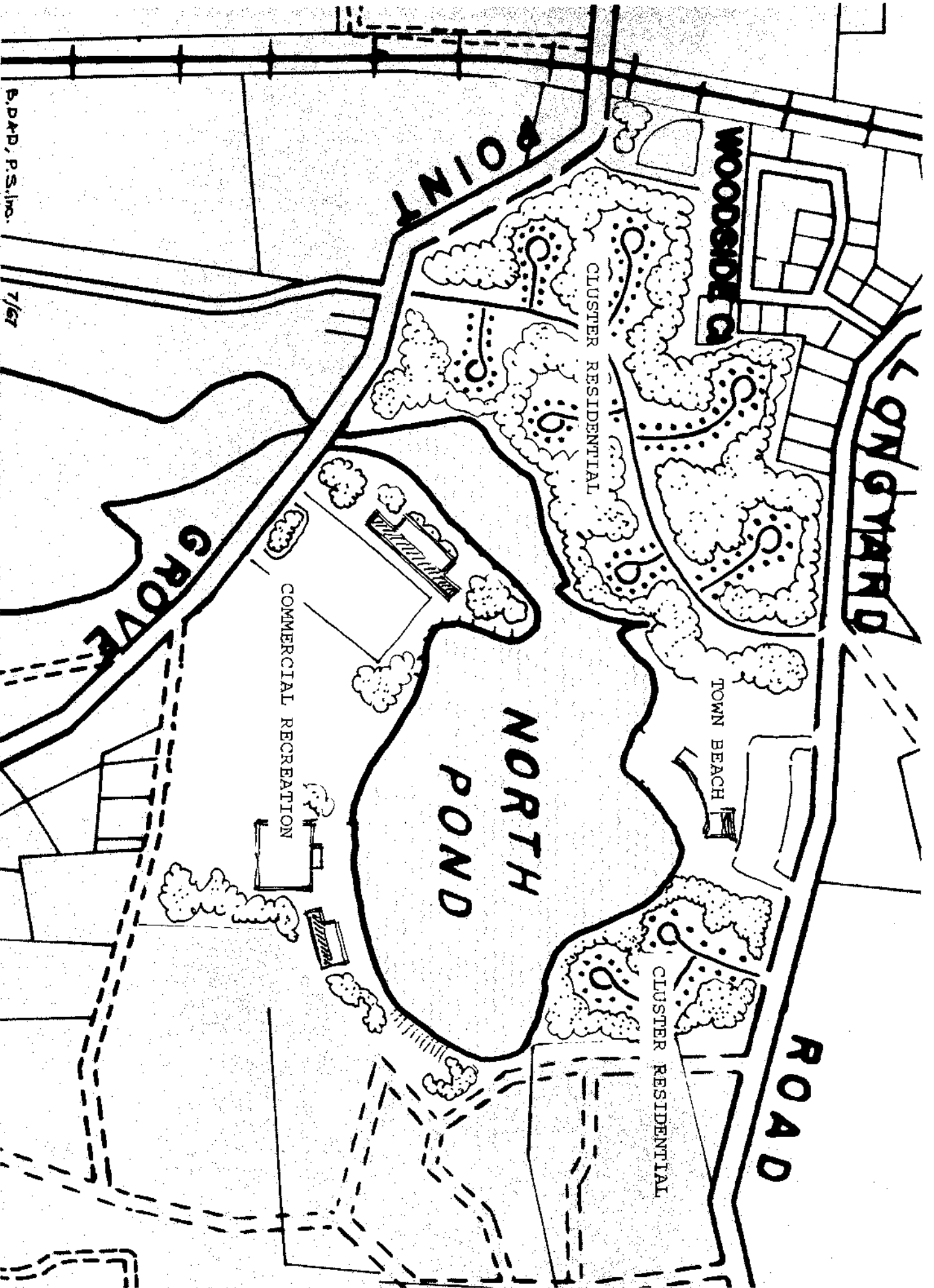
Despite these serious drawbacks, the Congamond area has a unique potential for reuse. The Lake itself is a feature which provides not only recreational use, but also a fine opportunity for siting new residential housing with attractive water views.

The North Pond section of the Congamond neighborhood is recommended for study as a Title I urban renewal project, with considerable clearance of sub-standard structures, and some rehabilitation of those dwelling units suitable to remain. This area has the worst conditions in the Congamond neighborhood, and also excellent reuse potential. The accompanying illustration indicates the boundaries of the proposal, and suggests a possible plan for reuse.

The lack of any paved streets within the area provides the opportunity for a new and more efficient street pattern. This makes it possible to plan clustered housing on short cul-de-sacs, providing shared open space areas and conservation of much of the shore line. Both the new streets and the necessary sewer extensions within the project could be provided by the town as non-cash grants-in-aid, and would probably comprise a sizable share of the community's cost of the entire project. A town beach and park could be a



ILLUSTRATION SHOWING POSSIBLE URBAN RENEWAL PLANNING



part of the project, and in addition, a major commercial and recreation center off Point Grove Road could be developed. These suggested reuses are presented in only one of many possible alternative designs. More detailed study of the North Pond area might elicit other possible reuses and locations for them, and could also result in changes in the tentative project boundaries.

The redevelopment of North Pond would rid Southwick of the area in the community most severely affected by residential deterioration. It would provide lacking public facilities and roads, and would strengthen the town's tax base through the construction of new standard housing and commercial areas. The town would also benefit from the general improvement to the Congamond area, which could be a source of community pride.

# Appendix



## INTRODUCTION

The Appendix contains chapters relating to the implementation of the Master Plan Recommendations. Development Policy and Goals provides a general guide to Southwick's future development policy. The chapter on Administrative Organization describes the ways in which Southwick's officials, boards and commissions will be directly involved in the administrative details of the Master Plan, and suggests methods for making this administration more efficient. Texts of a revised Zoning By-law and Subdivision Regulation include proposed changes to bring these regulations into conformance with the Plan. The Capital Improvement Program provides a financial plan for achieving those recommendations which must be town-financed.



## DEVELOPMENT POLICY AND GOALS

### GENERAL STATEMENT

The Master Plan should provide a framework of facts and policies necessary to:

- Maintain and enhance Southwick as a residential community offering a variety of housing.
- Preserve the desirable natural features of the land.
- Provide for the social, civic and educational needs of the community.
- Provide suitable locations for commercial and industrial use, and particularly preserve areas for future industrial use.
- Guide the improvement and development of a circulation system for vehicles which is safe, convenient and adequate to future needs.
- Serve as a guide to intelligent decision-making by the various agencies, commissions, boards and appointed and elected officials in Southwick.

More specific goals are organized into three areas as follows:

1. The Master Plan
2. Regional Policy
3. The Planning Process

## THE MASTER PLAN

The Master Plan is a document with legal status as a guide to planning decisions. The Plan should be prepared so that it contains workable proposals based upon knowledge of the community and specific goals. It must be borne in mind that the Plan is used not only by the Planning Board, but also by the Selectmen, administrative officials, other public bodies and individual citizens.

The Plan should be prepared in such a way that it may be revised in relation to the changing environment. It should be written in such a way to permit its understanding by the town's citizens as well as public officials.

The Plan should be based upon sound statistical evaluations which may be revised as new information is received. The basic data should clearly indicate the factual background for planning decisions. The Master Plan should reflect the need for its implementation by zoning as well as other town ordinances and regulations.

There are a number of more specific goals relating to land use policy which should be inherent in the planning recommendations.

### Residential

1. Provision for varying densities and types of accommodations based on the needs and desires of the citizens, the physical character of the land, anticipated utility service, and past tradition.
  - a. Higher Density Development. Garden apartments are becoming an important aspect of the housing supply. They should be limited to areas served by public sewer and arterial streets. Standards should be prepared to ensure compatibility with adjoining uses and adequate



physical facilities for the use.

- b. Medium Density Development. This density would consist primarily of single-family housing at an average of two families per acre. Such development should be served by public water and public sewer. Areas presently developed at this density should be considered for public sewer in the future.
- c. Low Density Development. Lots of one acre and larger. This density is primarily for single-family residences where public sewer will probably not be provided due to topographic and other physical conditions.

## 2. Non-Residential Uses in Residential Areas

It should be recognized that suitable religious and educational facilities will be required in residential areas throughout the town. Standards should be applied to the location and physical development of such uses to ensure their compatibility to the residential areas in which they will be located.

## Commercial Development

Neighborhood shopping facilities should be provided to serve for convenience shopping. Commercial uses which have special characteristics, such as the need for arterial highway location for shipping or transfer of goods, and specifically automotively-oriented uses, should be provided for separately. Appropriate standards should be developed to provide the most desirable locations for commercial uses and to avoid a depreciation of adjacent properties or conflict with residential uses.

## Industrial Development

The development of Southwick's reservoir of industrial land along Route 10 should be protected from haphazard development. Every effort should be made to plan for a cohesive type of industrial park development with the provision of adequate

vehicular and utility services.

### Agriculture

The Plan should seek to encourage the continuation of cultivation of suitable lands in order to maintain this valuable natural resource and to provide for the orderly transition from agriculture to other urban uses.

### Recreation

Parks and playgrounds of adequate size in the proper locations should be provided to serve the future population of Southwick. Particular emphasis should be placed on the coordination of educational facilities and community recreation.

### Open Space

Public acquisition of open space is a necessary action to preserve the character of the town and to protect its citizens from natural disasters. Areas which should be particularly considered are flood plains, swamps and bogs, stream beds and other areas of particular visual attraction.

### Schools

School sites should be proposed for acquisition in their general location and size adequate for the projected school enrollment. Standards should be developed for the possible use of school sites for community uses as well as education.

### Other Public Facilities

Sites should be proposed for public facilities such as fire houses, garages, libraries, etc., to meet the future requirements of the town's citizens.

### Sewers

The Plan should indicate those areas where the installation of sewers should be required. In addition, areas should be designated where provision of sewers would be unnecessary or uneconomical.

### Streets

A proposed street system should be designed which will serve to move people safely and efficiently from their homes to jobs, shopping and recreation. Particularly a proposed arterial street system will be necessary to provide adequate local service to the expressway system as constructed or planned. Standards for local, collector and arterial streets should be developed.

### Implementation

The Plan shall be specifically directed toward its implementation through zoning, subdivision regulation and a capital improvement program.

## REGIONAL POLICY

The Town of Southwick recognizes the many advantages it derives from the Lower Pioneer Valley Region and recognizes its responsibility to participate and share in the problems as well as the opportunities that face the Region. Southwick will participate through its appointed representatives with the Lower Pioneer Valley Regional Planning Agency, will cooperate in the preparation and implementation of regional plans and will review all regional proposals within their regional context as well as their direct implications to the Town of Southwick.

This policy will be carried out in the following specific ways:

1. Financial contribution to the Lower Pioneer Valley Regional Planning Agency.
2. Lower Pioneer Valley Regional Planning Agency membership.
3. Active participation by Southwick representatives.
4. Fulfilling statutory obligations for the review of local proposals having regional implication.
5. The establishment of a close working relationship between the professional staff of the Lower Pioneer Valley Regional Planning Agency and the planning advisors of the Town of Southwick.
6. In the pursuit of the above policies, every effort will be made to see that the accepted Master Plan for the Town of Southwick be inserted directly into the Regional Plan.
7. The above statements do not imply a blanket acceptance of all regional proposals. They pledge objective consideration.

## THE PLANNING PROCESS

Materials in the Plan shall be specifically prepared with the knowledge of the need for revision and updating on a regular basis.

Maps are a day in, day out tool for sound planning. They should be kept up-to-date on a regular basis.

Population forecasting should be reviewed and updated with each U.S. Census and other pertinent information.

The Existing Land Use Map should be kept up-to-date to indicate actual growth, change and use locations at any time.

Capital budgeting should be updated each year to provide a sound fiscal policy of Master Plan implementation.



## ADMINISTRATIVE ORGANIZATION

### INTRODUCTION

In general, it will be the responsibility of all the citizens of Southwick to carry out their Master Plan. The Town Meeting will need to act on land purchases, road acceptances, construction of public facilities, and many other features of the Plan. In this sense, an informed public in Southwick, which is aware of the guides and recommendations of the Plan, is the Plan's most important means of effectuation. But this chapter will point out some of the ways in which town officials, departments, boards and commissions will be directly involved in administrative details of the Master Plan.

### BOARD OF SELECTMEN

The Selectmen are the general overseers of Town policy. It is their responsibility to recommend land purchases, road construction, and public buildings and facilities to the Town Meeting. They must supervise the budgeted funds for each fiscal year to see that policies and programs are carried out. Theirs will be the responsibility for administering the financial means for achieving the Master Plan recommendations presented in the Capital Improvement Program. In order to do this, as well as to conduct their other continuing duties; it is recommended that staff assistance be reinstated.

A full-time professional administrative assistant to the Selectmen would enable them to meet the needs of a growing population. He would perform the research and informational functions of the Selectmen's office, and would execute many

of their policy decisions. He would act as liaison between the Selectmen and the Planning Board and other boards and commissions by being present at meetings and relaying information. He would not, however, perform executive services for the Planning Board.

## OTHER TOWN DEPARTMENTS

### Building Inspector

As the town develops, the Building Inspector will be more than ever called upon to enforce the Zoning By-Law and to inspect new construction. Urban renewal code enforcement procedures would add to this load. It is recommended that the position be made full-time within the next few years.

### Highway Department

The Highway Department will be responsible for improving existing streets and for carrying out the proposed widenings and new street construction. Thought will need to be given to additional equipment and personnel for the increased load the Department will carry. The Department should coordinate its activities with State and regional programs.

### Town Engineer

The Town has no engineering department at present, but the next few years may provide the need for a full-time professional, rather than sporadic consulting services. The Town Engineer would design road layouts, review sanitary and drainage facilities on subdivision plans, and supervise the



design of water extensions and the proposed sewer system. His day-to-day advice would be of great benefit to the Selectmen, the Planning Board, and the town at large on countless other decisions relating to development.

## BOARDS AND COMMISSIONS

### Planning Board

The Planning Board is charged with the responsibility for preparing the Master Plan and for guiding community development according to the Plan. It can do so through its statutory powers relating to zoning, subdivision control and mandatory referrals. In reviewing subdivision plans, zone changes, and referrals from other town boards and officials, it will need to have assistance for gathering information and suggesting alternatives. The Town Engineer and Building Inspector, if both are available full-time, could assist the Board in its decision-making and in executing its policies. Planning consulting services on a continuing basis might also be necessary to a continuity of community planning for Southwick.

### Parks and Recreation Board

The Parks Board will be largely responsible for carrying out the Recreation and Open Space recommendations in the Plan. It will initiate plans for site acquisition, and will then have to develop and operate park facilities. To apply for the Federal grants available, it will need the assistance of town officials, particularly the Administrative Assistant, Town Engineer, and the Planning Consultant, if these are hired. In developing and operating the increased park facilities, the cooperation of all town departments will be essential.

### Conservation Commission

The newly-formed Conservation Commission will be instrumental in initiating acquisition of open space lands, particularly where preservation of natural features or retention of land in its original state is the primary goal. It will need to work with the Parks and Recreation Board and the officials described above in achieving the open space recommendations of the Master Plan.

### School Committee

The School Committee will recommend to the town the acquisition of sites for new schools and their subsequent construction in consultation with the Administrative Assistant to ensure proper coordination with overall town development policies. In so doing, it can carry out a major portion of the Community Facilities section of the Master Plan. Development of school playgrounds will also assist in providing the recreational facilities recommended in the Plan. The School Committee should participate in preparing the annual six-year Capital Improvement Program so that its requests can be carefully scheduled along with other town needs and Plan recommendations.

## ADDITIONAL BOARDS NEEDED

### Sewer Commission

A town sewer system is a major recommendation of the Master Plan. A Sewer Commission for Southwick should be established as soon as possible to begin the process of providing town sewers.

Redevelopment Authority

Southwick will need such an agency if it is to proceed with the urban renewal recommendations of the Plan.



ZONING BY-LAW FOR THE  
TOWN OF SOUTHWICK, MASSACHUSETTS

ARTICLE I - PURPOSE

The purpose of this By-law is to promote the health, safety and the general welfare of the inhabitants of the Town of Southwick, to protect and conserve the value of property and the beauty of the Town and Lakes by encouraging the most appropriate use of land within the Town, to reduce the hazard from fire by regulating the use of land and the location and use of buildings and structures and the area of open spaces about them.

For the purposes of this By-law, the Town of Southwick, under the authority granted by General Laws, Tercentenary Edition, Chapter 40A as amended, does hereby make this By-law to be hereby known and designated as the Zoning By-law of the Town of Southwick, Massachusetts.

ARTICLE II - DEFINITIONS

Unless otherwise expressly stated, the following words and terms, shall, for the purposes of this By-law, have the following meanings.

- A. Accessory Building. A subordinate building, the use of which is customarily incident to that of a principal building.
- B. Accessory Use. The subordinate use of a building or land for a purpose customarily incident to the principal use of the main building or lot concerned.
- C. Alteration. A change in or addition to a building which modifies its location, plan, manner of construction or in any way varies the character of its use.
- D. Building. A combination of any materials, whether portable or fixed, having a roof, to form a structure for the shelter of persons, animals or property. For the purpose of this definition "roof" shall include any awning or similar covering, whether or not permanent in nature. The word "building" shall be construed, where the context allows, as though followed by the words "or part or parts thereof".
- E. Business. The transacting or carrying on of a trade or commercial enterprise, not manufacturing, with a view of profit or a livelihood.

- F. Dwelling - Permanent. A structure, except that of a hotel or inn, intended for human habitation erected on a closed foundation, using permanent weatherproof exterior materials, connected to a safe water supply, with adequate sanitary sewage disposal facilities, equipped with at least one furnace or other customary form of heating apparatus, and constructed with ceilings and walls finished on the inside with lath and plaster in the customary manner, or finished in some acceptable substitute, designed to give proper insulation and to be capable of maintaining a healthful room temperature of 69 degrees Fahrenheit and healthful ventilation when the outside temperature is zero.
- G. Dwelling - Seasonal. A structure designed and intended for human habitation of a seasonal or recreational nature and not as a permanent dwelling, using permanent weatherproof exterior materials, and connected to a safe water supply with adequate sanitary sewage disposal facilities, except as otherwise authorized by the local Board of Health.
- H. Family. A person or group of persons of immediate kindred who live together as a single housekeeping unit under one head.
- I. Frontage. That portion of a lot abutting on a public way or a way as hereinafter defined under "Subdivision".
- J. Height of Buildings. The vertical distance of the highest point of the roof above the mean finished grade of the ground immediately adjacent to the building.
- K. Home Occupations. Any use which is customarily or may properly be carried on for compensation entirely within the dwelling by the occupant thereof, provided not more than two of the following questions shall be answered in the affirmative:
1. Does the occupation carried on by the residents of a dwelling require the employment of persons on the premises in addition to the residing family?
  2. Does it involve the use of material or equipment not normally associated with residential household or the sale of commodities on the premises, especially if not produced thereon?
  3. Does it involve the use of commercial vehicles or business signs?
  4. Is more than the equivalent of one room, otherwise considered as residential living space, devoted to the activity?

5. Does the occupation involve the use of an accessory building or yard space, or activity outside the main building not normally associated with residential use?
  6. Does it create interference with radio or television reception in the vicinity?
  7. Does it change the residential character of the dwelling in any visible manner?
  8. Does it create a health or safety hazard?
- L. Junk. Any worn-out or cast-off or discarded or used article or material which is ready for destruction or has been collected or stored for salvage or conversion to some other use.
- M. Lot. A plot or parcel of land occupied or capable of being occupied by one principal building and the accessory building or use customarily incident to it, including frontage, area and such open spaces as are required by this By-law.
- N. Lot - Corner. A lot bounded on two or more sides by intersecting ways.
- O. Story. That part of a building between any floor and the roof or floor next above. A basement or cellar, the ceiling of which extends more than four and a half (4½) feet above the average grade immediately adjacent to the building, shall be a story within the meaning of this By-law.
- P. Street. A way, whether public or private, used or designated for use for all purposes of passage, and including streets, avenues, boulevards, parkways, roads, alleys and lanes.
- Q. Street Line. A line separating the street right of way, not the paved or traveled way, from the adjoining property.
- R. Structure. A combination of assembled materials such as a building, frame work, retaining wall, tent, reviewing stand, platform, bin fence, sign, flag pole, mast for radio and television antennae or the like. The word "structure" shall be construed, where the context allows, as though followed by the words "or part or parts thereof".
- S. Subdivision. Subdivision shall mean the division of a tract of land into two or more lots and shall include resubdivision, and, when appropriate to the context, shall relate to the process of subdivision of the land or territory subdivided; provided, however, that the division of a tract of land into two or more lots shall not be deemed to constitute a subdivision within the meaning of the subdivision control law if, at the time when it is

made, every lot within the tract so divided has frontage on (a) a public way or a way which the clerk of the town certifies is maintained and used as a public way, or (b) a way shown on a plan theretofore approved and endorsed in accordance with the subdivision control law, or (c) a way in existence when the subdivision control law became effective in the town of Southwick, having, in the opinion of the planning board, sufficient width, suitable grades and adequate construction to provide for the needs of vehicular traffic in relation to the proposed use of the land abutting thereon or served thereby, and for the installation of municipal services to serve such land and the buildings erected or to be erected thereon. Such frontage shall be of at least such distance as is required by the Zoning By-law of the town of Southwick for erection of a building on such lot. Conveyances or other instruments adding to, taking away from, or changing the size and shape of, lots in such a manner as not to leave any lot so affected without the frontage above set forth, or the division of a tract of land on which two or more buildings were standing when the subdivision control law went into effect in the town of Southwick into separate lots on each of which one of such buildings remains standing, shall not constitute a subdivision.

- T. Trailer. A trailer is a mobile unit or structure which is mobile and is used or capable of being used for living quarters.
- U. Two Family House. A house containing two apartments.

### ARTICLE III - ESTABLISHMENT OF ZONING DISTRICTS

#### Section 1

For the purpose of this Zoning By-law, the Town of Southwick is hereby divided into seven (7) Zoning Districts to be known as:

- A. Agriculture and Conservation District - AC
- B. Residence Zone - R-40
- C. Residence Zone - R-20
- D. Business Zone - B
- E. Business Restricted Zone - BR
- F. Industrial Zone - I



#### G. Industrial Restricted Zone - IR

The boundaries of each of the said zones are hereby established as shown, defined and bounded on a map on file in the office of the Town Clerk of the town of Southwick, Massachusetts, entitled "Southwick, Massachusetts, Zoning By-law Map". This map, dated \_\_\_\_\_, as amended, together with explanatory matter thereon is hereby incorporated by reference and made a part of this By-law.

#### Section 2 - Zoning Districts.

The location of the boundary line of the zones shown upon the Zoning By-law Map shall be determined as follows:

- A. Where the boundary lines are shown upon said map within the street lines of public or private streets or ways, the center line of such streets or ways shall be the boundary lines.
- B. Where the boundary lines are shown approximately upon the location of existing property or lot lines, and the exact location of boundary lines is not indicated by means of figures, distance or otherwise, then the property or lot lines shall be the boundary lines.
- C. Boundary lines located outside of such street lines and shown approximately parallel thereto shall be regarded as parallel. Figures placed upon the map between the boundary lines and street lines are measured at right angles to the street line unless otherwise indicated.
- D. Any lot, the frontage of which is bisected by any zone as shown on the Zoning By-law Map, shall be deemed to be in the zone in which the majority of the lot lies. In the event that any lot so bisected should be equally divided the lot shall be placed in the zone recommended by the Planning Board.
- E. In all cases which are not covered by the other provisions of this section, the location of boundary lines shall be determined by the distance in feet, if given, from other lines upon said Map, by the use of identifications as shown on the Map, or if none are given, then by the scale of the Map.
- F. Whenever any uncertainty exists as to the exact location of a boundary line the location of such line shall be determined by the Inspector of Buildings, provided, however, that any person aggrieved by his decision may appeal to the Board of Appeals.

## ARTICLE IV - USE REGULATIONS

Except as provided in Article IV hereof, no building or structure shall be constructed, and no building, structure or land, or part thereof shall be used for any purpose or in any manner other than for one or more of the uses hereinafter set forth as permitted in the district in which such building, structure or land is located, or set forth as permissible by special permit in said district and so authorized.

### Section 1 - Agriculture and Conservation District AC.

- A. Purpose. It is the purpose of this district to protect natural drainage, flood retention areas and the natural water table, to prevent water pollution and slope erosion, to continue and promote agricultural use of the land and the health, safety and the general welfare.
- B. Permitted Uses
1. Farms, lumbering, stables and kennels for purposes of agriculture, forestry, and animal husbandry, under the following conditions:
    - a. All structures except dwellings shall hereafter be located not less than one hundred (100) feet from any street line and one hundred (100) feet from any dwelling on an adjacent lot, except that this requirement shall not restrict fencing for pastures for horses and cows.
    - b. Commercial slaughtering, except animals raised on the premises, is prohibited.
    - c. Piggeries are prohibited.
    - d. None of these uses shall create offensive odors, noise or unsightly appearance noticeable off the premises.
  2. Municipal parks, playgrounds and recreational and community center buildings, grounds for games and sports, and country clubs, the chief activity of which is not conducted for profit.
  3. Buildings used for governmental uses, either Town, County, State or Federal.
  4. Signs in conjunction with the above uses subject to the requirements of Article VI-2-A herein.
  5. Accessory uses customarily incident to any use permitted

herein.

6. Single family residences may be permitted by the Board of Appeals as an exception subject to the following conditions:
  - a. All requirements of the Subdivision Regulation of the Town of Southwick must be complied with.
  - b. The Board of Health shall certify to the Board that proposed private sewerage and water systems have been designed to operate satisfactorily in relation to the particular characteristics of the soils and slopes in this district.
  - c. Minimum lot, height and area requirements are not less than those required in the R-40 zone.
  - d. The Board shall be guided by the public welfare and shall state that such proposed use fully safeguards the appropriate use of the land in the immediate neighborhood.
- C. Height, area, yard and minimum floor area requirements shall conform to Article V, Height and Area Regulations.
  1. No building shall exceed two and one-half (2½) stories or thirty-five (35) feet in height, except farm buildings which may be built to a height of sixty (60) feet.

## Section 2 - Residence Zone R-40.

### A. Permitted Uses

1. Any use permitted in Article IV-1, Agriculture and Conservation District, except farms, lumbering, stables, and kennels, operated for profit, which shall be permitted subject to the provisions of Article IV-1-B, only on a minimum tract of five (5) acres.
2. Single family permanent dwellings.
3. Churches and other places of worship, parish houses and Sunday school buildings and social centers.
4. Public schools, public libraries and museums, private schools including nursery schools.
5. Public or semi-public institutions of a philanthropic or

charitable character, hospitals, sanitariums and other medical institutions, provided that public sewer be required for any establishment containing more than six (6) beds or full-time patients or occupants, and at least one (1) acre off-site be provided for each fifteen (15) beds or full-time patients or occupants. Principal structures shall be located not less than one hundred (100) feet from any street line or property line.

6. The keeping of a small flock of poultry, not to exceed twenty-five (25) and the keeping of saddle or riding horses, other farm animals, and dogs, for the personal use of the occupant or occupants, may be permitted provided that any enclosure or building for such animals shall hereafter be located not less than one hundred (100) feet from any street line and one hundred (100) feet from any dwelling on an adjacent lot.
  7. The office of a physician, surgeon or dentist, or any similar professional office, provided it is situated in the same dwelling used by the person as his private residence and not more than two (2) persons shall be regularly engaged in the activity.
  8. Customary home occupations, as defined in Article II-K herein.
  9. Signs in conjunction with the above uses, subject to the provisions of Article VI-2-A herein.
  10. Accessory uses customarily incident to any use permitted herein.
- B. Height, area, yard and minimum floor area requirements shall conform to Article V, Height and Area Regulations.

### Section 3 - Residence Zone R-20

#### A. Permitted Uses

1. Any use permitted in Article IV-2, Residence Zone R-40, subject to all provisions thereof.
2. Signs in conjunction with the above uses, subject to the provisions of Article VI-2-A herein.
3. Accessory uses customarily incident to any use permitted herein.
4. In appropriate cases and subject to appropriate safeguards,

the Board of Appeals may grant exceptions to permit any of the following uses of land or buildings after compliance with all requirements of laws.

- a. Public boat house for rental of boats and canoes.
  - b. Public bathhouses.
  - c. Commercial uses of buildings, structures and land for recreation.
  - d. Signs as permitted in Article VI-2 herein.
5. The Board of Appeals may grant a special permit for apartment type residence use in this district (R-20), subject to the following conditions and regulations and any other requirement of this district:
- a. A minimum tract of two (2) acres or more and providing that there be at least four thousand (4,000) square feet of lot area for every dwelling unit therein.
  - b. Public sewer is required.
  - c. No more than twelve (12) dwelling units shall be located in one (1) building.
  - d. Off-street parking shall be provided at one and one-half (1½) spaces per unit or apartment, shall be hard-surfaced, and shall conform to all other provisions of Article VI-3 herein.
  - e. Driveways shall be at least twenty-six (26) feet in width and shall be hard-surfaced.
  - f. All yards shall be graded, seeded, and appropriately landscaped. A permanent opaque fence six (6) feet high, or a dense planting of mixed deciduous and evergreen trees and shrubs providing equal screening shall separate such apartment uses from any other residence zone along the common boundary.
  - g. The Board may require a performance bond for any and all of the proposed site improvements.
  - h. The owner, or his authorized agent, of the land for which such a special permit is requested shall file with the Board as part of his application a site plan showing the location and extent of buildings, parking, access ways, sidewalks, storm drainage, plantings and existing and

proposed grading.

- B. Height, area, yard and minimum floor area requirements shall conform to Article V, Height and Area Regulations.

#### Section 4 - Business Zone B

##### A. Permitted Uses

1. Any use of buildings, structures and land permitted in a Residence R-20 zone, provided that seasonal dwellings must be authorized by the Board of Appeals.
2. Multi-family dwellings, subject to the requirements of Article IV, Section 3-A-5.
3. Hotel, motel, or inn.
4. Retail store.
5. Business or professional office or bank.
6. Indoor theatre, hall, club, outdoor theatre if authorized by the Board of Appeals, and other places of amusement and assembly.
7. Funeral home.
8. Restaurants, taverns, or other eating places.
9. Filling stations or garages, if authorized by the Board of Appeals, subject to the requirements of Article VI, Section 4.
10. Wholesale business and storage warehouse, not including a junk yard, junk storage, or scrapping of automobiles, parts, or salvage thereof.
11. Newspaper and job printing.
12. Salesrooms for motor vehicles.
13. Retail business, service, or public utility, not involving manufacturing on the premises except of products the major portion of which are to be sold at retail on the premises to the consumer and further provided that not more than four (4) operators or employees, unless more operators or employees are authorized by the Board of Appeals, shall be employed in such business.

14. Storage and distribution of lumber and building materials.
  15. Signs in conjunction with the above uses, subject to the requirements of Article VI-2-B herein.
  16. Accessory uses customarily incident to any use permitted herein.
- B. Height, area, yard and minimum floor area requirements shall conform to Article V, Height and Area Regulations.
1. All single family dwellings shall conform to all provisions of Article V for Residence R-20 zones.
  2. All multiple family dwellings shall conform to all provisions of Article V for Residence R-20 zones.

#### Section 5 - Business Restricted Zone BR

- A. Permitted Uses
1. All uses permitted in Article IV, Section 4, Business Zone B.
  2. Signs in conjunction with the above uses, subject to the provisions of Article VI-2-B herein.
  3. Off-street parking and loading, subject to the requirements of Article VI-3 herein.
  4. Accessory uses customarily incident to any use permitted herein.
- B. Height, area, yard and minimum floor area requirements shall conform to Article V, Height and Area Regulations.
1. Any residence shall conform to all height, area, yard and minimum floor area requirements of the Residence R-20 zone.
- C. Site Plan Approval
1. Before any building permit may be issued or before any construction of any building or land improvement, a site plan shall be submitted to the Board of Appeals.
  2. The Board of Appeals shall hold a public hearing as provided by Chapter 40A of the General Laws of the Commonwealth of Massachusetts.

3. The site plan shall be submitted to the Planning Board for its review and recommendations to the Board of Appeals. Such comments and recommendations by the Planning Board shall be transmitted to the Board of Appeals and be made a part of the record of such public hearing.
4. Contents of the Site Plan
  - a. Application to the Board shall be accompanied by two (2) or more copies of a site plan showing existing boundaries of the lot or parcel, existing topography and proposed grading, proposed drainage, proposed lighting, and the extent and location of proposed structures, parking, access ways, other uses and open spaces.
  - b. Any parking space or area shall not be closer than twenty (20) feet to the nearest property line abutting a street or to any residential zone; nor shall any exterior parking space or area be closer to any building on the property than ten (10) feet. All driveways shall be hard-surfaced and at least twenty-six (26) feet in width.
  - c. Landscape planting, including trees, shrubs, grass or ground cover, shall be provided and permanently maintained by the owner in the area required for setback from property and street lines to the satisfaction of the Board. All existing natural growth shall be preserved where practicable. Where a Business Restricted Zone abuts a Residence Zone on the side or rear, a dense planting at least thirty (30) feet in width shall be provided. The Board may require more extensive plantings or opaque fencing if unusual conditions demand more screening or noise abatement.
  - d. No building permit shall be issued in a Business Restricted Zone except in accordance with the approved site plan.
  - e. No site plan shall be approved which is inconsistent with the public welfare or which impairs the integrity of these By-laws, or which does not fully safeguard the appropriate use of the land in the immediate neighborhood.



## Section 6 - Industrial Zone I

### A. Permitted Uses

1. Processing, distribution and storage of milk, ice cream and other dairy products.
2. Manufacture and processing of food products, including candy.
3. Storage and distribution of fuels, on a wholesale basis.
4. Storage and distribution of lumber and building materials.
5. Manufacture or processing of mill work and other wood products.
6. Manufacture or processing of metal products in a machine shop or blacksmith shop.
7. Laundering and dry cleaning.
8. Printing, engraving and bookbinding.
9. Manufacture or processing of textiles, leather or plastics.
10. Processing or warehousing of tobacco, if authorized by the Board of Appeals.
11. Manufacture or processing of stone, concrete or clay products for structural or monumental purposes.
12. Public storage of goods in fireproof warehouses.
13. Outdoor theatres, if authorized by the Board of Appeals.
14. Public utilities.
15. Any use permitted in Business B Zones, except residential uses.
16. Signs in conjunction with the above uses, subject to the provisions of Article VI-2-B herein.
17. Accessory uses customarily incident to any use permitted herein.
18. All uses shall be subject to the performance standards of Article IV, Section 7, Industrial Restricted Zone.

B. Prohibited Uses

The following uses shall be prohibited in Industrial Zones, or in any zone of the Town of Southwick:

1. Race tracks.
2. Tourist cabins.
3. Crematories.
4. Asphalt manufacture or refining of tar products.
5. Drop forge or foundry.
6. Incineration reduction, or dumping of offal or disposal of garbage on a commercial basis.
7. Junk yards, including the storage of any unregistered vehicles outside of a building or structure provided that one unregistered vehicle may be temporarily stored on the premises for a period of time not to exceed three (3) months.
8. Slaughter houses.

C. Height, area, and yard requirements shall conform to Article V, Height and Area Regulations.

Section 7 - Industrial Restricted Zone IR

A. Permitted Uses

1. All uses permitted in Article IV, Section 6, Industrial zones.
2. Signs in conjunction with the above uses, subject to the provisions of Article VI-2-B herein.
3. Off street parking and loading, subject to the requirements of Article VI-3 herein.
4. Accessory uses customarily incident to any use permitted herein.

B. Height, area, yard and minimum floor area requirements shall conform to Article V, Height and Area Regulations.

### C. Site Plan Approval

1. Before any building permit may be issued or before any construction of any building or land improvement, a site plan shall be submitted to the Board of Appeals.
2. The Board of Appeals shall hold a public hearing as provided by Chapter 40A of the General Laws of the Commonwealth of Massachusetts.
3. The site plan shall be submitted to the Planning Board for its review and recommendations to the Board of Appeals. Such comments and recommendations by the Planning Board shall be transmitted to the Board of Appeals and be made a part of the record of such public hearing.
4. Contents of the Site Plan
  - a. Application to the Board shall be accompanied by two (2) or more copies of a site plan showing existing boundaries of the lot or parcel, existing topography and proposed grading, proposed drainage, proposed lighting, and the extent and location of proposed structures, parking, access ways, other uses and open spaces.
  - b. Any parking space or area shall not be closer than twenty (20) feet to the nearest property line abutting a street or to any residential zone; nor shall any exterior parking space or area be closer to any building on the property than ten (10) feet. All driveways shall be hard-surfaced and at least twenty-six (26) feet in width.
  - c. Landscape planting, including trees, shrubs, grass or ground cover, shall be provided and permanently maintained by the owner in the area required for setback from property and street lines to the satisfaction of the Board. All existing natural growth shall be preserved where practicable. Where an Industrial Restricted Zone abuts a Residence Zone on the side or rear, a dense planting at least thirty (30) feet in width shall be provided. The Board may require more extensive plantings or opaque fencing if unusual conditions demand more screening or noise abatement.
  - d. The following performance standards shall be met:
    - (1) No dust, dirt, fly ash or offensive smoke shall be emitted into the air.
    - (2) No offensive odors, or noxious, toxic, corrosive fumes or gases shall be emitted into the air.

- (3) No noise which is objectionable due to volume, intermittence, beat, frequency, or shrillness shall be transmitted outside the property where it originates.
  - (4) No offensive or harmful wastes shall be discharged into any stream or watercourse or onto any adjoining property.
  - (5) No activity shall be conducted which is hazardous to persons or property outside of the lot on which the activity is conducted.
- e. No building permit shall be issued in an Industrial Restricted Zone except in accordance with the approved site plan.
  - f. No site plan shall be approved which is inconsistent with the public welfare or which impairs the integrity of these By-laws, or which does not fully safeguard the appropriate use of the land in the immediate neighborhood.

#### ARTICLE V - HEIGHT AND AREA REQUIREMENTS

##### A. Building Schedule

All buildings or structures erected after the effective date of this Zoning By-law shall conform to the requirements of the following Building Schedule for the zones in which they are located:

##### HEIGHT, AREA AND YARD REQUIREMENTS

ZONE	LOT AREA SQ. FT.	LOT. WIDTH FT.	YARD REQUIREMENTS				MAX. HGT. FT.	MIN. FLOOR AREA SQ. FT.
			FRONT FT.	SIDE MIN. FT.	SIDE AGGREG. FT.	REAR FT.		
AC**	40,000	200	50	20	50	50	35/60	768
R-40	40,000	200	50	20	50	50	35	768
R-20	20,000	150	40	10	20	40	35	768
" *	2 acres	200	100	50	100	50	35	500/DU
B	10,000	100	20	0	10	20	35	---
BR	5 acres	200	75	10	20	50	35	2,000
I	40,000	200	100	20	50	100	35	---
IR	10 acres	500	100	50	100	50	35	10,000

\*\* See text, Article IV, Section 1.

\* Apartment dwellings in R-20 zones.

- B. Minimum floor area for dwellings shall conform to the above Building Schedule, with floor area to be counted exclusive of garages, breezeways and open porches.
- C. The limitations of height in feet set forth in this section shall not apply to chimneys, or other usual accessory features carried above the roof, or to towers and spires of churches and public buildings, if such features are not intended for human occupancy.

D. Projections

Nothing in this By-law shall prevent the projection of steps, eaves, cornices, or window sills into any required yard.

E. Obstructions to view

On a corner lot no sign, fence, wall, tree, hedge or other vegetation, and no building or structure shall be erected, placed or maintained more than three and one-half (3½) feet above established street grades, within the area formed by the intersecting street lines and a straight line joining said street lines at points which are twenty-five (25) feet distant from the point of intersection, measured along said street lines.

## ARTICLE VI - GENERAL REGULATIONS

### Section 1 - Non-Conforming Uses

A. Use of Buildings, Structures and Land

For the purpose of this By-law any lawful building or structure or use of a building, structure or land or part thereof may be constructed, altered, and enlarged and used for any purpose or purposes which are not injurious, noxious, offensive or detrimental to a neighborhood and do not violate any section of this By-law or any of the provisions of the laws of the Commonwealth of Massachusetts and the laws of the Town of Southwick in regard to health and safety of its inhabitants.

B. Existing Uses Not Affected

Any lawful use being made of any building, structure or premises at the time of this By-law taking effect may be continued in the same building, structure or premises even though such use does not conform to the regulations of the Zone in which such building,

structure or premises is located. Any building, part of a building or land which at the time of the adoption of this By-law is being put to a non-conforming use may be:

1. Continued in that use provided such use has not been abandoned or discontinued for one year.
2. Enlarged in that use to not more than twenty-five per cent (25%) greater in volume or area than that which existed at the time of the adoption of this By-law, unless an exception is granted by the Board of Appeals.
3. Changed to a similar use or to a more restricted use, provided that when changed it shall not be returned to a less restricted use.
4. Rebuilt or restored at the same location and again used as previously, in the case of a building destroyed or damaged by fire, explosion or other catastrophe, provided that such rebuilding or restoring shall be completed within twelve (12) months after such catastrophe and further provided that the building, as restored shall not be greater in volume or area than the original non-conforming structure unless permitted by the Board of Appeals.

#### C. Non-Conforming Lots

1. Nothing in this Zoning By-law shall prevent the erection or placing of any structure or building on a lot containing smaller area than required in the Zone in which it is located, provided the lot was duly recorded prior to the effective date of this By-law, and further provided said lot does not adjoin other land of the same owner available for use in connection with said lot.
2. Non-conforming lots having eighty (80) feet or more of frontage shall maintain required front and rear yards, but may have side yards of no less than ten (10) feet.
3. Non-conforming lots having less than eighty (80) feet of frontage shall maintain required front and rear yards, but may have side yards of no less than five (5) feet.

#### Section 2 - Signs

- A. In Residential and Agriculture and Conservation Zones, only the following signs shall be permitted:

1. One professional or announcement sign, not in excess of one (1) square foot in area, for each family occupying the premises.
2. One real estate sign, not in excess of four (4) square feet in area, advertising the sale, rental, or lease of only the premises on which it is located. Such signs shall be located not nearer than twenty (20) feet to the street line.
3. In the case of real estate subdivision development, one (1) sign not in excess of thirty (30) square feet in area shall be permitted for a period of time not to exceed two (2) years. Such signs shall be located not nearer than twenty (20) feet to the street line.
4. A contractor's sign not in excess of four (4) square feet in area, when displayed on a building under construction.
5. Bulletin boards on the premises of churches and educational institutions, not in excess of twelve (12) square feet in area. Such signs shall be located not nearer than twenty (20) feet to the street line.
6. In appropriate cases with appropriate safeguards, the Board of Appeals may grant special permits for a directional sign to places of interest to the general public which are located six hundred (600) feet or more from a recognized main route of travel in the Town of Southwick.
7. Two temporary signs advertising only products in season raised and sold on the premises subject to the following restrictions:
  - a. Such signs shall not be in excess of sixteen (16) square feet in area.
  - b. Such signs shall not project more than four (4) feet above the adjoining ground level.
  - c. Such signs shall be located not nearer than ten (10) feet from the street line.

B. In Business and Industrial Zones only the following signs shall be permitted:

1. Any sign permitted in Residential and Agriculture and Conservation Zones.
2. Two (2) signs advertising goods or services offered by the

occupant of the premises for sale, hire or use. One (1) sign affixed to the wall or roof of the building and/or one (1) sign affixed to a pole, subject to the following:

- a. Signs when affixed to the wall or roof of a building shall be limited to three (3) square feet in area for each lineal foot of such wall.
  - b. Such signs when not affixed to the wall or roof of a building shall not exceed twelve (12) square feet in area and shall not be located nearer than twenty (20) feet to the street line except in the event of a sign affixed to a pole and elevated at least fourteen (14) feet above the ground level. The said pole may be set two (2) feet inside of the street line with the said sign affixed to the side of the said pole farthest from the street line.
- C. No sign permitted under this section, when lighted, shall flash or oscillate.

### Section 3 - Off-Street Parking

#### A. General Provisions

1. Each parking space shall contain at least two hundred and twenty (220) square feet, exclusive of access drives or aisles, and shall be not less than ten (10) feet in width. Spaces for all uses except residence shall be hard-surfaced and each space shall be marked with white lines.
2. Each off-street loading space shall be not less than twelve (12) feet in width, twenty-five (25) feet in length, and fourteen (14) feet in height, and shall be hard-surfaced.
3. All off-street spaces shall have bumper and wheel guards where needed.
4. Any illumination of parking or loading areas shall be so arranged that the light is reflected away from any adjoining residential premises.
5. Off-street loading space must be provided on the same lot with the principal use to which it is accessory. Off-street parking space may be provided on the same lot or within two hundred (200) feet of the principal use to which it is accessory.



B. Parking Space Required in Any Zone

1. Dwellings - At least one space for each family dwelling unit occupying any lot.
2. Auditorium, theatre, or other place of public assembly - At least one space for every eight (8) seats, based upon maximum capacity.
3. Hotel, motel or tourist home - At least one space within one hundred (100) feet of the unit for each guest sleeping room, plus at least one space for every three (3) employees.
4. Restaurant, lunch room, tavern, bar, or other eating place - At least one parking space for every fifty (50) square feet of floor area devoted to customer service.
5. Hospital, sanatorium or nursing home - At least one space for every four (4) beds.
6. Offices - At least one space for every one hundred and fifty (150) square feet of floor space.
7. Retail and commercial establishments - At least one space for every two hundred and fifty (250) square feet of floor area devoted to customer service.
8. Industrial or manufacturing establishments - At least one space for every five hundred (500) square feet of gross area, or for every three (3) employees, whichever is greater.

C. Loading Space Required in Any Zone

For any retail, commercial, hotel, industrial, manufacturing, or hospital use, one off-street loading space shall be required for every five thousand (5,000) square feet of gross floor area.

Section 4 - Public Garages, Service Stations and Liquor Establishments

No permit shall be issued for the erection or enlargement of a public garage, a motor vehicle service station, a gasoline filling station, a commercial establishment selling liquor, or any accessory uses thereto, when the principal entrance to such premises is situated

within a distance of five hundred (500) feet as measured along the street line, of a Residential Zone, or of any lot used principally as a charitable institution, a playground, a church or a public library. No driveway to such premises shall be closer than twenty-five (25) feet to any side lot line. Public garages, motor vehicle service stations, gasoline filling stations, or any accessory use thereto shall be set back to a minimum of fifty (50) feet from any street line and any side lot line. Services creating noise, odors or liquid drainage shall be permitted only within a building. No public garage, motor vehicle service station, gasoline filling station or any accessory use thereto shall be permitted within one hundred fifty (150) feet as measured along the street line of the nearest part of the building or structure of an existing business of a different nature, unless authorized by the Board of Appeals. No public garage, motor vehicle service station, gasoline filling station or any accessory use thereto shall be permitted within twenty-five hundred (2500) feet as measured along the street line of the nearest part of any existing building of any other public garage, motor vehicle service station, gasoline filling station or accessory use thereto, unless authorized by the Board of Appeals. No existing public garage, motor vehicle service station, gasoline filling station, commercial establishment selling liquor, or accessory use thereto shall be deemed to be a non-conforming use through the subsequent erection of any such charitable institution, playground, church or public library.

#### Section 5 - Trailers

A trailer may be stored by its owner in the rear yard of a lot occupied by him as his permanent residence, but no trailer may be occupied for sleeping, living, cooking or carrying on a business in any district in the Town of Southwick with the exception that a trailer park (two (2) or more trailers) may be permitted in Residential Zones, if authorized by the Board of Appeals and licensed by the Board of Health. Such a trailer park shall be subject to the following restrictions:

- A. No lot or parcel of land shall be used for the parking of trailers which contains less than one hundred thousand (100,000) square feet or less than two hundred fifty (250) feet frontage on a public way at least fifty (50) feet in width. At least one driveway shall give access to the street and such driveway shall be not less than fifty (50) feet in width and not less than one hundred fifty (150) feet from the nearest intersection on either side of the said public way. No roadway within the bounds of such trailer park shall be less than fifty (50) feet in width. Such roadways shall be paved and sidewalks provided, as required

in a subdivision under the Subdivision Regulations of the Planning Board. Such roadways shall be lighted at night.

- B. No trailer space shall be less than three thousand (3,000) square feet in area and no trailer space shall be less than thirty (30) feet in width.
- C. Each trailer space and the entrance thereto shall abut on a "trailer park" roadway and not on a public way in existence in the Town.
- D. Each trailer shall be provided with adequate electric service, water supply, and connection for sanitary wastes. Such waste connections shall be connected through a sewer line to a septic tank and drain field system having a capacity of six hundred (600) gallons per trailer and shall be subject to the regulations of the Board of Health.
- E. Every trailer park shall be provided with garbage cans and rubbish cans with tight fitting covers, or other means of disposal as approved by the Board of Health. Adequate garbage and rubbish collection shall be provided.
- F. Open spaces shall be provided as follows:
  - 1. Seventy-five (75) feet from the public way to the nearest trailer.
  - 2. Twenty-five (25) feet from side or rear lot lines of the trailer park to the nearest trailer.
  - 3. Twenty (20) feet between trailers or between trailers and any permanent building.
- G. Every trailer shall be located on its individual space in the following manner:
  - 1. The length of the trailer shall be parallel to the side lot line.
  - 2. Every trailer shall be located exactly five (5) feet from the right side lot line.
  - 3. Every trailer shall be located exactly twenty (20) feet from the trailer park roadway line to the trailer hitch.
- H. A parking area or areas shall be provided to accommodate at least one automobile per trailer. No automobile parking shall be allowed on the trailer space or in the roadways. Such parking area space shall be located not less than fifty (50) feet from the street line and not less than forty (40) feet from the side or rear lot lines

of the trailer park.

- I. Every trailer park shall be subject to any State Statute, Board of Health Regulation or By-law which may impose a greater restriction than this By-law.

#### Section 6 - Earth Excavation

- A. The excavation and processing of earth products such as sand, gravel, stone, loam, peat and earth, provided that other materials are not carried into the district to be used in any way in the processing of earth products, shall be permitted by the Board of Appeals as an exception subject to the following regulations and procedure; except that the following shall be permitted in any zone provided that no permanent damage is done to the landscape:
  1. Excavation and removal of less than fifty (50) cubic yards over a period of a year from any single parcel of land legally recorded.
  2. Necessary foundation and trench excavation or other site grading in connection with work on the premises for which a building permit has been issued.
  3. Excavation and removal of sand, loam, gravel, peat, stone or other earth products by the Town of Southwick for its use.
- B. Before any excavation, removal or processing of earth products may be undertaken or continued, the property owner or his agent shall apply to the Board of Appeals for a special permit. The application for a special permit shall be accompanied by a plan of operations including the following maps, plans and specifications:
  1. Location of the premises, names of abutting owners, and an estimate of the amount of material to be excavated or removed.
  2. Grading plan showing existing contours in the area to be excavated and proposed contours for the area after operations. Such plans shall include the area to be excavated as well as the surrounding area within fifty (50) feet of the excavation and shall be drawn at a convenient scale.
  3. Existing and proposed drainage of the site.
  4. Proposed truck access to the excavation.

5. An estimate of the number and types of trucks and other machinery to be used on the site, hours of operation and the locations and types of any buildings to be erected.
- C. The Board will hold a public hearing in accordance with the provisions of Chapter 40A, Section 17, of the General Laws of the Commonwealth of Massachusetts, and grant the permit only when it is satisfied that the following conditions will be complied with in the undertaking of such excavation:
1. The premises shall be excavated and graded in conformity with the plan as approved and any deviation from the plan shall be a violation and cause for the Board to revoke the permit.
  2. The applicant shall file with the Board a performance bond in such amount as the Board shall deem sufficient to insure completion of the work following excavation pursuant to the conditions as set forth below.
  3. No washing, crushing or other forms of processing except screening and sifting, shall be conducted upon the premises unless located within an Industrial Zone.
  4. No fixed machinery shall be erected or maintained within one hundred (100) feet of any property or street line.
  5. No excavation shall take place within fifty (50) feet of a property line or of a street line if below the established grade of the street or property line.
  6. Subject to approval by the Board, temporary shelter for machinery and field office may be provided.
  7. At all stages of operations, proper drainage shall be provided to prevent the collection and stagnation of water and to prevent harmful effects upon surrounding properties.
  8. During the period of excavation and removal, barricades or fences may be required by the Board.
  9. Truck access to the excavation shall be so arranged as to minimize danger to traffic and nuisance to surrounding properties. The Board may require that access roads be provided with a dustless surface.
  10. Proper measures, as determined by the Board, shall be taken to minimize the nuisance of noise, flying rock or dust and unsightly or dangerous conditions. Such measures may include, when considered necessary, limitations upon the practice of

stockpiling excavated materials upon the site and hours of work.

11. When excavation and removal operations or either of them are completed, the excavated area shall be graded so that slopes in disturbed areas shall be no steeper than 1:2 (vertical-horizontal). A layer of topsoil shall be spread over the excavated area, except exposed rock surfaces, to a minimum depth of four inches in accordance with the approved final grading plan.
- D. Any such permit shall expire one year from the date of issuance unless renewed by the Board. The Board shall not renew or extend any permit unless the operator is able to show, through the report of a registered engineer, that the excavation already completed conforms with the plan of operations as approved.
- E. If for any reason the operation of the bank is abandoned for twelve (12) months, the permit is void and the owner or his agent must apply for a new permit and furnish such engineering data and bond as may be required by the Board, or conform with the finishing requirements of this section.

## ARTICLE VII - ADMINISTRATION

### Section 1 - Enforcement

This By-law, and any amendment thereto, shall be administered by the Building Inspector who shall be appointed by the Board of Selectmen for a period of one (1) year, or until a successor is appointed. He shall receive remuneration for his duties in an amount to be set by the Board of Selectmen. He shall approve no application for permits required under this By-law for buildings or structures of any kind for which plans and specifications, and intended use are not in all ways in conformity with this By-law. He shall have full authority, with the approval of the Board of Selectmen, to prosecute in any Court of proper jurisdiction, any action, suit or proceeding for the enforcement of this By-law. No person shall be appointed to, or hold the office of Building Inspector, who is not a resident of the Town of Southwick, or who is actively or financially interested in any way with building in the Town of Southwick, and who has not had at least five (5) years experience as a building contractor, or five (5) years experience as a building construction foreman, or two (2) years experience in

building construction as a civil engineer or architect.

A. Building Permits

1. No construction for a building or structure shall be started, and no building or structure shall be erected, moved, altered, or the use of changed until a building permit for the proposed work or use change, shall have been issued and a certificate of occupancy applied for, except that no building permit or other permit shall be required for the installation, erection, alteration, or maintenance of the following structures:
  - a. Door and window awnings.
  - b. Home television and radio antennae.
  - c. Fences not in excess of four (4) feet in height, provided that for each square foot of solid fence material there be an equal area of open space for the passage of light.
2. An application for a building permit shall be made by the owner or his agent, in writing, on an approved form which shall include:
  - a. Two (2) copies of the approved application form.
  - b. Two (2) copies of the plot plan drawn to scale, and showing the actual dimensions of the lot and the exact location and size of the buildings or structures already upon the lot, if any, and of the buildings or structures to be erected, moved, altered, or the use of changed, together with streets adjacent to the lot.
  - c. Two (2) copies of dimensional plans of the proposed buildings or structures in such detail as will permit the building inspector to determine if such buildings or structures conform to the provisions of this By-law.
  - d. Two (2) copies of Board of Health applications where the proposed work requires new, altered, or additional sewage disposal systems. No building permit shall be issued until the approval of the Board of Health has been received in writing by the Building Inspector.
3. A building permit shall become void unless construction is commenced within thirty (30) days of the date of issue and completed within one (1) year of the date of issue, unless such time shall have been extended by the Building Inspector in writing.

4. A record of such applications and plans herein referred to, and the action taken thereon shall be kept on file in the office of the building inspector.
5. If required by the Building Inspector, with the approval of the Board of Selectmen, the owner or his agent shall file with the building inspector a copy of the plot plan showing the lot lines and the location of buildings or structures, certified by a licensed surveyor or engineer as complying with this By-law, prior to the issuing of a building permit.
6. Fees for the above permits shall be set by the Board of Selectmen.

#### B. Occupancy Permits

1. No land, building, or structure, used for dwelling purposes, the use, area, or construction of which has been changed, extended, enlarged, or altered, after the effective date of this By-law, shall be occupied or used in whole or in part until a certificate of occupancy shall have been issued showing compliance with applicable provisions of this By-law.
2. No non-conforming use of land, buildings or structures, used for dwelling purposes, the use, area, or construction of which has been changed, extended, enlarged or altered, after the effective date of this By-law, shall be occupied or used in whole or in part, until a certificate of occupancy shall have been issued showing compliance with applicable provisions of the By-law.
3. No new building or structure, used for dwelling purposes, permitted after the effective date of this By-law shall be occupied or used, in whole or in part, until a certificate of occupancy shall have been issued showing compliance with applicable provisions of this By-law.
4. A certificate of occupancy shall be issued within ten (10) days after completion and compliance with all applicable provisions of this By-law and a written request filed with the Building Inspector. A record of all such certificates shall be kept on file in the office of the building inspector.
5. Fees for the above certificates shall be set by the Board of Selectmen.



## Section 2 - Board of Appeals

- A. A Board of Appeals consisting of three (3) members and two (2) associate members, is hereby established. The members and associate members of said Board shall be appointed in accordance with Chapter 40A, Section 14, General Laws of the Commonwealth of Massachusetts, Tercentenary Edition, and shall serve without remuneration.
- B. The Board of Appeals shall have the following powers:
  - 1. To hear and decide appeals taken as provided in this By-law.
  - 2. To hear and decide applications for special permits for exceptions as provided in this By-law upon which such Board is required to pass.
  - 3. To authorize upon appeal, or upon petition in cases where a particular use is sought for which no permit is required, with respect to a particular parcel of land or to an existing building thereon, a variance from the terms of this By-law where, owing to conditions especially affecting such parcel of building but not affecting generally the zoning district in which it is located, a literal enforcement of the provisions of this By-law would involve substantial hardship, financial or otherwise to the appellant, and where desirable relief may be granted without substantial detriment to the public good and without nullifying or substantially derogating from the intent or purpose of this By-law, but not otherwise. In exercising these powers, the Board may impose limitations both of time and use, and a continuation of the use permitted may be conditioned upon compliance with regulations to be made and amended from time to time thereafter.
- C. Procedures and hearing and rules shall be in accordance with the provisions of Chapter 40A of the General Laws of the Commonwealth of Massachusetts.

## Section 3 - Amendments to the Zoning By-law and Zoning Map

No amendments to this By-law and no zone line or zone as indicated on the Zoning By-law Map, which is a part of this By-law, shall be changed except by vote at a Town Meeting after the Planning Board has held a public hearing thereon, after due notice given, and has submitted a final report with recommendations to the Town Meeting or otherwise acted in accordance with the applicable provisions of Chapter 40A of the General Laws of the Commonwealth of Massachusetts.

#### Section 4 - Repeal

All By-laws or parts of By-laws heretofore passed, inconsistent herewith, are hereby repealed.

#### Section 5 - Validity

Should any sections or provisions of this By-law be decided by the Courts of competent jurisdiction or the Attorney General to be unconstitutional or invalid, such decision shall not affect the validity of this By-law as a whole or any part thereof other than the part so decided as being unconstitutional or invalid.

#### Section 6 - Effective Date

This by-law shall take effect upon the completion of the requirements for adoption of a zoning by-law as stated in Chapter 40 A of the General Laws of the Commonwealth of Massachusetts.

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RULES AND REGULATIONS  
GOVERNING THE SUBDIVISION OF LAND IN THE  
TOWN OF SOUTHWICK, MASSACHUSETTS

PURPOSE

(Section 81-M of Chapter 41, G.L.)

"The Subdivision Control Law has been enacted for the purpose of protecting the safety, convenience and welfare of the inhabitants of the cities and towns in which it is, or may hereafter be, put in effect by regulating the layout and construction of ways in subdivisions providing access to the several lots therein, but which have not become public ways, and insuring sanitary conditions in subdivisions and in proper cases parks and open spaces. The powers of a Planning Board and of a Board of Appeals under the Subdivision Control Law shall be exercised with due regard for the provision of adequate access to all of the lots in a subdivision by ways that will be safe and convenient for travel; for lessening congestion in such ways and in the adjacent public ways; for reducing danger to life and limb in the operating of motor vehicles; for securing safety in the case of fire, flood, panic and other emergencies; for insuring compliance with the applicable zoning ordinances or by-laws; for securing adequate provisions for water, sewerage, drainage and other requirements where necessary in a subdivision; and for coordinating the ways in a subdivision with each other and with the public ways in the city or town in which it is located and with the ways in neighboring subdivisions."

SECTION I - AUTHORITY

Under the authority vested in the Planning Board of the Town of Southwick by Section 81-Q of Chapter 41, G.L., said Board hereby adopts these Rules and Regulations governing the subdivision of land in the Town of Southwick. Such Rules and Regulations shall be effective on and after \_\_\_\_\_, 1967.

## SECTION II - GENERAL

### A. Definitions

1. Applicant, also subdivider, shall include an owner, or his agent or representative, or his assigns.
2. Board shall mean the Planning Board of the Town of Southwick.
3. Lot shall mean an area of land in one ownership, with definite boundaries, used, or available for use, as the site of one or more buildings.
4. Municipal service shall mean public utilities furnished by the city or town in which a subdivision is located, such as water, sewerage, gas or electricity.
5. Recorded shall mean recorded in the registry of deeds of the county or district in which the land in question is situated, except that, as affecting registered land, it shall mean filed with the recorder of the land court.
6. Register of deeds shall mean the register of deeds of the county or district in which the land in question, or the city or town in question, is situated, and, when appropriate, shall include the recorder of the land court.
7. Registered mail shall mean registered or certified mail.
8. Registry of deeds shall mean the registry of deeds of the county or district in which the land in question is situated, and, when appropriate, shall include the land court.
9. Subdivision shall mean the division of a tract of land into two or more lots and shall include resubdivision, and when appropriate to the context, shall relate to the process of subdivision or the land or territory subdivided; provided, however, that the division of a tract of land into two or more lots shall not be deemed to constitute a subdivision within the meaning of the subdivision control law if, at the time when it is made, every lot within the tract so divided has frontage on (a) a public way or a way which the town clerk of the town of Southwick certifies is maintained and used as a public way, or (b) a way shown on a plan theretofore approved and endorsed in accordance with the subdivision control law, or (c) a way in existence when the subdivision control law became effective in the town of Southwick, having, in the opinion of the planning board, sufficient width,

suitable grades and adequate construction to provide for the needs of vehicular traffic in relation to the proposed use of the land abutting thereon or served thereby, and for the installation of municipal services to serve such land and the building erected or to be erected thereon. Such frontage shall be of at least such distance as is required by the Zoning By-law of the town of Southwick for erection of a building on such lot. Conveyances or other instruments adding to, taking away from, or changing the size and shape of, lots in such a manner as not to leave any lot so affected without the frontage above set forth, or the division of a tract of land on which two or more buildings were standing when the subdivision control law went into effect in the town of Southwick into separate lots on each of which one of such buildings remains standing, shall not constitute a subdivision.

B. Plan Believed Not to Require Approval

Any person who wishes to cause to be recorded in the Registry of Deeds or to be filed in the Land Court a plan of land and who believes that this plan does not require approval under the Subdivision Control Law, may submit his plan and application Form A (see appendix) to the Planning Board accompanied by the necessary evidence to show that the plan does not require approval. Said person shall file, by delivery or registered mail, a notice with the Town Clerk stating the date of submission for such determination and accompanied by a copy of said application. If the Board determines that the plan does not require approval, it shall forthwith, without a public hearing, affix the signatures of a majority of the Board, as endorsement, to a form which shall be located in the lower left portion of such plan by the applicant. Such form of approval shall be as follows:

PLANNING BOARD APPROVAL UNDER  
SUBDIVISION CONTROL LAW NOT  
REQUIRED

\_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

PLANNING BOARD OF THE TOWN OF  
SOUTHWICK, MASSACHUSETTS

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Such plan shall be returned to the applicant and the Board shall notify the Town Clerk, in writing, of its action.

If the Board determines that in its opinion the Plan requires subdivision approval, the Board shall so notify the Applicant within fourteen days of the submission of the Plan, with written notice of its determination, and shall also so inform the Town Clerk. Such applicant may submit his plan for approval as provided by the Rules and Regulations of the Board. An applicant may appeal from the determination of the Board in the manner provided in Section 81-BB of Chapter 41, G.L.

If the Board fails to act upon a plan submitted under this section, or fails to notify the Town Clerk and the person submitting the plan of its action within fourteen days after its submission, it shall be deemed to have determined that approval under the subdivision control law is not required, and it shall forthwith make such endorsement on said plan, and on its failure to do so forthwith the town clerk shall issue a certificate to the same effect. The plan bearing such endorsement or the plan and such certificate, as the case may be, shall be delivered by the planning board, or in the case of the certificate, by the town clerk, to the person submitting such plan.

c. Subdivision

No person shall make a subdivision within the meaning of the Subdivision Control Law of any land within the town, or proceed with the improvement or sale of lots in a subdivision or the construction of ways, or the installation of municipal services thereon, unless and until a Definitive Plan of such subdivision has been submitted to and approved by the Planning Board as hereinafter provided.

SECTION III - PROCEDURE FOR THE SUBMISSION AND APPROVAL OF PLANS

A. Preliminary Plan

1. General

A Preliminary Plan of a subdivision may be submitted by the applicant to the Board and to the Board of Health. The applicant shall give written notice to the Town Clerk by registered mail, postage prepaid, that he has submitted such a plan. The submission of such a preliminary plan will enable the subdivider, the Planning Board and other municipal agencies to discuss and clarify the problems of such subdivision



before a Definitive Plan is approved. Therefore, it is strongly recommended that a Preliminary Plan be filed in every case.

## 2. Contents

The Preliminary Plan may be drawn on tracing paper with pencil at a suitable scale and two prints shall be filed with the office of the Board. Said Preliminary Plan should show sufficient information about the subdivision to form a clear basis for discussion of its problems and for the preparation of the Definitive Plan. Such information shall include:

- a. Major site features such as existing stone walls, fences, buildings, large trees, rock ridges and outcroppings, swamps and water bodies.
- b. Existing topography at a contour interval not to exceed 10 feet.
- c. All information required by items "a" to "d", inclusive, of the Contents of the Definitive Plan. (Section III-B-2)

During discussion of the Preliminary Plan, the complete information required for the Definitive Plan (Section III-B-2) and the performance guarantee (Section III-B-3) will be developed.

## 3. Preliminary Plan Approval

The Planning Board will approve such plan, with or without modifications, or will disapprove such plan, stating the reasons therefor, within sixty days of submission, and the Town Clerk shall be notified of the Board's action. Such approval does not constitute approval of a subdivision, but does facilitate the procedure in securing approval of the Definitive Plan.

## B. Definitive Plan

### 1. General

Any person who submits a Definitive Plan of a subdivision to the Planning Board for approval shall file with the Board the following:

- a. An original drawing of the Definitive Plan and three contact prints thereof, dark line on white background. The original drawing will be returned after approval

or disapproval.

- b. A properly executed application Form B. (See Appendix.)
- c. A deposit to cover the cost of advertising and notices.

The applicant shall file by delivery or registered mail a notice with the Town Clerk stating the date of submission for such approval and accompanied by a copy of the completed application Form B.

## 2. Contents

The Definitive Plan shall be prepared by a registered engineer or a registered surveyor and shall be clearly and legibly drawn in black India ink upon tracing cloth. The plan shall be at a scale of one inch equals forty feet, or such other scale as the Board may accept to show details clearly and adequately. Sheet sizes shall preferably not exceed 24" by 36". If multiple sheets are used, they shall be accompanied by an index sheet showing the entire subdivision. The Definitive Plan shall contain the following information:

- a. Subdivision name, boundaries, north point, date and scale.
- b. Name and address or record owner, subdivider and registered engineer or registered surveyor.
- c. Names of all abutters as they appear in the most recent tax list.
- d. Existing and proposed lines of streets, ways, lots, easements, and public or common areas within the subdivision. Each lot shall have an identifying number. The square footage of each lot shall be shown on a table of lot sizes or within the appropriate lot lines. The zoning classification of each lot shall be clearly shown on the plan. The proposed names of proposed streets shall be shown in pencil until they have been approved by the Board. Proposed street names shall not be so similar to other existing street names so as to create confusion.
- e. Sufficient data to determine the location, direction and length of every street and way line, lot line and boundary line, and to establish these lines on the ground.
- f. Location of all permanent monuments properly identified as to whether existing or proposed.

- g. Location, names and present widths of streets bounding, approaching or within reasonable proximity of the subdivision.
- h. A form in the lower left portion of such plan shall be prepared as follows:

APPROVED BY THE PLANNING BOARD OF THE TOWN OF SOUTHWICK, MASS.,	
LOT NUMBERS	_____
THIS	_____ DAY OF _____, _____.
	_____
	_____
	_____

- i. Proposed topography at a suitable contour interval, as required by the Board.
  - j. Profiles on the exterior lines of proposed streets at a horizontal scale of one inch equals forty feet and vertical scale of one inch equals four feet, or such other scales acceptable to the Board. All elevations shall refer to the Town datum.
  - k. Proposed layout of storm drainage, water supply and sewage disposal system, with profiles as may be required by the Board.
3. Performance Guarantee

Before endorsement of its approval of a Definitive Plan of a subdivision plan, the Planning Board shall require that the construction and installation of the improvements specified in Section V be secured by one or both of the following methods, which method may be selected and from time to time varied by the applicant.

- a. By a proper bond or a deposit of money or negotiable securities, sufficient in the opinion of the Planning Board to secure performance of the construction of ways and the installation of municipal services required for lots in the subdivision shown on the plan. Such bond shall be approved as to form and manner of execution by the Town Counsel and shall be contingent on the completion of such improvements within two years of the date of the bond.

- b. By a covenant, executed and duly recorded by the owner, of record, running with the land, whereby such ways and services shall be provided to serve any lot before such lot may be built upon or conveyed other than by mortgage deed; provided, that a mortgagee who acquired title to the mortgaged premises by foreclosure or otherwise and any succeeding owner of such premises or part thereof may sell any such lot, subject to that portion of the covenant which provides that no lot shall be built upon until such ways and services have been provided to serve such lot; and provided, further, that nothing herein shall be deemed to prohibit a conveyance by a single deed, subject to such covenant, of either the entire parcel of land shown on the subdivision plan or of all lots not previously released by the Planning Board. A deed of any part of the subdivision in violation hereof shall be voidable by the grantee prior to the release of the covenant but not later than three years from the date of such deed.

Any covenant given under the preceding paragraph and any condition required by the Board of Health shall be either inscribed on the plan or contained in a separate document, referred to on the plan.

The penal sum of any such bond, or the amount of any deposit held under clause (a) above, may, from time to time, be reduced by the Planning Board and the obligations of the parties thereto released by said Board in whole or in part.

Upon the completion of the construction of ways and the installation of municipal services in accordance with the rules and regulations of the Planning Board, security for the performance of which was given by bond, deposit or covenant, or upon the performance of any covenant with respect to any lot, the applicant may send by registered mail to the Town Clerk a written statement in duplicate that the said construction or installation in connection with which such bond, deposit or covenant has been given, has been completed in accordance with said rules and regulations, such statement to contain the address of the applicant, and said clerk shall forthwith furnish a copy of said statement to the Planning Board. If the Planning Board determines that said construction or installation has been completed, it shall release the interest of the town in such bond and return the bond or the deposit to the person who furnished the same, or release the covenant by appropriate instrument, duly acknowledged, which may be recorded. If the board determines that said construction or installation fails to comply with its rules and

upon failure so to do within forty-five days after the receipt by said clerk of said statement all obligations under the bond shall cease and terminate by operation of law, and deposit shall be returned and any such covenant shall become void. In the event that said forty-five day period expires without such specification, or without the release and return of the bond or return of the deposit or release of the covenant as aforesaid, the said clerk shall issue a certificate to such effect, duly acknowledged, which may be recorded.

Any such bond may be enforced and any such deposit may be applied by the planning board for the benefit of such city or town, as provided in Section 81-Y, upon failure of the performance for which any such bond or deposit was given to the extent of the reasonable cost to such city or town of completing such construction and installation.

4. Review by the Board of Health as to Suitability of the Land

When a Definitive Plan of a subdivision is submitted to the Planning Board, a copy thereof shall also be submitted to the Board of Health. The Planning Board shall, within ten days after the submission of a plan to it, consult with the Board of Health.

The Board of Health shall, within forty-five days after the plan is so filed, report to the Planning Board in writing approval or disapproval of said plan, and in the event of disapproval shall make specific findings as to which, if any, of the lots shown on such plan cannot be used for building sites without injury to the public health, and include such specific findings and the reasons therefor in such report, and, where possible, shall make recommendations for the adjustment thereof. Failure so to report shall be deemed approval by the Board of Health. The Board of Health shall send a copy of such report, if any, to the person who submitted said plan.

Any lot so located that it cannot be served by a connection

to the municipal sewer system shall be provided with a cesspool or septic tank and drain-field satisfactory to the Board of Health.

5. Public Hearing

Before approval of the Definitive Plan is given, a public hearing shall be held by the Planning Board. Notice of such hearing shall be given by the Board at the expense of the applicant at least once in each of two successive weeks, the first not less than fourteen days before the date of the hearing, by advertisement in an official publication of, or in a newspaper of general circulation in the Town of Southwick. A copy of said notice shall be mailed to the applicant and to all owners of land abutting upon the subdivision as appearing in the most recent tax list.

6. Certificate of Approval

The action of the Board in respect to such plan shall be by vote, copies of which shall be certified and filed with the Town Clerk and sent by delivery or registered mail to the applicant. If the Board modifies or disapproves such plan, it shall state in its vote the reasons for its action. Approval, if granted, shall be endorsed on the original drawing of the Definitive Plan by the signatures of a majority of the Board (or by the signature of the person officially authorized by the Board), but not until the statutory twenty day appeal period has elapsed following the filing of the certificate of the action of the Board with the Town Clerk and said Clerk has notified the Board that no appeal has been filed. The Planning Board shall take action on such plan within sixty days after such plan is submitted by the applicant, or such further extension of time as may be agreed upon at the written request of the applicant. Such extension of time shall be a matter of record by the Planning Board, and notice filed with the Town Clerk. After the Definitive Plan has been approved and endorsed, the applicant shall furnish the Board with three prints thereof.

Approval of the Definitive Plan does not constitute the laying out or acceptance by the Town of streets within a subdivision.

## SECTION IV - DESIGN STANDARDS

### A. Streets

#### 1. Location and alignment

- a. All streets in the subdivision shall be designed so that, in the opinion of the Board, they will provide safe vehicular travel. Due consideration shall also be given by the subdivider to the attractiveness of the street layout in order to obtain the maximum livability and amenity of the subdivision.
- b. The proposed streets shall conform as far as practicable, to the Master Plan as adopted in whole or in part by the Board.
- c. Provision satisfactory to the Board shall be made for the projection of streets, or for access to adjoining property which is not yet subdivided.
- d. Reserve strips prohibiting access to streets or adjoining property shall not be permitted, except where, in the opinion of the Board, such strips shall be in the public interest.
- e. Street jogs with centerline offsets of less than one hundred and twenty-five (125) feet should be avoided.
- f. The minimum centerline radii of curves in a designated collector street shall be two hundred (200) feet.
- g. Streets shall be laid out so as to intersect as nearly as possible at right angles. No street shall intersect any other street at less than sixty (60) degrees.
- h. Property lines at street intersections shall be rounded or cut back to provide for a curb radius of not less than twenty (20) feet.
- i. Vertical curves shall be designed to provide adequate sight distance and necessary safety at intersections.

#### 2. Width

- a. The minimum width of local street rights-of-way shall be fifty (50) feet.
- b. The minimum width for designated collector street rights-of-way shall be sixty (60) feet.

### 3. Grade

Grades of streets shall be not less than 0.5% or more than 9%.

### 4. Dead-End Streets

- a. Dead-end streets shall not be designed or intended to serve more than twelve (12) lots or dwelling units. Streets which may be extended by the action of others so as to be through streets may be considered by the Board after reviewing the nature of the adjoining land and other local conditions.
- b. Dead-end streets shall be provided at the closed end with a turn-around having an outside roadway diameter of at least fifty (50) feet.

### 5. Bridges

New bridges shall be constructed in such a manner as to comply with plans and specifications such as shall be in accordance with Chapter 41, Section 35, of the General Laws for bridges on public highways and shall be approved by the State Department of Public Works.

## B. Easements

Easements for utilities across lots or centered on rear or side lot lines shall be provided where necessary and shall be at least twelve (12) feet wide.

Where a subdivision is traversed by a watercourse, drainage way, channel or stream, the Board may require that there be provided a storm water easement or drainage right-of-way of adequate width to conform substantially to the lines of such watercourse, drainage way, channel or stream, and to provide for construction or other necessary purposes.

## C. Open Spaces

Before approval of a plan, the Board may also in proper cases require the plan to show a park or parks suitably located for playground or recreation purposes or for providing light and air. The park or parks shall not be unreasonable in area in relation to the land being subdivided and to the prospective uses of such land. The Board may by appropriate endorsement on the plan require that no building be erected upon such park or parks without its approval.



#### D. Protection of Natural Features

Due regard shall be shown for all natural features such as large trees, water courses, scenic points, historic spots, and similar community assets, which, if preserved, will add attractiveness and value to the subdivision. Six (6) inches of top soil shall be replaced on all disturbed earth in the subdivision.

### SECTION V - REQUIRED IMPROVEMENTS FOR AN APPROVED SUBDIVISION

#### A. Street and Roadway

1. All streets shall be constructed as shown on the approved Definitive Plan and provision shall be made for proper drainage, all to be under the supervision of the Planning Board.

- a. Local Streets - A roadway twenty-six (26) feet in width shall be excavated, graded and surfaced on each street shown on the Definitive Plan, said roadway to slope uniformly upward from the edges to the center at the rate of  $\frac{3}{8}$  of an inch per foot.

Collector Streets - A roadway thirty (30) feet in width shall be excavated, graded and surfaced on each street shown on the Definitive Plan, said roadway to slope uniformly upward from the edges to the center at the rate of  $\frac{3}{8}$  of an inch per foot.

- b. A gravel road base at least twelve (12) inches in thickness, consisting of six (6) inches of bank run gravel covered with six (6) inches of processed gravel or stone, shall be constructed.
- c. Before surfacing the gravel base, it shall be rolled by a self-propelled roller weighing not less than eight (8) tons.
- d. Pavement - The pavement surface shall consist of a one and one-half ( $1\frac{1}{2}$ ) inch bituminous concrete binder course and a one (1) inch hot asphalt concrete surface course. Material and construction shall be approved by the Highway Superintendent.
- e. Bituminous concrete berms shall be constructed along all streets.

- f. The completed street and roadway construction shall present a neat and orderly appearance with the subdivider performing all such clean-up details as may be required.

## B. Utilities

1. Adequate disposal of surface water shall be provided. Catch basins shall be built on both sides of the roadway on continuous grades, at intervals of not more than two hundred and fifty (250) feet, at low points and sags in the roadway and near the corners of the roadway at intersecting streets, and all drainage is to be of metal pipe. Catch basins and covers shall be constructed according to the type currently used by the town.
2. Water pipes and related equipment, such as hydrants and main shut-off valves, shall be constructed to serve all lots on each street in the subdivision in conformity with specifications of the Water Department.
  - a. All water lines shall be of cement asbestos pipe, six (6) inches, or more, in diameter, with pressure test of five hundred twenty-five (525) pounds.
  - b. All house services shall be of type "K" copper tubing with necessary standard water works fittings as used and approved by the Water Department.
  - c. Hydrants shall be installed a maximum of nine hundred fifty (950) feet apart.
  - d. All installations, and all materials used, must be approved by the Water Department.
  - e. The subdivider must furnish all materials and labor necessary for the installation of the water lines and house connections.
  - f. No charge will be made by the town for any house connections when the subdivider has complied with all of the above-mentioned requirements.
3. All utilities shall be installed before the streets are surfaced.

## C. Sidewalks

Sidewalks of not less than four (4) feet in width shall be constructed on both sides of the street six (6) inches above center-

line grade of the street in conformity with the following:

Six (6) inch processed gravel base with two (2) inch bituminous concrete surface or twelve (12) inch processed gravel base with four (4) inch poured concrete surface with expansion joints every four (4) feet in length.

D. Monuments

1. Monuments shall be installed at all street intersections, at all points of change in direction or curvature of streets and at all other points where, in the opinion of the Board, permanent monuments are necessary. Such monuments shall be a minimum of four (4) inches square, four (4) feet in length, set a minimum of three (3) feet six (6) inches into the ground. No permanent monument shall be installed until all construction which would destroy or disturb the monument is completed.
2. Steel or iron pins shall be placed in each corner of all lots as shown on the Definitive Plan.

SECTION VI - ADMINISTRATION

A. Variation

1. Strict compliance with the requirements of these Rules and Regulations may be waived when, in the judgment of the Board, such action is in the public interest and not inconsistent with the Subdivision Control Law.
2. The Zoning classification of the lots shown on any plan shall be clearly indicated and no variance of such zoning is permitted by these Rules and Regulations.

B. Compliance

All questions of compliance with the contract between the Planning Board and a Subdivider shall be finally decided by a majority of the Planning Board.

C. Reference

For matters not covered by these Rules and Regulations, reference is made to Sections 81-K to 81GG inclusive, of Chapter 41 of the General Laws.

D. Validity

The invalidity of one provision shall not invalidate any other provision of these Rules and Regulations.

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## CAPITAL IMPROVEMENT PROGRAM

### INTRODUCTION

One of the best means for financing long-term or large capital items within the framework of the community's ability to pay is capital improvement programing. The capital improvement program lists all the needed large non-recurring expenses predictable over the next six years, and places them in order of greatest priority, scheduled according to the town's expected finances.

The advantages of a capital improvement program are several:

1. It enables all capital non-recurring items to be placed in one part of the town budget, where they are easily discernible.
2. It gives the town departments and commissions a voice in planning for their large expenditures and an opportunity for equal budgetary treatment on a priority basis.
3. It makes it possible for the town to plan ahead for large expenditures. By anticipating these in advance, some can be paid for by budgeting additional amounts into reserve funds, instead of by means of more expensive bond issues.
4. It makes it possible to implement the Master Plan within the town's fiscal policy. Many capital expenditures are recommended in the Plan, or are the result of its general policies. These can be placed in a long-term financial program and carried out within the community's needs, in order to achieve the Plan's and hence the town's goals.

To be effective, the capital improvement program must contain two parts; a forecast of town expenditures and revenues for the next six years, and a priority list of needed capital items. This chapter contains all such forecasts, recommended capital

expenditures for the six-year period with costs, and a priority list of major capital items for the remaining fourteen years of the planning period, without cost estimates, based on the Master Plan recommendations. Background material on Southwick's finances is also presented.

## FINANCIAL BACKGROUND

### Revenues

Grand List: Assessed valuation on property accounts for the largest proportion of Southwick's revenues. Table C-1, Past and Projected Future Revenue, shows the taxable grand list for the past five years. Because of revaluation, Southwick's grand list has increased over this period at a rate of about 10% per year. With revaluation completed, this rate of increase is not expected to continue, and for projection purposes a rate of 5% is assumed. It should be noted at the start, that all projected revenues in this financial plan are forecast on the low side, and expenditures as high as possible, in order to produce a conservative analysis of Southwick's ability to pay for its major expenditures.

Income and Sales Taxes: The income tax accounted for between \$80,000 and \$90,000 worth of revenue annually, from 1963 to 1965. With the sales tax added, the figure is expected to increase at its past rate of about 1%.

Motor Vehicle Taxes: Southwick receives about \$100,000 in revenue from motor vehicle taxes, at the present time. Annual increases have amounted to about 1.5% per year, and this rate is projected into the future.

Other Revenue: The major contributor to this miscellaneous category is the Commonwealth, by its grants to schools, both in direct aid and for construction. Other major revenues are

fund, land can be purchased when it comes on the market and in advance of need. Many property owners are agreeable to a time payment schedule in order to avoid heavy taxes on land sales.

The high school construction is proposed to be bonded, at a net cost to the town of \$1,375,000. It is anticipated that if the issue were authorized in 1968, debt service would start in 1969. Total debt service on a 20-year repayment schedule, at an estimated interest of 3.5%, is shown on Table C-4. Table C-5, Proposed Debt Service, details the principal and interest repayment of this issue.

Table C-6, Projected Debt Limit and Bonded Indebtedness, shows the estimated statutory debt limit for the six-year capital improvement programming period. In Massachusetts, the debt limit for towns is 5% of the average assessed valuation of the past three years. The projected debt limit is based on the projections of the grand list in Table C-1. Existing debt and proposed indebtedness are given and totalled. Note that if the Southwick assessed valuation increases only at the projected level, the town may exceed its debt limit with the proposed high school bond issue, in the years 1969 through 1972. Permissions to exceed the debt limit may be granted by the Emergency Finance Board of the Commonwealth, if Southwick finds it necessary.

#### IMPACT OF THE CAPITAL IMPROVEMENT PROGRAM

Table C-7 shows the revenues and expenditures of Southwick's government projected over the six-year period through 1973. The capital expenditures described above are added to departmental projections to produce total estimated costs for the next six years. In order to provide its present level of services and pay for needed capital items, additional revenue will need to be raised in each year. Returning to Table C-1, Past and Projected Future Revenue, it will be noted that with all other revenues subtracted, Southwick's property taxes will

need to provide a larger amount of revenue annually. Based on the projected grand lists for each year, the tax rate could rise from \$39 to \$58 per thousand over the six-year period. The largest tax increase would be felt in 1969, when the first debt service on the high school bond issue would be paid.



TABLE C-1: PAST AND PROJECTED FUTURE REVENUE

YEAR	TAXABLE GRAND LIST	TAX RATE	REVENUE FROM PROP. TAX	INCOME TAX	OTHER REVENUE MOTOR VEHICLES OTHER <sup>1</sup>		TOTAL	TOTAL REVENUE
1963	17,062,313	40	733,555	86,723	93,000	330,501	510,224	1,243,779
1964	18,457,107	43	793,655	88,384	90,000	349,216	527,600	1,321,255
1965	22,031,465	38	881,547	88,579	104,786	321,744	515,109	1,396,656
1966	24,156,674	36	869,640	90,139 <sup>2</sup>	100,000	496,857	666,996	1,556,636
-----Estimated-----								
1967 <sup>3</sup>	25,363,900	39	938,095	91,000 <sup>4</sup>	101,500 <sup>4</sup>	380,500 <sup>4</sup>	573,000	1,511,095
1968	26,632,100	40.2	1,069,700	91,900	103,000	391,900	586,800	1,656,500
1969	27,963,700	50.1	1,400,355	92,800	104,500	400,600	597,900	1,998,255
1970	29,361,900	51.9	1,523,335	93,700	106,100	412,600	612,400	2,135,735
1971	30,830,000	53.8	1,659,885	94,600	107,700	424,900	627,200	2,287,085
1972	32,371,500	55.9	1,811,065	95,500	109,300	437,600	642,400	2,453,465
1973	33,990,100	58.2	1,978,449	96,400	110,900	450,700	658,000	2,636,449

<sup>1</sup> Includes State grants, Federal grants, licenses, fines, old age tax, and cash balances of previous years.

<sup>2</sup> Income tax and sales tax.

<sup>3</sup> From 1967 Budget estimate, Finance Committee Report.

<sup>4</sup> Our estimated breakdown of total figure.

TABLE C-2: CAPITAL EXPENDITURES FROM OPERATING BUDGETS, 1963-1967

<u>1963</u>		<u>1966</u>	
Civil Defense sirens	\$ 3,682	Police Cruiser	\$ 2,232
Flow blades	2,067	Police Radio	2,201
Water Extensions		Fire alerting system	4,400
North Lake	7,920	Chapter 90 Construction <sup>1</sup>	19,887
Cottage St.	7,650	Land taking	200
Feeding Hills Rd.	4,954	Sidewalk, Feeding Hills	5,000
Chapter 90 Construction <sup>1</sup>	14,935	Gas storage tank	1,500
Sidewalk construction	1,200	½ ton truck	1,023
Total	\$42,018	4 ton truck	2,649
		Bonnie View proj.	8,500
		2 school buses	10,139
		Griffin property	
		purchase	38,700
<u>1964</u>		Water Extensions	
Civil Defense radio	\$ 566	College Highway	11,434
Land Takings	200	Test well	11,000
Chapter 90 construction <sup>1</sup>	12,887	Granville pump sta.	8,361
Road machinery	10,998	Industrial Park	10,000
Sand spreader	2,340	Lakeview St.	2,000
School bus	4,862	So. Longyard Rd.	14,000
Beach house	2,236	Tannery Rd.	14,529
Water Extensions		Cemetery addition	500
College Highway	15,149	Total	\$168,255
Barbara & Knollwood	843		
Feeding Hills Rd.	457		
Water Dept. truck	2,290		
Granville Rd. pump station	4,994		
School sidewalk	1,799		
Total	\$59,621		
		<u>1967</u>	
<u>1965</u>		Police Cruiser	\$ 2,356
Land Taking	\$ 200	2 mobile units, police	1,975
Powdermill Rd. sidewalk	3,609	Front end loader,	
Chapter 90 construction <sup>1</sup>	3,005	highway	11,530
Bonnie View drainage	8,500	Sidewalk, Shirley Terr.	9,200
Feeding Hills sidewalk	5,000	Land acq., Sheep Pasture	1,000
Water Extensions		New school bus	4,949
College Highway	14,850	½ ton utility truck,	
Barbara & Knollwood	538	water dept.	2,349
Sheep Pasture	3,200	Compactor, water dept.	535
Master Plan	5,000	Survey water lines	1,000
Total	\$43,902	New well site acq.	5,600
		New well site acq.	2,100
		New well site acq.	1,000
		Total	\$43,594

<sup>1</sup> Chapter 90 State aid subtracted from original total cost. Figure is net town cost.

Source: Reports of Town Treasurer, 1963-1966; Recommendations of Finance Committee, 1967.

TABLE C-3: EXISTING DEBT SERVICE

YEAR	\$160,000 - 1973 2.5% JUNIOR HIGH SCHOOL			\$295,000 - 1977 3.6% WOODLAND SCHOOL			\$700,000 - 1979 4.0% HIGH SCHOOL			\$150,000 - 1975 3.1% WOODLAND SCHOOL ADDIT.		
	INT.	PRIN.	TOTAL	INT.	PRIN.	TOTAL	INT.	PRIN.	TOTAL	INT.	PRIN.	TOTAL
1966	4,000	20,000	24,000	10,725	35,000	45,725	28,000	50,000	78,000	4,650	15,000	19,650
1967	3,500	20,000	23,500	9,450	30,000	39,450	26,000	50,000	76,000	4,185	15,000	19,185
1968	3,000	20,000	23,000	8,280	30,000	38,280	24,000	50,000	74,000	3,720	15,000	18,720
1969	2,500	20,000	22,500	7,200	30,000	37,200	22,000	50,000	72,000	3,255	15,000	18,255
1970	2,000	20,000	22,000	6,120	30,000	36,120	20,000	50,000	70,000	2,790	15,000	17,790
1971	1,500	20,000	21,500	5,040	30,000	35,040	18,000	50,000	68,000	2,325	15,000	17,325
1972	1,000	20,000	21,000	3,960	30,000	33,960	16,000	50,000	66,000	1,860	15,000	16,860
1973	500	20,000	20,500	2,880	30,000	32,880	14,000	50,000	64,000	1,395	15,000	16,395

Source: Southwick Town Report, 1966

TABLE C-4: PROPOSED CAPITAL EXPENDITURES

Six-Year Capital Improvement Program

	<u>Reserve fund for Land Purchases</u>		<u>New Debt Service</u>	
1968	\$12,500	Land Acquisition	————	High School Bond
1969	12,500	--High School Site		Issues
1970	12,500	--Elementary Sch. Site	\$212,500	\$1,375,000 total
1971	12,500	--Well water sites	208,125	
		\$75,000 total	203,820	
1972	12,500		199,445	
1973	12,500		195,070	

Twenty-Year Program - In Priority Order

1. Sewerage system (part of High School)
2. New Elementary School
3. New or enlarged Junior High School
4. North Pond Urban Renewal
5. Second new elementary school

TABLE C-5: PROPOSED DEBT SERVICE

YEAR	HIGH SCHOOL \$1,375,000 (20-YEAR ISSUE AT 3.5%)		
	PRINCIPAL	INTEREST	TOTAL
1968			
1969	68,750	48,125	116,875
1970	68,750	45,719	114,469
1971	68,750	43,313	112,063
1972	68,750	40,906	109,656
1973	68,750	38,500	107,250

TABLE C-6: PROJECTED DEBT LIMIT AND BONDED INDEBTEDNESS

YEAR	TOTAL ASSESSED VALUATION	AVE. OF 3 PRECEDING YEARS	DEBT LIMIT <sup>1</sup>	BONDED INDEBTEDNESS		
				EXISTING	PROPOSED	TOTAL
1964 Actual	18,457,107					
1965	22,031,465					
1966	24,156,674			1,185,000	—	1,185,000
1967 Estimated	25,363,900	21,600,000	1,080,000	1,043,000	—	1,043,000
1968	26,632,100	23,900,000	1,195,000	928,000	—	928,000
1969	27,963,700	25,400,000	1,270,000	813,000	1,375,000	2,189,800
1970	29,361,900	26,700,000	1,335,000	698,000	1,306,250	2,004,250
1971	30,830,000	28,000,000	1,400,000	583,000	1,237,500	1,820,500
1972	32,371,500	29,400,000	1,470,000	468,000	1,168,750	1,636,750
1973	33,990,100	30,800,000	1,540,000	353,000	1,100,000	1,453,000

<sup>1</sup>5% of assessed valuation.

Source: Southwick Town Reports, 1964-1966.

TABLE C-7: SUMMARY OF CAPITAL IMPROVEMENT PROGRAM

YEAR	REVENUES			EXPENDITURES					TOTAL
	PROPERTY TAX	OTHER	TOTAL	GEN. GOV. OPERATING	GEN. GOV. CAPITAL	SCHOOL DEPT.	EXISTING DEBT SERVICE	PROPOSED DEBT SERVICE	
1963	733,555	510,224	1,243,779	295,326	42,018	652,998	371,954		1,362,296
1964	793,655	527,600	1,321,255	298,405	59,621	706,814	368,560		1,433,400
1965	881,547	575,109	1,396,656	435,488	43,902	745,880	406,152		1,631,422
1966	869,640	686,996	1,556,636	331,001	168,255	816,986	172,587		1,489,829
1967 <sup>2</sup>	938,095	573,000	1,511,095	432,280	43,594	873,421	161,800		1,511,095
Estimated									
1968	1,069,700	586,800	1,656,500	466,800	75,000 <sup>3</sup>	960,700	154,000		1,656,500
1969	1,400,355	597,900	1,998,255	504,100	75,000 <sup>3</sup>	1,056,700	149,955	212,500	1,998,255
1970	1,523,335	612,400	2,135,735	544,800	75,000 <sup>3</sup>	1,162,300	145,910	208,125	2,135,735
1971	1,659,885	627,200	2,287,085	587,900	75,000 <sup>3</sup>	1,278,500	141,865	203,820	2,287,085
1972	1,811,065	642,400	2,453,465	634,900	75,000 <sup>3</sup>	1,406,300	137,820	199,445	2,453,465
1973	1,978,449	658,000	2,636,449	685,700	75,000 <sup>3</sup>	1,546,900	133,775	195,074	2,636,449

<sup>1</sup>Excludes temporary loans and receipts, transfers, and cash balances from previous years.

<sup>2</sup>From estimates in Recommendations of Finance Committee, 1967.

<sup>3</sup>Includes \$12,500 in each year for land acquisition.

Source: Southwick Town Reports, 1963-1966.

