

# Essex Village Initiative



Town of Essex  
Long Term Planning  
Committee (LTPC)

September 4, 2009

## TABLE OF CONTENTS

### EXECUTIVE SUMMARY

1.	INTRODUCTION	- 1 -
2.	ESSEX VILLAGE	- 3 -
3.	IMPROVEMENT PROJECTS AND STRATEGIES	- 6 -
3.1	Overview	- 6 -
3.2	Enhancing Village Character	- 6 -
3.2.1	Coordinated Design Plan	- 6 -
3.2.2	Improvements to Village Buildings	- 9 -
3.2.3	Freight House and Antique Hand Tub	- 10 -
3.3	Transportation and Parking	- 11 -
3.3.1	Route 133 Reconstruction Project	- 11 -
3.3.2	Parking Study	- 12 -
3.3.3	Southern Avenue Re-use	- 13 -
3.4	Access to Essex River and Recreation	- 13 -
3.4.1	Transient Dock and Boardwalk	- 13 -
3.4.2	Town Landing	- 15 -
3.4.3	Community Path	- 16 -
3.4.4	Tennis Courts and Ball Fields	- 19 -
3.4.5	Paglia Property and Spar Pond	- 20 -
3.4.6	Woodman's Beach Pocket Park	- 21 -
3.5	Zoning and Permitting	- 22 -
3.6	Municipal infrastructure	- 23 -
3.6.1	Town Hall Restoration	- 23 -
3.6.2	New Municipal and Public Safety Building	- 24 -
3.7	Project summary	- 24 -
4.	CONTACT INFORMATION ON POTENTIAL FUNDING SOURCES	- 27 -

## **LIST OF FIGURES**

Figure 1 – Village Boundary	- 5 -
Figure 2 – Rendering of Proposed Freight House	- 11 -
Figure 3 – Proposed Location of Transient Dock	- 13 -
Figure 4 – Existing Town Landing	- 15 -
Figure 5 – Existing B&M Railroad Bed	- 16 -
Figure 6 – Photo Rendering of Community Path	- 17 -
Figure 8 – Rendering of New Tennis Courts	- 19 -
Figure 9 – Paglia Property	- 20 -
Figure 10 – Spar Pond	- 20 -
Figure 11 – Woodmans Beach	- 21 -
Figure 12 – Essex Town Hall	- 23 -
Figure 13 – Essex Police and Fire Department	- 24 -
Figure 14 – Location of Projects	- 24 -

## **LIST OF TABLES**

Table 1 – Critical Issues	-2-
Table 2 – Improvement Projects	-26-

## Executive Summary

In the spring of 2007, the Town created its first Long Term Planning Committee (LTPC), with the charge to “clarify a long-term vision and strategy for the Town while embracing the Town's history and culture”<sup>1</sup>. The LTPC decided in the autumn of 2008 to focus its initial planning efforts on the revitalization of the core downtown and Causeway area, identified by the LTPC as the “Village”. A 2008 survey revealed that the Town’s citizens agree that many of Essex’s critical planning needs converge in the Village, including economic development, zoning, housing, recreation, stewardship of natural resources, and safe transportation. The purpose of this report is to propose to the Town a vision for the Village, while clearly defining the important issues affecting it and identifying the needed strategies and projects. The LTPC’s vision for the Village’s future is:

*"The Village is the geographic, economic, and social core of the Town of Essex. It should balance thoughtful residential and business development with preservation of cultural, natural, historic, and recreational resources and be an attractive destination for residents and visitors alike."*

The LTPC defines the geography of the Village as an approximately 1- ½ mile section of Route 133/Main Street, including the Causeway and short contiguous portions of Southern Avenue, Eastern Avenue, John Wise Avenue, and Martin Street containing businesses and Town facilities. The Causeway, spanning the salt marsh and the Essex River, makes up the bulk of the Village. It is a Rural Minor Arterial that serves high volumes of local and through traffic. Development here has largely been naturally constrained by the Essex River and its associated tidelands, and has occurred in piecemeal fashion with a lack of planning. The Causeway’s other deficiencies include a lack of public parking, poor public transportation and poor provision for pedestrian and bicycle use, poor lighting and utility and infrastructure constraints that have limited investment. Combined, these problems have added to the economic struggles of the existing businesses along the Causeway and caused it to fall far short of its potential to serve all the Town’s citizens.

Several projects that will contribute to the Village’s revitalization have already been completed or are underway. These include, but are not limited to: the recently completed public parking lot behind the Fire Station, the ongoing planning and work on new ball fields and tennis courts behind Town Hall, and the upcoming Route 133 reconstruction project by the Massachusetts Highway Department. The work of the LTPC over the past six months has resulted in a set of additional short-, medium-, and long-term strategies and projects to promote re-investment in the Village, to make it an attractive destination for visitors and a vital center of activity for the citizens of Essex.

Following review and acceptance of this report by the Essex Board of Selectmen, it is our hope that they will take action to initiate the project work described herein. We anticipate that the Selectmen, along with other Town boards, citizens groups and private entities, will advance this work.

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<sup>1</sup> Town of Essex website: [www.essexma.org](http://www.essexma.org)

The following projects and strategies have been identified by the LTPC for consideration:

**Coordinated Design Plan** – Coordinated design theme for streetscape elements throughout the Village

**Transient Dock and Boardwalk** – Creation of transient docking facilities with associated boardwalk along seawall between Perkins Marine and old Riverside Restaurant

**Town Landing** – Enhancement of landing, campus plan for museum and other associated improvements to improve curb appeal and increase river access

**Paglia Property** - Potential Purchase of Paglia property across from Perkins Marine to be used as a “pocket park” with benches, landscaping etc.

**Spar Pond** – Possible expansion of the Paglia “pocket park” to the adjacent spar pond to include an historical representation of the original use of the area as part of Essex’s shipbuilding industry

**Community Path** – Phased development of walking/bike trail on former railroad spur parallel to Route 133

**Freight House and Antique Hand Tub** – Relocation and display of 19<sup>th</sup> century B&M railroad freight house and antique hand tub to town owned land between the Essex Shipbuilding Museum and the White Elephant Shop

**Town Hall Restoration** –Restoration and planning for future use of the Town Hall

**New Public Safety Building** – Consideration of various scenarios involving renovation, expansion or replacement of the existing public safety building

**Zoning and permitting** – Various zoning and permitting strategies for Village core, including a business overlay district and a building demolition delay by-law

**Parking Study** – Parking study of village to inventory existing supply and identify deficiencies and opportunities

**Tennis Courts** – Support of present initiative to build new tennis courts at Memorial Park

**Southern Ave. Property Re-use** – Possible future re-use of property on Southern Avenue for a Town park and parking facility

# **1. Introduction**

Located on Cape Ann, just 30 miles north of Boston, Essex is a quaint and friendly coastal community with a population of just over 3,200 residents. The Town has long been noted as one of the original maritime centers of New England; shipbuilding was once its primary industry, as attested to by the construction of over 4,000 schooners. The economic profile of Essex today is one of a multi-season, natural resource/tourism based economy with the majority of town residents commuting to work elsewhere. Traditionally, many residents have developed home occupations which contribute to the local economy in important ways. For visitors, Essex is best exemplified by its open space, beautiful scenery, seafood restaurants and antique shops that line Route 133 and the picturesque Essex River that meanders its way through the Great Marsh out to Essex Bay and the Atlantic Ocean.

In the spring of 2007, the Town created its first Long Term Planning Committee (LTPC), a Committee with 15 voting members, 2 alternate members and 5 ex-officio members. The LTPC has worked to identify the Town's critical long-range priorities through review of the Community Development Plan (2004), the Community Development Strategy (2006), extensive Committee discussion over its 2-year life, and a summer 2008 residents survey.

The 2008 survey served to confirm and clarify earlier outreach activities focused on strategic planning activities and issues. The results were that residents most value Essex's natural resources, its small town character, and its school system, while the problems of most concern are zoning/planning/enforcement, the condition of the downtown, taxes and fees, and resolution of the Conomo Point lease issue. The survey also revealed a particular concern with the current state of the Town's downtown area, known as the Village, and its future promotion and development. Many business owners also expressed serious concern over the lack of effort to promote the Village as a place to do business and to proactively plan for its future. The summer 2008 survey further emphasized the importance of the Village as a destination and attraction for Town residents, vital to the Town's overall image and community character.

With no town planner or economic development coordinator on staff, Essex has long struggled to maintain the economic and social vibrancy of its downtown, with volunteer efforts by local residents and area business owners often being the only means of promoting and showcasing this area. Identified by both the LTPC and the Town's citizens as the place where many of Essex's critical planning needs converge, including: economic development, zoning and growth, housing, and stewardship of natural resources; the LTPC decided in autumn 2008 to focus its efforts on studying the revitalization of the Village.

The LTPC devoted approximately 6 months to identify critical needs in the Village, to prepare conceptual enhancements aimed at "cultivating the ground", and to develop a concept for the growth of a vibrant mixed-use area that will showcase the Town at its best and attract business, social, and cultural activities. This initiative aims to address the broader issues of critical concern in the Village, as shown in Table 1.

**Table 1: Critical Issues**

<ul style="list-style-type: none"><li>• Examination and revision of zoning and by-laws</li></ul>	<ul style="list-style-type: none"><li>• Encouragement of small business through mixed use structures and home occupations</li></ul>
<ul style="list-style-type: none"><li>• Promotion of a mixed housing stock</li></ul>	<ul style="list-style-type: none"><li>• Improvement to various infrastructure and implementation of enhancement projects</li></ul>
<ul style="list-style-type: none"><li>• Development of safe multi-modal transportation including a walk-able Causeway</li></ul>	<ul style="list-style-type: none"><li>• Improved river access</li></ul>
<ul style="list-style-type: none"><li>• Re-evaluation of the Town buildings and facilities</li></ul>	<ul style="list-style-type: none"><li>• Preservation of open space and viewsapes</li></ul>
<ul style="list-style-type: none"><li>• Adequacy and availability of parking in the Village</li></ul>	<ul style="list-style-type: none"><li>• Planning and re-use of underutilized properties</li></ul>

The short-term focus of the LTPC is on the development of infrastructure and enhancement of historic features that will attract people to the Village and facilitate their stays. These improvements include the 2009 Route 133 upgrade project and the significant work already undertaken behind Town Hall, specifically the recently built parking lot, the refurbished ball fields, and planned tennis courts. The LTPC advocates that future design work on these projects, and the design on the other infrastructure projects described in this report, be coordinated so that the design is attractive, consistent, and appropriate in the context of Essex's essential small town character and unique history of river commerce. This could lead to the creation of a Village identity that could become a point of pride and area identity, as well as an attraction for those stopping for a visit or those simply driving through who might return to "discover Essex" at a later date.

The longer term objective of the LTPC in preparing this report is to bring greater attention to the Village, to more clearly identify the issues affecting it, and to highlight those projects and strategies that could enhance and bring greater investment and vitality. The implementation of these various projects and strategies will require varying degrees of time and effort, with some only achievable over the longer term and with what could be a significant financial outlay from a variety of different sources.

**It is important to note that most of the areas and properties identified in this report are privately owned. Consideration of individual property rights will be paramount in any discussion involving adaptive re-use projects. In addition, alteration of Town owned sites in many cases may require public hearings, open forums, and town meeting votes before any changes can be made.**

## **2. Essex Village**

Unlike many traditional town centers that have reasonably defined boundaries and a concentration of various retail and service uses clustered around the confluence of local streets, downtown Essex lacks such characteristics. Downtown Essex has instead a linear development pattern, straddling both sides of Route 133, and in particular one section of Route 133, known locally as the Causeway.

The Causeway is a half-mile section of Route 133/Main Street, and is a Rural Minor Arterial that serves both local and through traffic. Development along the Causeway has largely been dictated by the Essex River and the associated tidelands that border the River, which act as a natural constraint to development. Development that has occurred has been in a piecemeal fashion, evolving haphazardly over the years rather than being planned or rigorously controlled. Shipbuilding, the original source of Essex development, occupied the river banks on both sides of the Causeway, from 1650 to 1950. The decline of that industry has left a void. Restaurants and antique stores have become the primary economic drivers and the Town is working to redevelop this area at the heart of the Village. For the purposes of this report, those properties that directly abut the Causeway, as well as certain other key properties, have been included in the overall Essex Village study area (Figure 1). The properties that do not directly abut the Causeway consist of other commercial and residential properties that were constructed over the years as the Causeway economy changed. Many of these properties have historic buildings that are key contributors to the functioning and appearance of the Village area.

As the Town's Main Street, the Causeway, where an estimated average of 16,000 vehicles passes daily, provides access to restaurants, antique stores, churches, and marinas. There are approximately fifteen antique dealers and six restaurants located on both sides of the roadway, in some cases across the street from each other. There are also numerous over-sized curb cuts along the Causeway, each serving an individual business, restaurant or retail use. These curb cuts, combined with dramatic variations in road, sidewalk and shoulder widths, means conditions for pedestrians, bicyclists and even motorists, can be extremely challenging. The existing development pattern, deficiencies in the road layout, little or no on-street parking, no public transportation, infrastructure constraints, and the limited availability of developable land all serve to stymie inward investment and add to the economic struggles of the existing businesses in the Village.

With the Causeway section of Route 133 earmarked for reconstruction beginning in 2009, some of the physical ailments of the Causeway will be addressed. Planning for the upgrade of this section of Route 133 from "near Western Avenue across the Causeway to a point near Water Street", as described by the Mass. Department of Public Works (DPW), began in 1991. At that time, a study committee of Essex residents and town government officials appointed by the Board of Selectmen met periodically with representatives from Mass. DPW to provide local input into the initial design phase of the project. During the ensuing years upgrades to sections of Route 133 outside of the Village area, proceeding toward Gloucester on one end and Ipswich on the other, were also completed. The Village section is to be the final phase.

After a number of meetings, the 1991 Route 133 Study Committee produced its report with the following recommendations:



1. Improve and legalize parking along Route 133 from the intersection of Western Avenue through the intersection of Southern Avenue
2. Slow down traffic through the business area of town
3. Improve safety and flood control along the Causeway by raising the Causeway to the 13 foot above mean low water (MLW) at all points and by repairing the seawall
4. Improve the aesthetics of Route 133 through the business area of the town by:
  - a. Burying the utility wires from the Fire station on Martin Street to Burnham's Corner - or relocating the poles to the other side of the street from the seawall;
  - b. Planting trees and installing benches along the Causeway;
  - c. Upgrading the sidewalk with granite curbstones on the east side of the Causeway;
  - d. Improving lighting along the Causeway.

Various aspects of the planning for the Route 133 Improvement Project progressed slowly through the decades with an initial design plan being presented to the Town at a public meeting in 2004. Input from the residential and business community was solicited resulting in the Massachusetts Highway Department returning to the community with a 75 percent design plan in January of 2005. Input was again solicited and finally a 100% plan was produced and sent out to bid.

After lengthy discussion stretching back to the original meetings in 1991 it was determined that removing the existing utility poles and burying the wires would be too expensive (National Grid representatives reported that it would cost the Town of Essex two to three million dollars to bury just the electric wires). The cost would be passed on to the utility users in Essex in the form of an additional charge reflected on the user's monthly electric bill. Furthermore, additional monies, probably in the millions, would be required to bury the telephone and cable wires. In order not to delay the project further or jeopardize state funding, utility poles along the Causeway were to remain after the construction. Consideration is being given to raising the Causeway in the area of the seawall. A final design change order has been approved for the laying of conduits to allow for the electric wires for functional period-design lighting along Main Street in the future.

Construction began in the summer of 2009 with the rebuilding of the seawall and could take up to two years. The bids were opened in January, 2009 with J. Marchese & Sons of Everett the lowest bidder (\$4,332,204).

Figure 1 – Village Boundary



### **3. Improvement Projects and Strategies**

#### **3.1 Overview**

The LTPC has devoted a number of meetings to focus solely on the issues and challenges that face the Causeway and its immediate environs, “The Village”, and to develop a series of short-, medium-, and long-term strategies and projects to help promote and generate greater investment. What follows are projects and strategies that the LTPC has identified as being worthy of further study should funding, design, permitting and public support allow, advance towards implementation and/or construction.

In particular, the Route 133 reconstruction project will greatly improve the roadway and sidewalks along the Causeway, with resulting enhancements in the road’s safety and aesthetic attractiveness overall and in particular for bicycling and walking in that area. The new and refurbished sidewalks in the project area will provide for safe, ADA-accessible pedestrian movement. The improved “walking highway” should increase foot traffic, to the benefit of Town citizens and Causeway businesses alike.

It is important that the Town maximize the value of this upgraded infrastructure by initiating companion projects such as the parking study, Southern Avenue re-use, and others described in this document. Moreover, as future Causeway enhancement projects come to completion, the Town should ensure that pedestrian links of the same specifications and quality are in place, i.e., to the proposed community path, Southern Avenue parking and amenities, Town landing, boardwalk, and the tennis courts and ball fields behind Town Hall. In addition, the Town should endeavor in the long term to extend sidewalks of similar specification to residential areas adjacent to the Causeway, in particular to the senior housing on Eisenhower Avenue, off Winthrop Street. During the LTPC’s outreach activities last year, the seniors’ group expressed their desire for safer sidewalks for walking access to the Village and Causeway area.

#### **3.2 Enhancing Village Character**

##### **3.2.1 Coordinated Design Plan**

###### **Project Description**

A consistent design theme should be developed to encompass the entire study area. This would create a Village identity that would be hard to ignore by Town residents and visitors alike. The lighting design will be a key point in defining a consistent design theme. From an implementation and funding perspective, these separate elements can be seen as coordinated, but also projects that can be pursued individually or in clusters, and funded separately.

- **Historic Reproduction Street Lighting:** The light pole design should set the "Village" theme either by similarity to poles previously used, as ascertained by examination of historic photos, or by representing a period of historic buildings currently remaining in Essex. Poles would be installed on the south side of the road across from the River and down Martin Street to the Town Hall.

- **Benches:** There should be a network of benches along Main Street to serve as "rest stops/bench stops", drawing walkers (visitors and locals) to the next stop along their way up and down the street. The goal would be to make this a "walking causeway" where people felt invited to continue their exploration by the "bench stops", shops, restaurants, natural beauty and interesting attractions. The Essex Enhancement Committee has already been successful in placing benches around Town using donations from local citizens.

- **Landscaping:** Small trees and other decorative plantings would beautify the street and supply additional uniformity of design. Each "bench stop" would have similar plantings. Local property owners would be encouraged to maintain their own landscaping at a level that would add to the attractiveness of the street.

- **Historical plaques:** The Essex Shipbuilding Museum has an interest in designing a historical walking path that would include plaques on historic buildings within the area identifying the date of construction and original owner, and interpretive historical signs with photos and text describing the historical and natural sites around town and along the river. These could be located at each "bench stop" or at other locations of interest.

- **Special events and promotions:** Regularly scheduled events are a great benefit to the Town. Decorations for the Mums Campaign, the Turkey Trot, Town parades and the Holiday Festival all create "good feelings" and considerable positive commentary from townsfolk and visitors alike. These and similar efforts can be planned for and undertaken from time-to-time and are not dependent on the kind of project design, planning, and funding that other projects in the list are subject to.

- **Public signage:** Signs identifying the causeway area as Essex Village should be posted at each end of the causeway and on Martin Street and Southern Avenue as they near Main Street. Moreover, these signs could be developed as part of a more comprehensive wayfinding effort identifying many of the resources in the Village area. Guidance on this effort could be provided by the Essex National Heritage Corridor Commission (ENHCC) since the organization has established its own set of wayfinding signs for the County.

### *Steps in Implementation*

With the start of re-construction of the roadway, sidewalks, and seawall this summer, the opportunity to address a number of the items listed above is unique and timely. The current plan for the highway improvements includes some landscaping and signage. A group of residents or some established committee could take on the responsibility to work with the town administrator, Essex Department of Public Works, the Massachusetts Highway Department, and the construction company contracted to undertake the construction to identify the signage and landscaping currently planned, to assess the appropriateness of the planned landscaping, and identify any other locations where landscaping could be located. Minor "field changes" could be made to adjust some of these features. In addition, more landscaping within the highway right-of-way could potentially be negotiated with MassHighway, privately funded, and installed at the same time. Locations for benches could be identified as part of the same effort, bench design selected, and private funds sought for the benches.

The development of an historical plaque program for historic properties in the Village is an easy program to implement. Many communities have plaque programs and appropriate design can be identified from other locations. ENHCC may also be able to provide technical assistance for this effort. Appropriate properties could then be identified, and owners queried regarding their interest in such a project. This program could be funded by property owners paying for their own signage or through a local fundraising effort.

Implementation of the design and installation of “welcome” or “branding” signs for the Village area is the simplest to undertake. The four locations will be fairly easy to identify, and one design can be developed. A full wayfinding program with historical interpretive signs is a significantly bigger effort. This effort would require professional assistance to develop a comprehensive design scheme, location of signs, develop the content of the interpretive signs and their locations, and fabricate a variety of sign designs and materials. As noted above, ENHCC could provide some very preliminary guidance, but funding would have to be found for the remaining work.

### *Funding Opportunities*

The work associated with the infrastructure improvements will be partially funded as part of the road construction (some landscaping) but additional landscaping and benches will likely need to be undertaken with privately raised funds unless they can be rolled into a major application, such as Enhancement funding, to undertake some of the other activities to be undertaken in the Causeway area and Village.

An application for Federal Enhancement funding, a program currently being considered for reauthorization in Congress, could fund a variety of the improvements that are included in this section. There may also be remaining Enhancement funding for previous authorizations. Program elements that could be funded include lighting, benches, signage, and rehabilitation to some of the historic properties fronting on the Causeway and associated roadways. Applications for Enhancement funding must include fairly complete information on design and engineering in order to be eligible. Applications can often be costly to prepare.

Work on interpretive and wayfinding signs has been funded by some communities using Community Preservation funds. It is not deemed clearly fundable in the law. The standard in the Community Preservation Act and its interpretation is that projects either preserve, restore, or rehabilitate historic resources, or will directly lead to that. The argument has to be made that by identifying and declaring significant such resources, they are more likely to be protected. Further research would be required on this issue once the project is more fully fleshed-out before pursuing use of CP funds for wayfinding.

The Downtown Initiative Program in the Department of Housing and Community Development (DHCD) will provide \$10,000 for assistance in developing wayfinding programs. DHCD grants about one award/year for such a use so it is a difficult funding to secure. In addition, \$10,000 would be adequate for the entry signs, but may not qualify as wayfinding. \$10,000 is only the start of a more comprehensive wayfinding and interpretive signage program. The Enhancement grant could cover such an effort, but the

bulk of the work for design of the signs and installation requirements would have to be completed in order to prepare and submit the application.

### **3.2.2 Improvements to Village Buildings**

#### **Project Description**

The value of the Village theme can be communicated to property owners so that when there are upgrades to properties the design theme and preservation of historic features can be considered as part of the improvement plan. The same would be applicable to new construction.

#### **Steps in Implementation**

Educational and informational material can be made available to private property owners so they can consider what the Village theme may mean to them when planning for necessary repairs or improvements to their buildings using private funds.

There may also be some public funding assistance available for the improvements of business and residential structures in the area. The LTPC or some other entity could first identify the greatest need in the area – is it for façade improvements to commercial buildings or is it to add or improve residential units in the Village? Each issue presents a different set of implementation steps, and different sources of external funding. Work on historic preservation matters, for example, is assisted through the Massachusetts Historical Commission (MHC). The MHC can provide funding for Comprehensive Historic Property Surveys to identify which structures in Essex have historical value.

Once the principle needs are identified, additional work can be undertaken to explore the variety of funding sources to address those programs. The information below is just a broad-brush presentation of some of the options. More detailed information can be provided on the several sources of funding as choices are made.

#### **Funding opportunities**

The Community Development Block Grant (CDBG) Program is the most comprehensive source of funding for assistance with building rehabilitation. Funds can support façade improvements for commercial buildings, as well as rehabilitation of residential units. A commercial façade program can also include assistance with signs and awnings. Since funds come from the federal level and are designed to address national objectives of “alleviation of slums and blighting conditions” and “assistance to low and moderate income households”, comprehensive applications are required, as are detailed program operations and monitoring.

Other state assistance is also available from several sources for larger residential projects (approximately 6 units or more) if the projects commit to selling or renting to some tenants who meet guidelines for low and moderate income.

The CDBG funds can be applied for by the town and the program administered locally by consultants or staff (up to 20% of the grant is available for administrative costs). In addition, Essex is a member of the North Shore Home Consortium and has some funds available through that source annually to assist a project that would include housing that is affordable to low or moderate income households. Finally, Community Preservation funds can assist in rehabilitation of buildings that will house households that are income eligible.

Work in preserving historic resources can be assisted by CP funds. The Essex National Heritage Commission had a small grant program to assist projects, but no funding is currently available. MHC has Survey and Planning grant funds that may be an option, depending on the need in the Village and the current program targets. These funds also are on hold for the next several months (as of May 2009).

### **3.2.3 Freight House and Antique Hand Tub**

#### **Project Description**

A unique opportunity has arisen to display two Town treasures, the historic former railroad freight house, and the Essex Veteran Fireman's Association's antique hand tub, known as Essex #2. The old railroad freight house is presently located at the end of Island Road and stored on the Guerin property. The building is currently the property of Mr. Doug Low, who strongly feels that it should be preserved as a town artifact, if possible on Town property. Funds need to be found to move the building, and a site for its ultimate location also needs to be identified.

The hand tub known as Essex #2 is presently stored and cared for by the Essex Veterans Fireman's Association at the rear of the Town's fire station. The Association is desirous of finding a way to display the hand tub, have access to it for parades and musters, and generally preserve it as an antique for Town folks and visitors alike to enjoy. The Association also has funds that could be directed towards the upkeep of Essex #2

The suggested location for both items is a town-owned parcel that was once the site of a firehouse on Main Street, between the former Central School and the White Elephant Shop. At this location the intent would be to have the hand tub displayed within the freight house. This location is desirable not only because of its historical significance, but also because the hand tub, freight house, Essex Historical Society (former Central School), hearse house and cemetery, would all be in one location for walking tours.

#### **Steps in Implementation**

Both of these items are in ownership of parties who wish to protect them. A local architect has contributed a photo-rendering (Figure 2) intended to help citizens and planners evaluate the visual impact of placing the old freight house on the town-owned site. Since it is currently planned to store the hand tub in the freight house, moving the freight house is the first step. The process of finalizing the steps to disassemble, move, and reconstruct the building, or to move it as is, will need some professional assistance. Likewise, discussions with town officials regarding use of the town site may require legal

assistance. Establishment of a committee to implement this project may be the best route to implementation, or to have a subcommittee of the Essex Historical Society take it on as a project.

### *Funding Opportunities*

This project is an excellent candidate for Community Preservation Act (CPA) funds. There are virtually no other sources of funds for such projects other than Community Preservation funds. The Essex Heritage Corridor Commission has a Partnership Grant Program for historic preservation projects, but is not operating that program this year due to cut-backs in state assistance and the availability of funding for next year is also in doubt.

Administrative funds could be sought out of the current year CPA funds to undertake some of the feasibility work and legal assessment of moving the building to a town-owned parcel.



Figure 2 – Rendering of Proposed Freight House

## ***3.3 Transportation and Parking***

### **3.3.1 Route 133 Reconstruction Project**

As described in the Introduction, this State project (2009-2010) will greatly improve the roadway and sidewalks along the Causeway, with resulting improvements in the safety and aesthetic attractiveness overall and in particular for bicycling and walking in that area. It is important that the Town maximize the value of this upgraded infrastructure through initiating companion projects in the area and putting appropriate operations and enforcement mechanisms in place. These are described in the following sections.



### **3.3.2 Parking Study**

#### **Project Description**

Having adequate and reasonably convenient parking is crucial for supporting any commercial center, and downtown Essex is no different. It is also important to serve tourists and townspeople for the cultural and recreation resources. Following a linear development pattern along Route 133, downtown Essex is somewhat unique in that its on-street parking supply is constrained by its location on a State road and the limited width of the roadway, which results from the adjacent river and salt marshes. However, there is significant capacity in privately owned lots in many places along the Causeway, and the nature of the businesses served suggests that peak demand times vary and that sharing of this parking capacity may be feasible.

A parking study would allow for an inventory of all public and private on- and off-street parking within the study area and associated regulations. A parking study would also identify those steps necessary to:

- Preserve existing parking;
- Provide additional on-street parking;
- Identify plots for possible shared parking agreements;
- Locate where existing parking could be reconfigured to provide additional parking;
- Locate where additional off-street parking might be suitable;
- Add appropriate directional signage to allow visitors to find parking.

#### **Steps in Implementation**

A detailed inventory can be developed that will identify all existing parking locations as well as periodic counts of usage levels on particular days at particular times. These counts should be undertaken to reflect seasonal variations. Once this information is assembled, the opportunities for next steps can be pursued. It may be useful to undertake the parking study in conjunction with the development of rezoning for the Village area, as the study would be valuable in evaluating the opportunities for shared parking arrangements.

#### **Funding Opportunities**

The Downtown Initiative Program makes up to \$10,000/year available for research on several topics in town centers – including parking. Essex could prepare an application to seek assistance with the study outlined above and other parking assessments. Alternatively, the Town could undertake the initial work itself and seek State assistance to move the assessment to the next level of detail.

Since the reconstruction of Route 133 in Essex is scheduled to take place this summer (2009), the parking patterns may be altered by people either putting off a trip to Essex, or not having access

to certain parking areas during the construction process. This could significantly alter parking patterns.

### **3.3.3 Southern Avenue Re-use**

#### **Project Description**

Property could be acquired to serve as much needed off-street parking for the southern end of the Village, and to become a beautiful scenic view park for the neighborhood and possibly the terminus for the proposed community path.

#### **Steps in Implementation**

The first effort would be preparation of a feasibility assessment of acquiring a site, to look at both a potential use for an in-town park or for needed parking in that section of Town. The site should be included in the work undertaken as part of the parking study. A sketch plan should be created showing areas for parking, landscaping and access to the proposed community path.

#### **Funding Opportunities**

As this project can be considered part of the Community Path trail project, funding opportunities identified there can be considered for this project also. If further research determines that it cannot be considered part of the Path project, its funding sources are more limited. It might be eligible for a comprehensive application for Enhancement funds.

## **3.4 Access to Essex River and Recreation**

### **3.4.1 Transient Dock and Boardwalk**

#### **Project Description**

The Town Administrator is collaborating with State Representative Ann-Margaret Ferrante and the Board of Selectmen to secure funding under the Seaport Bond Bill for the design and construction of a transient dock and boardwalk to increase public access to the Essex River. The proposed location would be along the seawall between Perkins Marina and the former Riverside Restaurant (Figure 3), and would consist of a boardwalk and viewing deck at street level with a floating dock below. The dock would stretch from the end of the existing Perkins Marina docks (but not connect to them) and would progress to the end of the seawall. A gangway would connect the dock with the boardwalk and viewing deck above. The size of the overall structure would be dictated by the Department of Environmental Protection and Army Corps of Engineers.

Funding for the project, if available, would allow it to proceed in two phases. The first phase would be for feasibility and design, while the second phase funding would be for the actual construction of the dock, boardwalk and viewing deck. A further element, which has yet to be determined, is whether funding under the Seaport Bond Bill can be used for property acquisition. If so, the potential exists to purchase the former Riverside Restaurant, and further extend the proposed dock to the nearby Woodman's Beach.



**Figure 3 – Proposed Location of Transient Dock**

#### *Steps in Implementation*

Personnel from the Salem State College Center for Economic Development and Sustainability have produced a draft plan of work for obtaining Seaport Bond Bill funding for the study of Essex River public access facilities at the Causeway. The Center is prepared to make an application for both a Feasibility Study and a Practical Implementation Study on the Town's behalf. If funding is sought by the Center and secured, the Center becomes the contractor which would undertake the project.

#### *Funding Opportunities*

The Seaport Advisory Council was created by executive order to advise the Governor about seaport development policy and funding and to coordinate all seaport development activities in the Commonwealth. The council oversees implementation of infrastructure improvement, harbor dredging, and intermodal transportation facilities. Using general obligation bonds as authorized by the Seaport Bond Bill, the Council's Investment Program seeks to meet the investment needs of Massachusetts port and harbor assets. Since the passage of the Seaport Bond Bill, ports and harbors around the Commonwealth have received more than \$63 million for capital improvement projects.

The Boating Infrastructure Grant Program is operated by the Massachusetts Division of Marine Fisheries. The program has funded public launch ramps, fishing piers, and pump-out boats. This federally-funded program is not large, allocating only \$100,000 for Massachusetts in recent years, and requiring a substantial local match. It remains something to be explored as the project becomes better defined.

### 3.4.2 Town Landing

#### Project Description

This project would be a joint venture with the Essex Shipbuilding Museum, Periwinkles Restaurant, and other abutting property owners to improve the multi-use functioning of the area, while improving its visual appeal as the entryway to the Shipbuilding Museum and the Essex River Basin. It is paramount to maintain and, if possible, improve public access to the landing and the river (Figure 4).



**Figure 4 – Existing Town Landing**

Upgrades to this area could dramatically reshape the landing, significantly improving its overall image and appearance. The current parking arrangement, boat launching and hauling, trailer storage, vehicular and pedestrian access, the harbor master's storage shed, landscaping, and general upkeep of the area, have all been discussed as requiring improvement. A campus master plan for the Shipbuilding Museum in conjunction with the Town Landing and the parking area at Periwinkles Restaurant would provide the framework for action. At a minimum, the town-owned section of the site could be redesigned to accommodate a new pocket park with benches and a new river viewing deck overlooking the harbor. There would be considerable benefit to local residents, visitors and patrons of the Museum in terms of access and enjoyment of the Essex River.

The LTPC suggests that a full-size set of wooden ship's ribs be erected adjacent to the present paved boat ramp, as a tribute to the hundreds of years of wooden boat building history in Essex. The ribs would be built in the old manner showing the actual construction techniques, helping provide the visual impact that might draw folks into the Museum and cause the Town of Essex to be remembered for a future visit.

#### Steps in Implementation

The LTPC or another entity can determine the area to be redeveloped, ownership of the area, and hold a meeting to identify willingness to proceed. Efforts can be made to identify a landscape architect who can provide preliminary services to identify on-site design issues. The owners could meet to discuss design with the landscape architect to generate interest, excitement, and options for proceeding.

For a joint venture to proceed, it will probably be necessary to move toward full design of the project before legal documents can be identified, prepared, and signed. Legal assistance would be required to identify any necessary easements or agreements for proceeding with a shared development project. These agreements would have to be developed and signed, before moving forward with the development project. This project is likely to require significant legal review and permitting before construction could proceed.

### Funding Opportunities

Once the nature of the project is more fully identified (for example, acquisition of easement, preservation vs. new construction) more targeted discussion can occur regarding potential funding sources. It is possible that CPA funds can be used to undertake the preliminary work that would lead to a full description of the elements of the project.

This project might qualify as a “recreation project” under the CPA definition. It is not likely to qualify as “historic”, although it is possible that some of it may. If public easements need to be secured, the use of CPA funds for legal and design services might be eligible.

### **3.4.3 Community Path**

#### Project Description

The Community Path would exist on the abandoned B&M Railroad bed that is most visible running parallel to Main Street across from Perkins Marine (Figure 5) and stretching southerly to the old railroad station. In the opposite direction, the railroad bed progresses between the two ball fields at the rear of Town Hall, to the transfer station and further toward Centennial Grove (Figure 11). The project could be approached in four phases. Each phase would build upon the success of earlier phases but would not be entirely dependent upon their completion.



**Figure 5 – Existing B&M Railroad Bed**

Phase One: This phase would have the highest visual impact. It would begin from behind the Town tennis courts, run parallel to the Causeway, and stop where the old railroad bridge formerly spanned the Essex River. This section of the Path would provide a pleasant trail for picnickers, cyclists, walkers, snow-shoers, birdwatchers and nature lovers, with wonderful scenic vistas of the marsh and river. Park benches and picnic tables could be added to increase public use. Seasonal displays to be viewed from the Causeway could also be erected.

Phase Two: The second phase would require a bridge over the Essex River (Figure 6) that would be arched up or elevated for small boats to pass beneath. Height at high tide for passing beneath would be similar to the existing Causeway bridge. The bridge would be wide enough and strong enough to allow a small emergency vehicle to traverse it, such as an All Terrain Vehicle (ATV). From the new bridge, the trail would progress to a paved portion of Woodman's parking lot adjacent to the Function Hall or to a raised walkway at the edge of the marsh leading to Main Street, or to another access point on Southern Avenue.



**Figure 6 – Photo Rendering of a Community Path**

Phase Three: The third phase of the Path would progress on the existing bed from Woodmans parking lot (adjacent to the Function Hall) and across the marsh toward Southern Avenue.

Phase Four: The fourth phase would see the Path continue from the Town's tennis courts, between the two ball fields at the rear of Town Hall, and along the old railroad bed toward the transfer station and Landing Road. There has been suggestion that since much of this section is on private, back yard property, it should be left as an informal and non-publicized continuation of the walking trail.

The Community Path is ambitious, challenging, and exciting in its potential. There is no doubt that significant obstacles would have to be overcome for the Community Path to proceed to construction. Some of the more obvious obstacles are as follows:

- Land Ownership: Most of the land comprising the proposed route of the Community Path, along the former B&M railroad bed, is now privately owned, with various individuals owning different parcels. If the land cannot be acquired through direct purchase, permission to use it would have to be obtained through long term lease, legal easement or other similar legal instrument. Legal services would be required.
- Funding: If land purchases or leases were necessary, a funding source would have to be found. Money would also be required for design and construction, general clean-up and the purchase and installation of benches and picnic tables.
- Maintenance: The responsibility for general care and maintenance would have to be assigned to the Essex DPW or some other entity. Possibly a Community Trails Committee would be formed.
- Elevation: During the 12 foot high tides that occur once each month for most of the year, 50% of the railroad bed is under water for a couple of hours.
- Proximity to personal residences: There are several homes that would be impacted by the loss of some backyard privacy.

- Permitting: Since the bed is located in a wetlands area, Conservation Commission and DEP approval would be necessary. Other approvals may also be required, including but not limited to, the Army Corp of Engineers.

- Design and construction: Professional engineering would be required for each phase and to assist with permitting.

### *Steps in Implementation*

This project consists of many separate elements. The first step would be an expansion on the description provided above into a feasibility study and implementation plan. Professional engineering capability would be needed to explore issues of periodic flooding, potential costs and design challenges of building a bridge, among other matters. This document would lay out procedures to develop the trail, estimated costs of particular components, and recommended phasing of the effort.

### *Funding Opportunities*

The Commonwealth has run a program for a number of years to fund recreation trails through the Department of Conservation and Recreation. Funds are made available from the federal Enhancement program run through state programs (see Section 3.2). These grants are generally small (around \$2,000-\$50,000/year) but could be used for initial planning work.

It is not clear whether the reauthorized Enhancement program would consider funding acquisition or construction for this recreational path. If some portion or the entire project is shown to be feasible, application could be made to the Enhancement program (currently SafeT-LU) to fund acquisition. Discussion with MAPC and State staff will be important before preparing any application.

Local CPA funds could be utilized for the planning, acquisition, design, and construction portions of this project if adequate funds were available. Given the relatively small amount of CPA funds available to Essex, consideration for its use for planning and pre-acquisition costs may be the most reasonable approach.

Department of Conservation and Recreation also runs a program called PARC (formerly Self-Help) that can fund land acquisition. The municipality must have a current Open Space and Recreation Plan to be eligible for these funds. The proximity of the public parking lot to this feature, and the regional tourist draw of Essex, may make this project potentially eligible for LAND funding also.



### 3.4.4 Tennis Courts and Ball Fields

#### Project Description

Great strides have been made over the past decade in improving the area to the rear of Town Hall and the Police and Fire Department. A municipal parking lot, public restrooms, a new children's play area and newly resurfaced ball fields have been constructed in this area. The final upgrade is the replacement of the Town's two tennis courts (Figure 7). The playing surface on each court is in poor condition, while the chain link fencing which encloses them has extensive damage and rust, which further detracts from their overall appearance.



**Figure 7 – Existing Tennis Courts**

An ad hoc citizen's group, in partnership with the Town, has recently formed to raise funds for new tennis courts, a basketball court, lighting and landscaping. The Essex Parks Improvement Committee has developed site design and engineering plans, received approval from Town Boards, and obtained a small grant from the United States Tennis Association. A promotional mailer (Figure 8) has also been produced and distributed to local residents requesting support and financial donations.



**Figure 8 – Rendering of New Tennis Courts**



### 3.4.5 Paglia Property and Spar Pond

#### Project Description

The Paglia property, named after the family that owns it, is a small parcel of vacant land located on the southern side of the Causeway bridge, across from Pike's and Perkin's Marinas (Figure 9). This small promontory, which has direct frontage on Route 133, juts out from the roadway and presents itself as a flat, stable land mass overlooking the marsh and river. The LTPC suggests that this would be an ideal location for a small pocket park, with landscaping and benches so that tourists and residents can take advantage of the beautiful, scenic vistas created by the river and marsh system. This site would also provide the first link of a bench system stretching the length of the Causeway. An historical plaque or interpretative display board at this location would describe items of interest, such as wildlife and scenic views, as well as the adjacent Spar Pond.



**Figure 9 – Paglia Property**

Located immediately adjacent to the Paglia property is the Spar Pond (Figure 10). The Spar Pond played a significant role in Essex's shipbuilding history. It is here, during the early part of last century, that masts would be soaked in salt water to be readied for the outfitting of vessels constructed in the shipyards along the Essex River. The owner of the Spar Pond, Mr. Ed Perkins of Perkins Marina, previously expressed interest in working with the Town on any project that might draw attention to and improve the appearance and condition of the Pond.

#### Steps in Implementation

This project consists of land acquisition, some site design, possibly permitting, and design and acquisition of amenities (bench and interpretive signage). Discussions with the landowners have been initiated. Improvements to the site (bench and interpretive sign) would be treated differently. The bench is a simple acquisition, but the design of the bench should be selected by whichever Town committee is overseeing the acquisition of coordinated infrastructure. The interpretive sign should be designed consistent with any other interpretive signs to be placed in the Village.



**Figure 10 – Spar Pond**

### Funding Opportunities

All of the costs associated with the acquisition of the parcel could be fund-raised, or would be eligible for use of CPA funds if approved through the required channels and available for this use. Procurement of the bench could either go through a larger acquisition for benches for the area, or be purchased on a one-time basis using an approved design. Design and fabrication of the interpretive sign could be potentially funded with CPA funds. Another possible source is the Essex Heritage Corridor Commission, if they reinstate their small grant program.

#### **3.4.6 Woodman's Beach Pocket Park**

Another appropriate location for a “pocket park” and link in the bench system would be the Town owned Woodman's Beach located across from Woodman's Restaurant between Tom Shea's and the old Riverside Restaurant. This project could be one of the first accomplishments of the Village Initiative as this area is already earmarked for granite benches made from the capstones of the seawall that is due to be reconstructed as part of the Route 133 reconstruction project. It might even be possible to have much of the work done “in-house” by the Town's Department of Public Works in combination with Marchese Construction, the contractor for the reconstruction project.



**Figure 11 – Woodmans Beach**

The intent would not be to create a swimmer's beach, but rather to add benches, plantings and sand to create an area that is visually attractive and would serve as a place to sit and admire the river. An artist's rendering and collaboration with the Conservation Commission, Town officials and relevant Town staff would be the appropriate initial steps in formulating a plan of action.

### Steps in Implementation

This project consists of some site design, possibly permitting, and perhaps acquisition of interpretive signage. Since the granite benches will be available as a result of the Route 133 reconstruction project, their exact placement and relationship to other possible improvements needs to be planned for in advance. The interpretive sign should be designed consistent with any other interpretive signs to be placed in the Village and causeway area.

### Funding Opportunities

Design and fabrication of the interpretive sign along with any landscaping could potentially be funded with CPA funds. Another possible funding source is the Essex Heritage Corridor Commission, if they reinstate their small grant program. Much of the physical work might also be done “in-house” by the

Town's Department of Public Works in combination with the Marchese Construction, the contractor for the reconstruction project.

### **3.5 Zoning and Permitting**

#### **Project Description**

The existing zoning for the Village study area will require review and most likely a new zoning district or an overlay would result. The LTPC has discussed both a Business Overlay District Bylaw (BOD), development of a new zone that applies only to the Causeway and/or full Village area. Development of a bylaw would define a business or commercial district with a specific set of rules and regulations, without establishing town-wide zoning. The choice of an overlay zone would not necessarily alter the provisions of the underlying zoning of the BOD. The BOD or new zone would be crafted after a careful review of the present zoning requirements, with consideration given to removing unnecessary barriers and to allow for better use of the existing properties located within the proposed district.

Most of the properties within the study area do not comply with the present zoning. Because of this, these properties fall under bylaw section 6.4.2 - Non-Conforming uses. This provision does not prevent changes in use or additions or alterations to the existing structures, but may restrict unnecessarily the best possible improvements to comply with rules designed for new construction and development of presently unused build-able parcels.

Some of the present rules which should be reviewed for changes include; front yard setback requirements, side yard setback requirements, and off -street parking requirements. The zoning change may also restrict the type of permissible uses allowed and clarify allowing a mix of permissible uses on one lot.

In addition, the LTPC discussed the need for a Demolition Delay Bylaw. This bylaw would allow for a discussion period before the demolition of historic buildings throughout the Town. Town officials would have to develop criteria to determine what buildings are covered and the length of the proposed delay.

#### **Steps in Implementation**

If either a zoning bylaw change or a Demolition Delay Bylaw were to be advanced, each would eventually require consideration and ratification by Town Meeting. First steps in such an effort are to identify the purposes of the effort, the area to be rezoned, and the conditions within the area that need to be addressed. Such conditions would include the buildings that currently house mixed uses and the types of applications the Planning Board reviews under bylaw section 6.4.2. With this information, efforts can be undertaken to craft zoning changes that address the conditions identified, and others that have been addressed through similar zoning in other communities.

#### **Funding Opportunities**

There are few sources of funding for rezoning.

## 3.6 *Municipal infrastructure*

### 3.6.1 Town Hall Restoration

The funds for the construction of this building were donated to the Town of Essex by former resident, T.O.H.P. Burnham in 1892. Plans were drawn by Frank W. Weston and construction began in 1893 with the building being completed the following year (Figure 11). Research has shown that this Victorian structure may be the only shingle style, public building of its kind in America. Many feel that this edifice is second only to the River and the antique shipbuilding industry as a visual symbol of the Town of Essex.



**Figure 12 – Essex Town Hall**

Town Hall is listed on the National Register of Historic Places and designated as a National Historic Landmark, a preservation restriction that protects its exterior from architectural alterations, by the Massachusetts Historical Commission in 1984. The interior, which enjoys no such protection, currently contains the T.O.H.P. Burnham Library and Town Clerk's office on the first floor and other Town offices which were added during the mid 20th century on the second floor. The basement is empty with the exception of a large vault which serves as a Town archive. The third level is comprised of a balcony overlooking the original, 19th century auditorium and stage. With the exception of the partitions for the second floor town offices (which are removable), along with some plumbing updates and other minor alterations, the interior of this building remains surprisingly close to its original condition.

The Town of Essex has been confounded for many decades with the issue of what to do to solve the dilemma of inadequate space for its Police Department and Town Offices. Both, for a multitude of reasons, are in serious need of updating.

#### *Funding*

The Town has proceeded to seek funds for the exterior restoration that could be consistent with a variety of ongoing uses. Recently, the Board of Selectmen has received an estimate of approximately \$1.6 million for exterior restoration to beautify and stabilize the building. This project and a new facility for town offices and the police department have been submitted to the Governor's Office for possible funding as part of the President's economic stimulus package.

If partial or complete use of the building is for the library, funds could be sought from the Massachusetts Public Library Construction Program. Planning and construction funds are available, with about four years between funding rounds so that municipalities can seek planning funds and several years later seek construction funds. There is currently a long waiting list for libraries seeking funding. To be eligible, libraries must be certified by the Massachusetts Board of Library Commissioners.

### **3.6.2 New Municipal and Public Safety Building**

The Town recently formed an official Building Committee to study current and future space and building needs of Town departments, as well as other building issues. One of the more pressing issues to be addressed by the Committee will be the need for a new public safety building for the Town's Police and Fire Departments. The building on Martin Street (Figure 12) where both departments are currently housed has a number of problems; the building is outdated and requires significant upgrades, while space within the building is extremely limited.



**Figure 13 – Essex Police and Fire Department**

#### **Implementation**

Approaches to implementation of a development effort will be formulated when decisions have made regarding Town needs for renovated or new space for town departments.

#### **Funding**

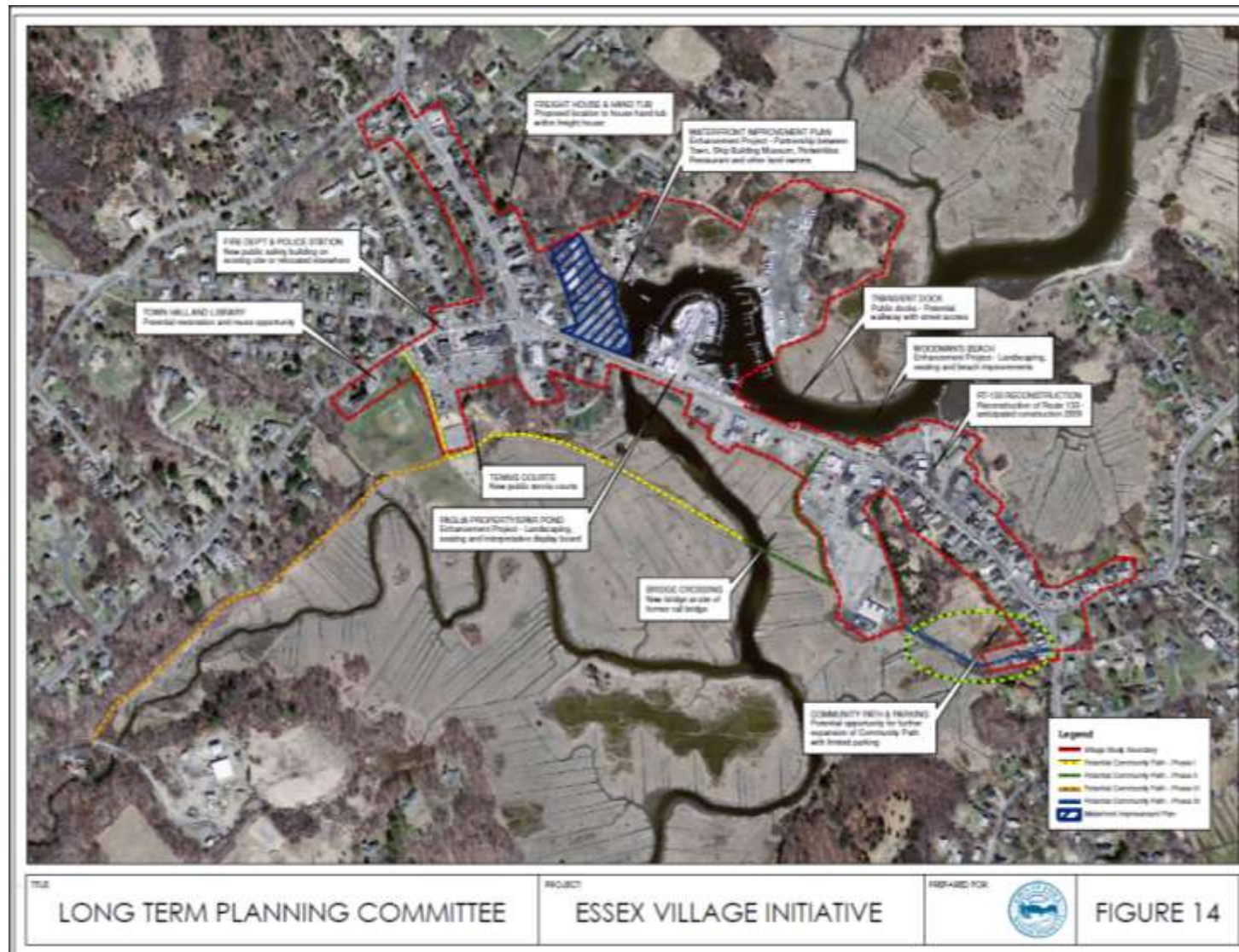
Approaches to funding of a development effort will be formulated when decisions have made regarding Town needs for renovated or new space for town departments.

### **3.7 Project summary**

All projects described in this report are geographically depicted in Figure 14 and summarized in Table 2.



Figure 14 – Location of Projects



**Table 2 – Improvement Projects**

<i><b>Timing</b></i>	<i><b>Recommendation</b></i>	<i><b>Responsibility</b></i>	<i><b>Funding Sources</b></i>
Within 2 years	Negotiate with current owner for Town's purchase of small land parcel adjacent Spar Pond. Retain landscape architect to develop landscaping plan along with seating area and interpretative display board/plaque.	Board of Selectmen Open Space Committee Community Preservation Committee	Community Preservation Act
Within 2 years	Establish a Working Group for the advancement of the Community Path.	Board of Selectmen	No funding required.
Within 2 years	Develop a Waterfront Improvement Plan for the Town Landing and abutting parcels owned by the Ship Building Museum and Periwinkles.	Board of Selectmen Harbor Master Museum Board of Directors Adjacent Property Owners	Town Funding
Within 2 years	Zoning and Permitting	Board of Selectmen Planning Board Board of Appeals	Town Funding
Within 2 years	Parking Study	Board of Selectmen	Town Funding
Within 2 years	Freight House and Antique Hand Tub	Board of Selectmen Essex Historical Society	No funding required.
Within 5 years	Uniform Design Plan	Board of Selectmen Essex Enhancement Committee	No funding required.
Within 5 years	Transient Dock and Boardwalk	Board of Selectmen	Seaport Bond Bill
Within 5 years	Town Hall Restoration	Board of Selectmen	Town Funding
Within 5 years	Tennis Courts	Board of Selectmen	Public Donations Town Funding
Within 10 years	New Municipal Public Safety Building	Board of Selectmen	Town Funding
Within 10 years	Construction of various phases of Community Path	Board of Selectmen Community Path Working Group	Town Funding Various Grants Donations Community Preservation Act

## 4. Contact Information on Potential Funding Sources

Massachusetts Downtown Initiative. Department of Housing and Community Development. Emmy Hahn ([Elizabeth.Hahn@state.ma.us](mailto:Elizabeth.Hahn@state.ma.us)) Can fund up to \$10,000 for work in the areas of wayfinding, parking, housing (including zoning work), economics of downtown, and other activities.

PARC (Parkland Acquisitions and Renovations for Communities). Melissa Cryan (617) 626-1171. [www.mass.gov/dcs](http://www.mass.gov/dcs)

Recreational Trails Grant Program. Department of Conservation and Recreation. Amanda Lewis (413) 586-8706, X19; [www.mass.gov/dcr/stewardship/greenway/regionalGrants.htm](http://www.mass.gov/dcr/stewardship/greenway/regionalGrants.htm)

Brownfields grant programs

[www.epa.gov/brownfields/assessment\\_grants.htm](http://www.epa.gov/brownfields/assessment_grants.htm)

Commonwealth of Massachusetts. Brownfields Redevelopment Toolbox. December 2007.

[www.mass.gov/dep/cleanup/brownfie.htm](http://www.mass.gov/dep/cleanup/brownfie.htm)

Seaport Advisory Council. Seaport Bond Funding. Louis Elisa, [Louis.Elisa@state.ma.us](mailto:Louis.Elisa@state.ma.us)  
[www.mass.gov/?pageID=gov3subtopic&L=5&L0=Home&L1=Our+Team&L2=Lieutenant+Governor+Timothy+P.+Murray&L3=Councils&L4=Seaport+Advisory+Council&sid=Agov3](http://www.mass.gov/?pageID=gov3subtopic&L=5&L0=Home&L1=Our+Team&L2=Lieutenant+Governor+Timothy+P.+Murray&L3=Councils&L4=Seaport+Advisory+Council&sid=Agov3)

Boating Infrastructure Grant Program. Massachusetts Division of Marine Fisheries.

[www.mass.gov/dfwele/dmf/programsandprojects/projectbig.htm](http://www.mass.gov/dfwele/dmf/programsandprojects/projectbig.htm)

Massachusetts Public Library Construction Program. Massachusetts board of Library Commissioners.  
<http://mblc.state.ma.us/grants/construction/program/construction.php>

Transportation Enhancement Program (SafeT-LU). Metropolitan Area Planning Council (for EOTPW). [www.mapc.org](http://www.mapc.org).

Peer to Peer Technical Assistance

[/www.mass.gov/?pageID=ehedterminal&L=3&L0=Home&L1=Community+Development&L2=Grant+and+Funding+Programs&sid=Ehed&b=terminalcontent&f=dhcd\\_cd\\_peer\\_peer&csid=Ehed](http://www.mass.gov/?pageID=ehedterminal&L=3&L0=Home&L1=Community+Development&L2=Grant+and+Funding+Programs&sid=Ehed&b=terminalcontent&f=dhcd_cd_peer_peer&csid=Ehed)

River and Harbor Grant Program

[www.mass.gov/dcr/grants.htm](http://www.mass.gov/dcr/grants.htm)



Town of Essex

Long Term Planning Committee

Westley Burnham  
John Corcoran  
Robert Coviello  
Michael Dyer (chair)  
Michael French  
Tom Guertner  
Edwin Howard  
Peter Kellerman  
Susan Lufkin  
Eamon McGilligan  
Andrew St. John  
Raymond Randall

Alternates:

Thomas Lang  
Susan Talbot

Ex-officio:

Wallace Bruce (Conservation Commission)  
Rob Fitzgibbon (Planning Board)  
Peter Silva (Chief of Police)