

Map 2. Population by 2000 Census Block Group, 2000 Census

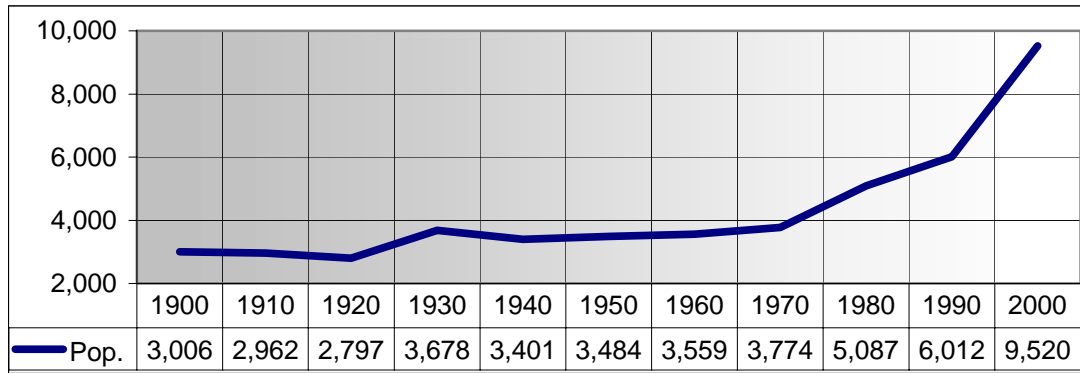
## 2. REGIONAL DEMOGRAPHICS

### 2.1. POPULATION CHARACTERISTICS

To illustrate changes in the age, race, gender, and income of the year-round resident population, the 2000 Census data was compared with previous data to illustrate trends over the past 100 years.

Map 1 shows the population of each of Nantucket’s Census Block Groups (or smaller geographic regions) to understand what portions of the Island have the largest population. It can be seen that the central portion of the Island, or “Mid-Island”, is settled by the majority of the year-round population, accounting for approximately 35% of the year-round population on about 4% of the island.

**Table 1. Population by Year, 1900 to 2000 (2000 Census)**



Nantucket’s appeal as a year-round residence is evident in the Island’s increasing population figures. As illustrated in table 1, the Island’s year-round population increased dramatically during the past few decades. According to the 2000 census figures, Nantucket’s population grew by 152% from 1970, and 58% from 1990. In 1970, there were 3,774 residents; by 1990, the year-round population had reached 6,012 residents; and by 2000 this figure has grown to 9,520.

**Table 2. Age Distribution, 1990 to 2000 (2000 Census)**

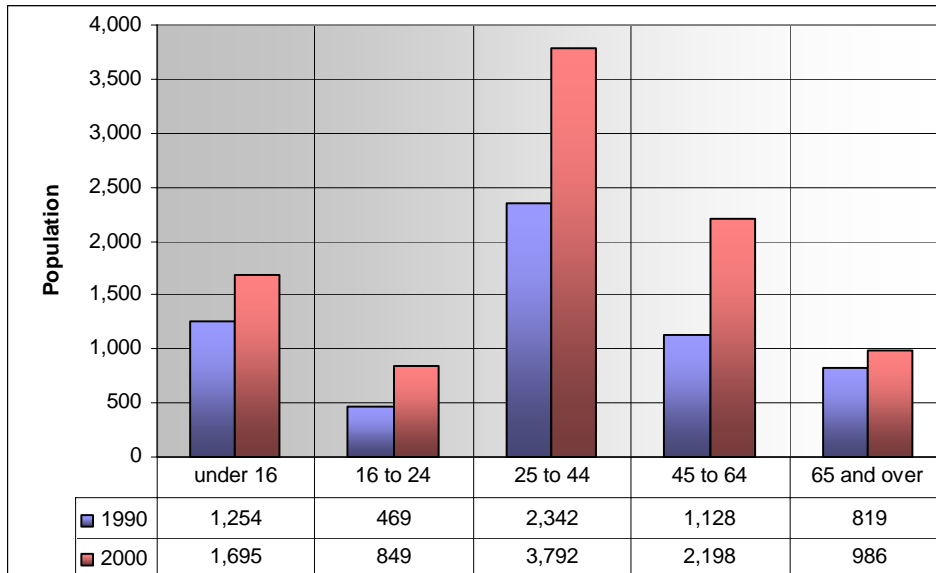


Table 2 shows the age distribution in the population totals. It can be seen that each age group experienced growth, which would be evident from the 58.3% increase in the total population.

**Table 3. Population, by Age Distribution, 1990 and 2000 (2000 Census)**

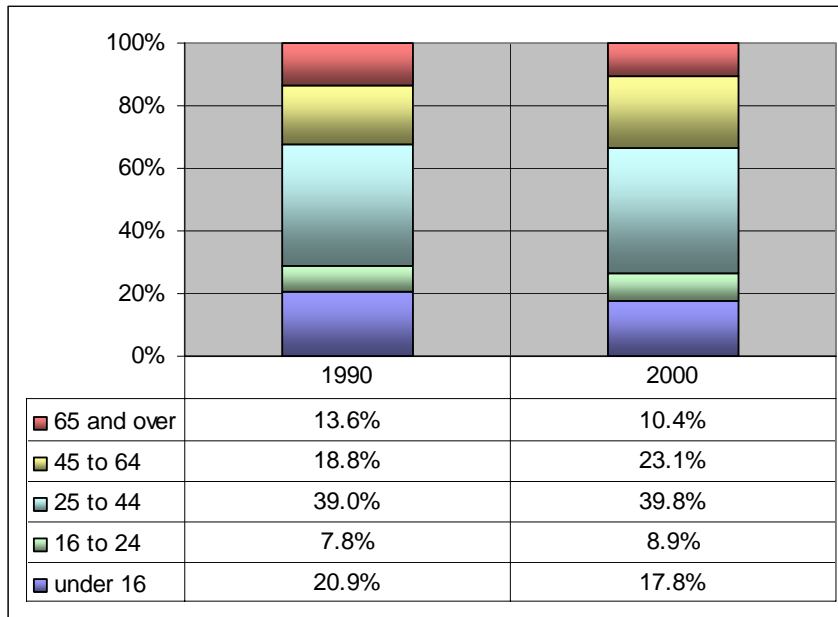
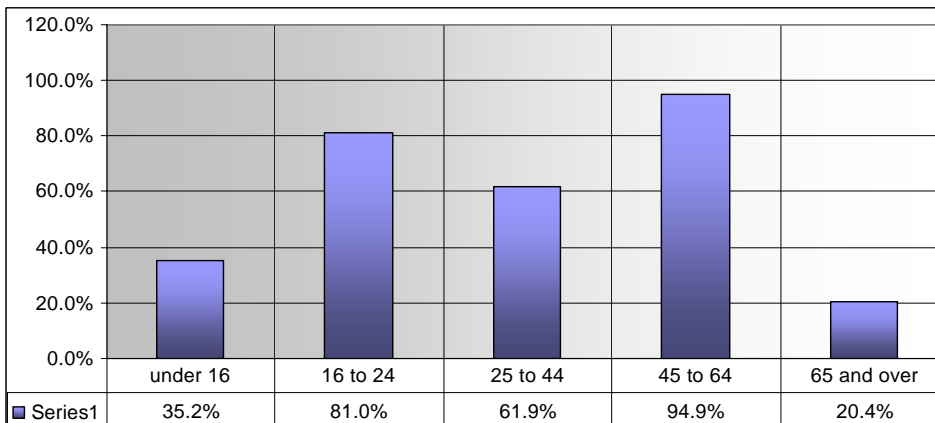


Table 3 illustrates the age distribution as a proportion of the total population from 1990 to 2000. According to the 2000 Census, 18% of the population was under the legal driving age of 16, which is a decrease from the 20.9% in 1990. In addition to the decrease in this age group, the 65 and over group also shows a decrease. In 1990, the 65 and over group was 13.6% of the population. However in 2000, this percentage decreased to 10.4%. The most significant increase can be seen in the 45 to 64 age group, which increased from 18.8% in 1990 to 23.1% in 2000.

**Table 4. Percent Change in Age Distribution, 1990 to 2000 (2000 Census)**



Although some age groups decreased from 1990 to 2000, Table 4 shows the total percent change in population of each age group. The greatest percent change can be seen in the 16 to 24 and the 45 to 64 age groups: 81.0% and 94.9% respectively. The under 16 and 65 and over age groups, which show a decrease in the population in Table 4, show the least amount of change: 35.2% and 20.4% respectively.

**Table 5. Population by Gender, 1990 to 2000 (2000 Census)**

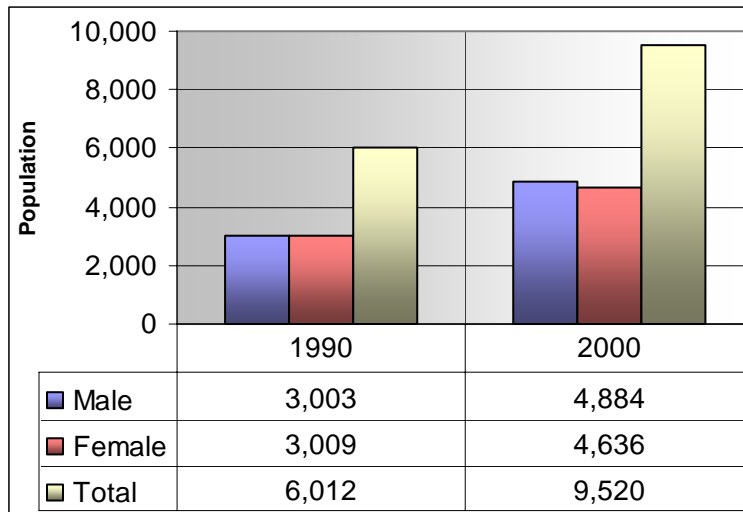
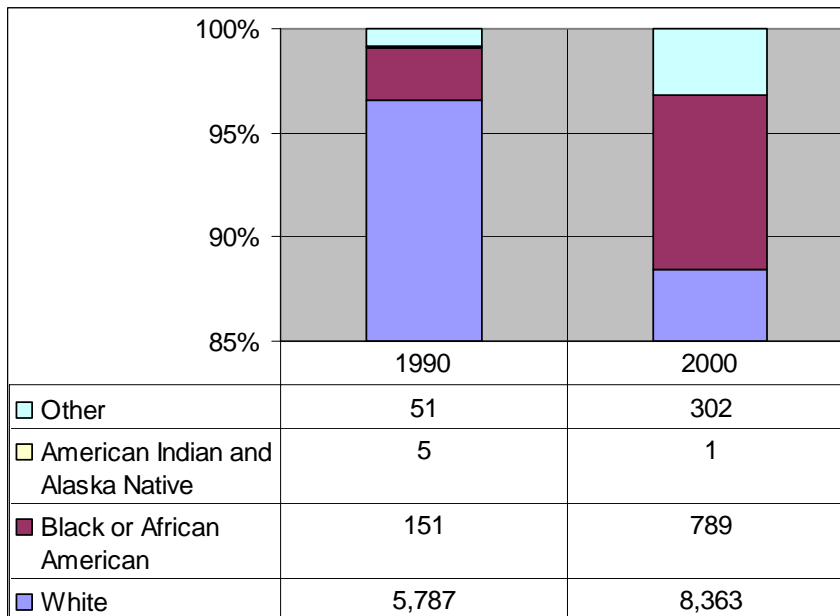
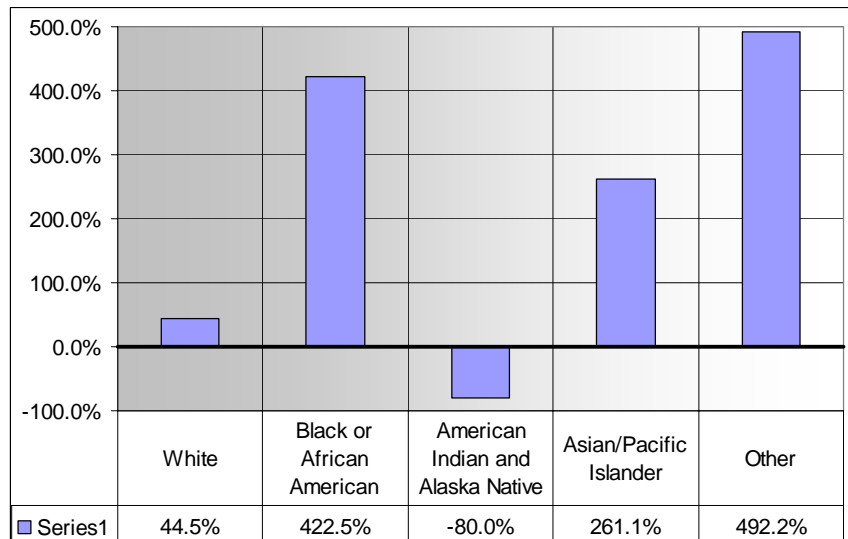


Table 5 breaks down the population by gender. It can be seen that both males and females increase considerably due to the 58.3% total population increase. However, the population of males increased by 62.8% while the female population only increased by 54.1%, meaning that there are proportionately more males on Nantucket.

**Table 6. Racial Composition, 1990 and 2000 (2000 Census)**



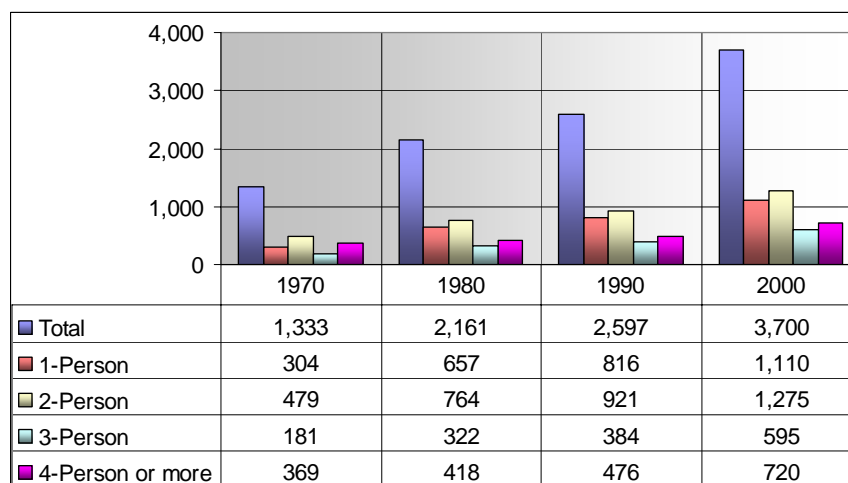
**Table 7. Percentage increase in Population by Race, 1990 to 2000 (2000 Census)**



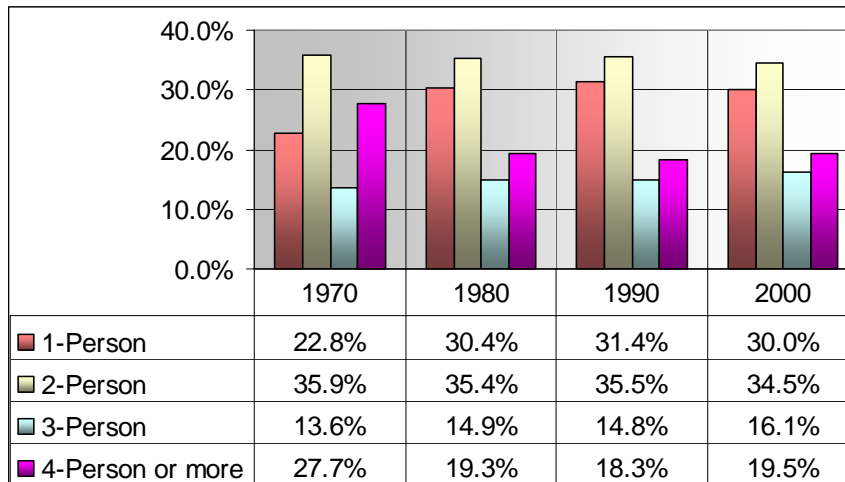
Tables 6 and 7 illustrate the racial composition of the Island by comparing the 1990 census totals to the 2000 census totals. It can be seen in Table 6 that there was an 8.5% drop in the proportion of the white population, while the total population of Black or African American and the population of other races (which includes the Hispanic population) increased by 5.8% and 2.4% respectively.

To further understand this change, Table 7 illustrates the percent of change from 1990 to 2000 in racial composition. It can be seen that the largest percent of change was in Black or African Americans (422.5% change) and in the category of other races (432.2%), which includes Hispanic population. The Asian/Pacific Islander (-80%) and White (44.5%) populations changed the least amount from 1990.

**Table 8. Household Size, 1970 to 2000 (2000 Census)**



**Table 9. Household Proportions, 1970 to 2000 (2000 Census)**



Tables 8 and 9 show the household size from 1970 to 2000. It can be seen that even though the total number of households has increased each year, the proportion of household size has been consistently the same. It can also be seen that a proportionately greater number of households have been 2-person households from 1970 to 2000 (about 35%).

**Table 10. Housing Tenure, 1970 to 2000 (2000 Census)**

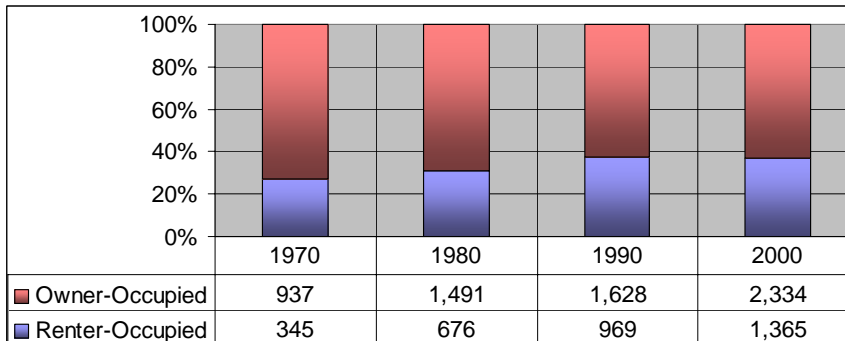


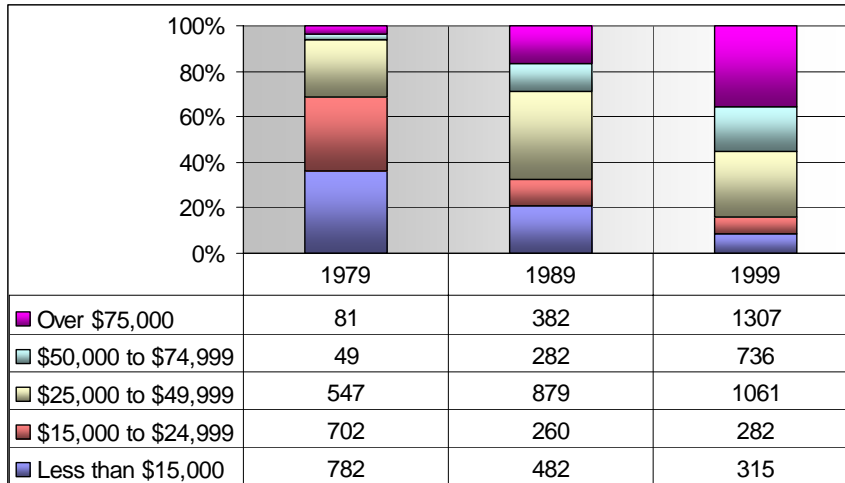
Table 10 illustrates the proportion of housing units that are rented versus owner-occupied. It can be seen that, when compared to the 1970 housing supply, 10% more of the 2000 housing supply is renter occupied.

## 2.2. INCOME AND EMPLOYMENT

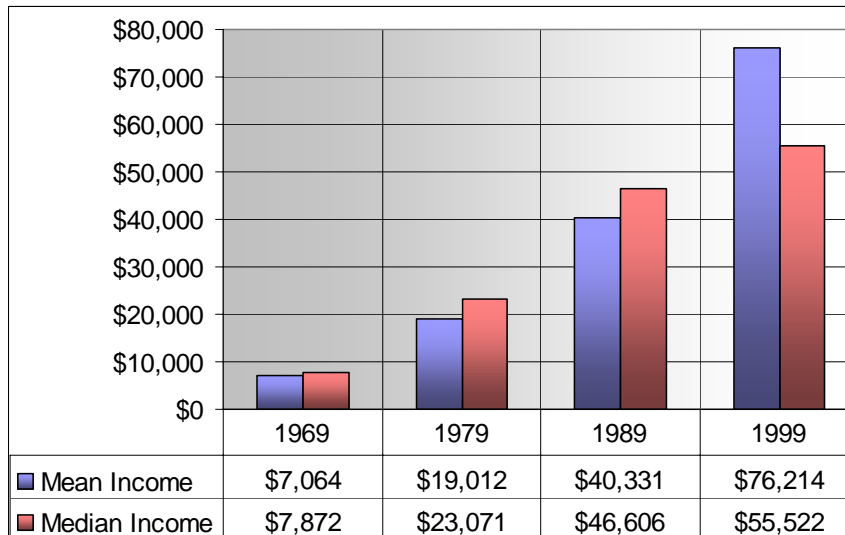
The following analysis illustrates the income levels of year-round residents, as well as the employment trends on a seasonal and industry basis by utilizing U.S. Census data and data from the Update of the Nantucket Economic Base Study Report, which was completed in July 2002.

## 2.2.1. Household Income

**Table 11. Household Income Levels, 1979 to 1999 (2000 Census)**



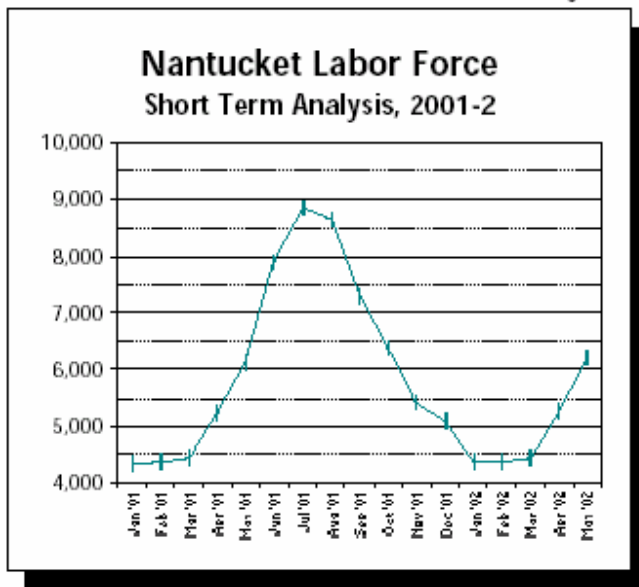
**Table 12. Mean / Median Household Income, 1969 to 1999 (2000 Census)**



Tables 11 and 12 show the income levels and the mean and median income levels for residents of Nantucket. Table 11 shows that more residents earn over \$75,000 than in previous years and fewer residents earn less than \$25,000 than in previous years. To further understand this trend, table 12 shows the average income level for the Island to be increasing dramatically. It can be seen that the mean income has surpassed that median income level in 1999.

## 2.2.2. Employment

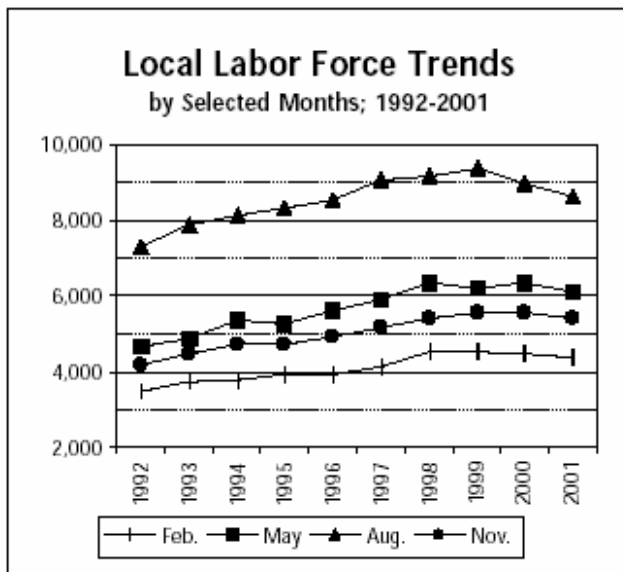
Figure 1. 2001-02 Labor Force (W&P, 2002)



Source: Massachusetts Division of Employment and Training, 2002

Figure 1 shows that the total labor force peaked in July of 2001 at nearly 9,000 workers, and reached lows in January of 2001 (4,342 workers) and 2002 (4,360 workers). The seasonal fluctuation of the labor force suggests that most of these jobs are either (a) held by workers who do not live on Nantucket year-round or (b) held by Nantucket residents who enter and leave the labor force on a seasonal basis.

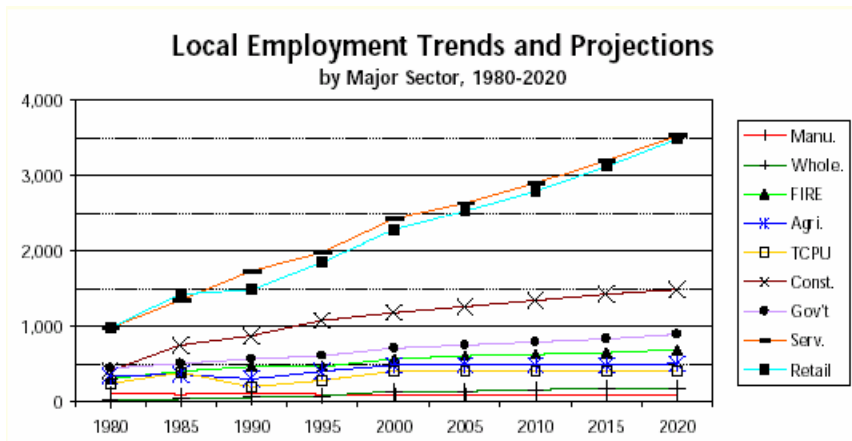
Figure 2. Labor Force Trends (W&P, 2002)



Source: Massachusetts Division of Employment and Training, 2002

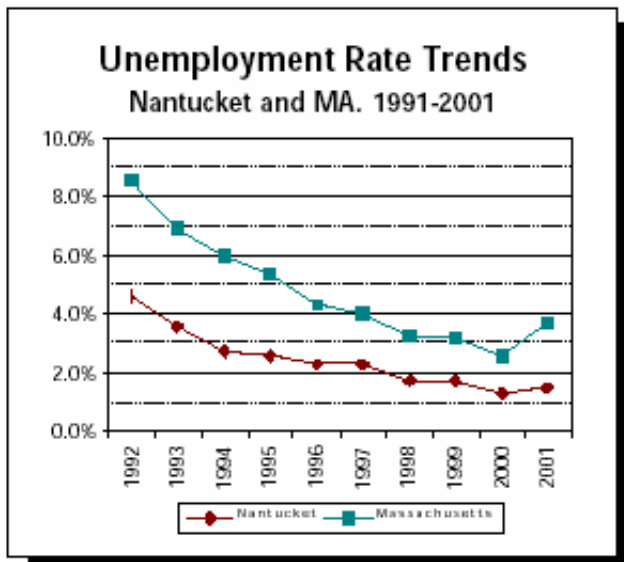
Figure 2 details the changes in seasonal labor supply over the past 10 years for four representative months of February, May, August, and November. As seen in this graphic, the Island's available labor force in August is substantially larger than the other months, while February is consistently the smallest. It is important to note that while the size of Nantucket's labor force fluctuates seasonally, the overall growth trends appear to be relatively consistent across all seasons. Also, labor force availability has generally declined since 1999, with the largest reduction occurring during the month of August, as well as a significant increase in the February labor force estimate between 1996 and 1998, followed by a marginal decline since that time. This suggests that growth of the Island's year-round resident labor force may be slowly decreasing.

**Figure 3. Employment Trends (W&P, 2002)**



As noted in the 2002 Update of the Nantucket Economic Base Study Report, Woods and Poole Economics, Inc. (W&P) prepares and annually updates economic and demographic forecasts for all counties in the U.S. As seen in Figure 3, W&P forecasts that future employment growth for Nantucket will continue to concentrate in the retail trade and service sectors, which are projected to account for 77% of future job growth. This finding is consistent with historical employment growth trends on the Island. The construction and government sectors are also projected to experience employment growth, but at a much slower pace (about 1.3% per year) than trade and service jobs. Almost all of the remaining market sectors are projected to maintain their current employment levels. Only the manufacturing sector is projected to decline in employment into the near future. These projections are obviously based on historical trends and assume that there will be no resource capacity constraints to economic growth over the forecast period.

Figure 4. Unemployment Rate, 1991 to 2001 (W&P, 2002)

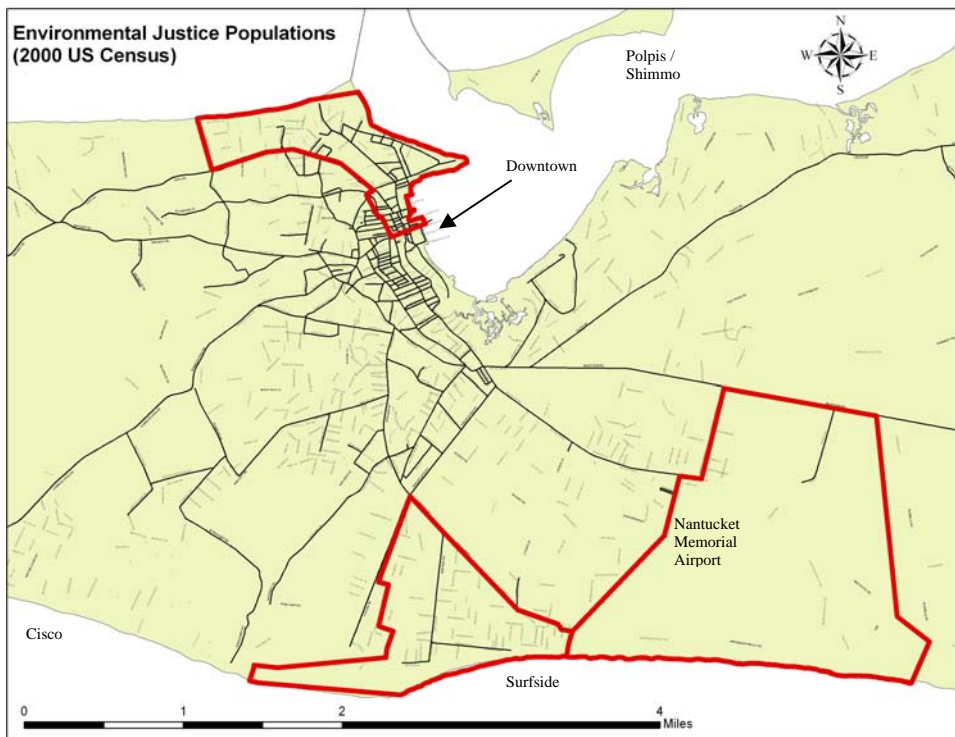


Source: Massachusetts Division of Employment and Training, 2002

Figure 4 compares the unemployment rate for Nantucket and Massachusetts, and shows that the Island has had a lower unemployment rate than the state average throughout the entire period. Because the Island's labor force has declined along with employment, the local unemployment rate has not significantly increased since 1999. In fact, Nantucket's unemployment rate has declined consistently since 1992 and has averaged below 2.0% since 1998. According to the Massachusetts Division of Employment and Training, Nantucket has an overall average unemployment rate of 1.5% in 2001, compared to the state average of 3.7% for the same year.

### 2.2.3. Environmental Justice Populations

Federal law requires observance of Title VI of the 1964 Civil Rights Act and Executive Order 12898, which govern impacts of transportation programs and projects in "Environmental Justice populations", or neighborhoods with high minority, non-English speaking, low-income, and foreign-born populations. Map 3 outlines the Environmental Justice (EJ) populations on Nantucket that were identified by and using data from the 2000 U.S. Census. Such areas are also the focus of Executive Office of Environmental Affairs EJ Policy, which was developed to use state resources to ensure that EJ populations receive a strong voice in environmental decision-making. Both this plan, along with the 2003 RTP, have included and considered these populations in their respective updating processes.



**Map 3. Environmental Justice Populations**

## **2.3. HISTORIC, ENVIRONMENTAL, TRIBAL RESOURCES**

### **2.3.1. Historic Resources**

Nantucket has done an excellent job of encouraging the preservation of historic structures. By making the entire island a historic district, we have protected much that is of value. We need to recognize the defining elements of Nantucket’s cultural landscape, facades, gardens, and open spaces and how they relate to one another. That is Nantucket’s historical heritage. Renovated historic buildings can be adapted to new uses in ways that are sensitive to their historic architecture – for example, the Academy Hill School. In addition, we need to find ways to transform existing neighborhood patterns in the Mid-Island and rural areas that are out of character with Nantucket’s building traditions, so that in the future they will blend with our historic heritage.

The transportation system can assist in blending the prevalent historic character into areas that lack this influence. As noted in the goals and objectives, this can be accomplished with a strategy of using an historic street pattern with interconnected street, as well as the use of paving materials and standards found in the more historic areas of the island.

### **2.3.2. Environmental Resources**

Nantucket has also done an excellent job of acquiring land for conservation. More than 60% of the island is classified in tax-exempt status, which consists of government offices and conserved open space. To protect primary habitat and water resources, we must continue

to adopt approaches to fund and secure their integrity and to support planning and community development initiatives that enhance natural resources protection.



**Map 4. Environmental Considerations**

Map 4 depicts the location of wellhead protection areas, primary habitats for endangered species, and various categories of wetlands on Nantucket. As noted in the goals and objectives (section 3.5), improvements to the transportation system should protect and enhance these resources, and should be considered along with the economic benefit of an improvement project.

Through cooperation with regulatory and permitting agencies, Nantucket has completed projects that have involved impacts to both wetland and rare/endangered plant populations. Mitigation of these impacts has included, in cases of wetland impacts, creation of addition wetland areas and, in cases of rare plant impact, the relocation of the impacted plant populations. Both these activities included mitigation activities in the immediate vicinity of the project and impact area.

### **2.3.3. Tribal Resources**

The NP&EDC and the Town of Nantucket routinely coordinate with the Tribal Historic Preservation Officer of the Wampanoag Tribe of Gay Head (Aquinnah) as part of the Massachusetts Historic Commission's required systematic and detailed archeological field investigations in connection with Federal and State funded transportation projects for the purpose of locating and identifying archaeological cultural resources affected by a project, as well as evaluating the possible effects of the project on any cultural resources. As part of the development of this plan, the NP&EDC provided a listing of recommended projects to the Tribe's Preservation Officer for review. There were no comments on these recommendations.

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## **2.4. DEMOGRAPHIC FORECASTS**

### **2.4.1. Forecasting Methods**

The 2007 Regional Transportation Plans require that the Metropolitan Planning Organizations develop demographic projections for the year 2030. The projections developed in 2003 between EOT's Office of Transportation Planning (OTP) and the regional planning agencies (which extend to the year 2025) are generally tracking within expectations.

OTP considered overall statewide and national trends in forecasting initial regional totals for 2030 as follows: The 2030 population projection (Table 13) is an extrapolation of the annual numeric change between 2000 and 2025, an assumption that reflects the relatively constant rate of growth in most regions since 1980. In a similar manner, 2030 household projections (Table 14) are from the division the 2030 population in households by the 2030 average household size. The average household size and the proportion of group quarters population were held constant at the 2025 levels.

Two new pieces of information released since 2003 support a different extrapolation methodology to estimate 2030 regional employment levels. The new data are 2030 age group projections for Massachusetts by the Census Bureau and 2030 age group labor force participation rate projections for the nation by the Bureau of Labor Statistics. These data are used to construct a model for projecting growth in the labor supply, and hence employment. The model results show that employment growth is likely to be far lower between 2025 and 2030 than in previous periods. This is due to the large number of retiring baby-boomers compared with the fewer number of labor force entrants. Therefore, instead of applying the annual employment change between 2000 and 2025, the 2030 employment projection (Table 15) is an extrapolation of 50% of the annual change between 2000 and 2025. This percentage better reflects the projected slower growth in the labor supply, as well as continued in-migration from abroad (immigration) and continued out-of-state commuting in many regions.

All regional totals were developed with the review and input other MPO members. The regional planning agencies provided municipal estimates based on past and current trends, development and "build-out" information, local knowledge, and other factors.

## 2.4.2. Population Forecast

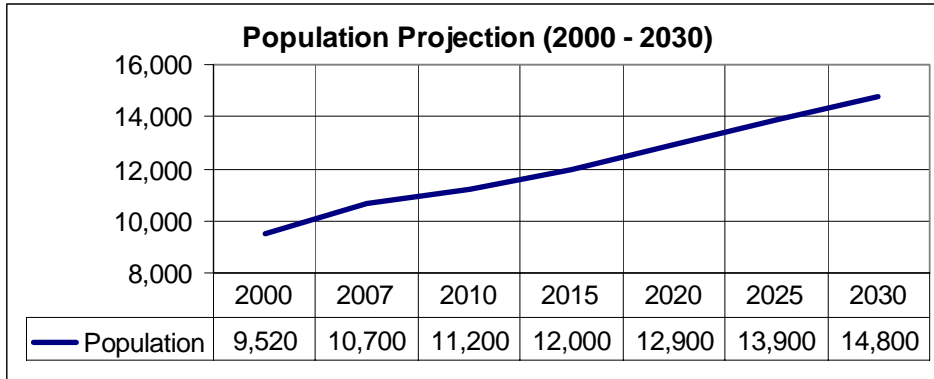


Table 13. Year-Round Population Forecast

## 2.4.3. Households Forecast

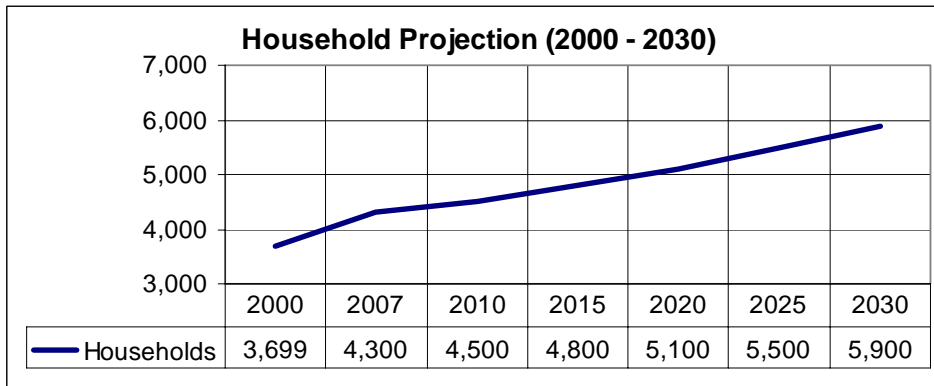


Table 14. Forecast of Number of Households

## 2.4.4. Employment Forecast

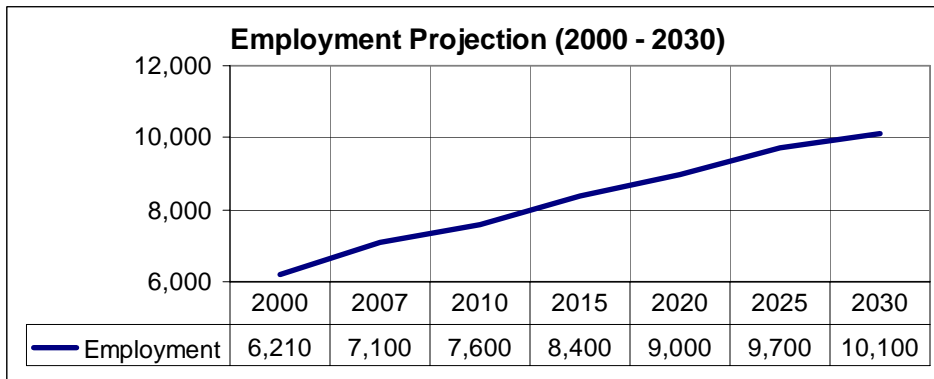
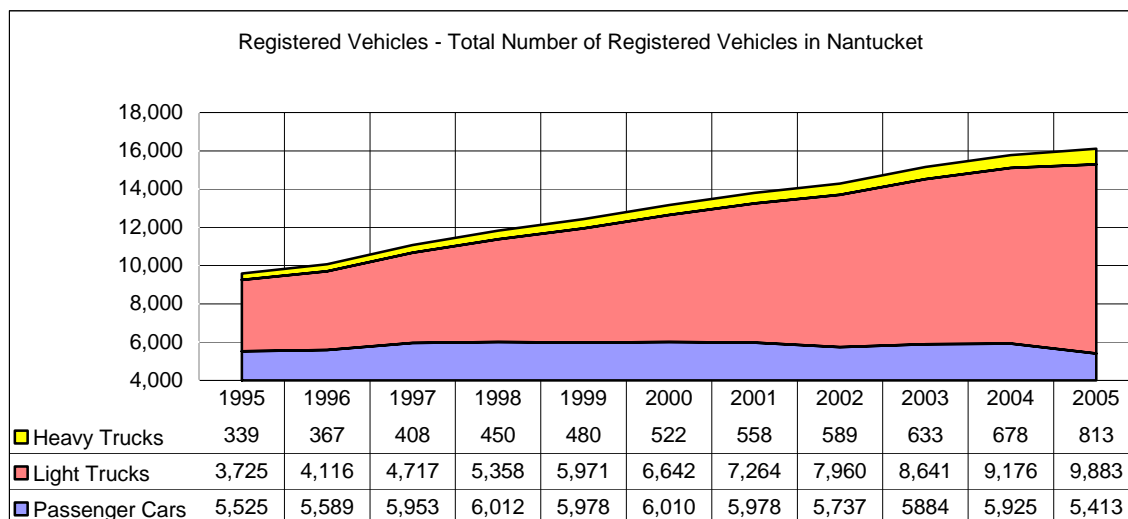


Table 15. Employment Forecast



**Table 16. Vehicle Registration by Type, 1995 to 2005 (Registry of Motor Vehicles)**

## 2.5. VEHICLE STATISTICS

This section provides data concerning the quantity and type of vehicles registered on Nantucket. The data for this section was compiled using the 2000 Census and data from the Registry of Motor Vehicles.

Table 16 above shows the number of registered vehicles, by type, from 1995 to 2005. The table shows that the number of registered vehicles has dramatically increased, and much of this increase occurred in the category of registered light trucks.

**Table 17. Vehicles Available per Household, 1970 to 2000**

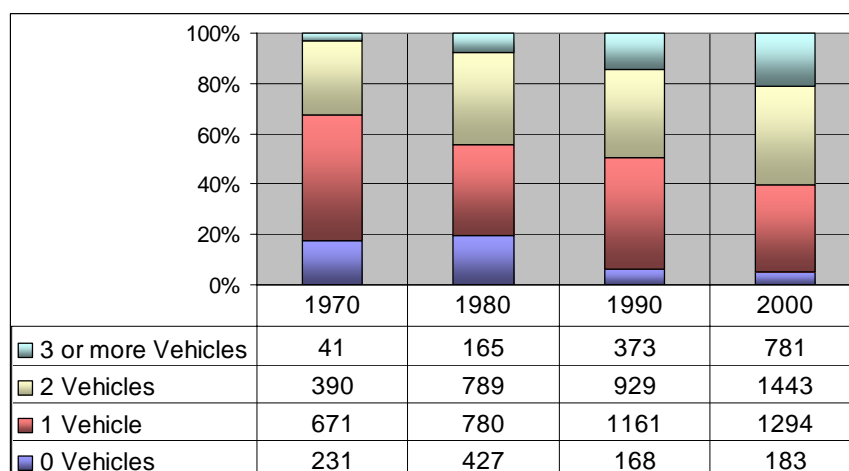


Table 17 shows the number of vehicles per household from 1970 to 2000. It can be seen that the number of households with one vehicle has decreased significantly over the period - in 1980 by 15.9% and in 2000 by 10.4%.

However, over this same period the number with more that one car has increased, most notably in the households with 3 or more vehicles. The proportion of these households increased from 9.5% in 1980 to 15.1% in 1990 to 22.2% in 2000.

**Table 18. Mean Vehicles per Household, 1970 to 2000**

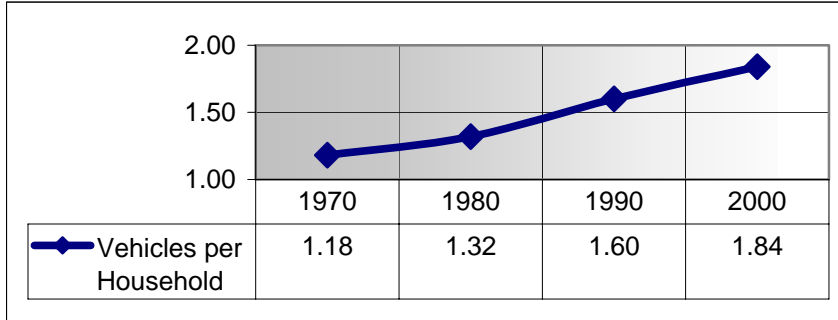
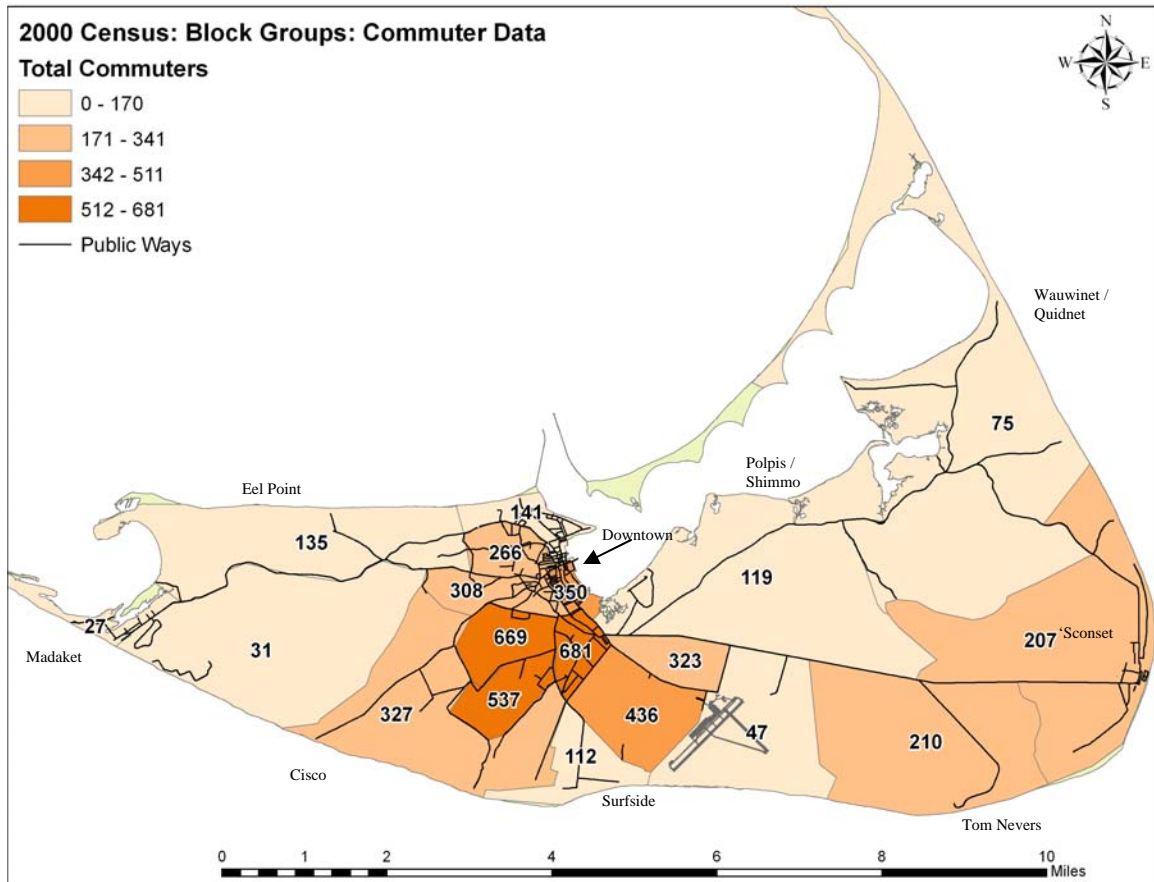


Table 18 further illustrates the increase in the number of vehicles owned by charting the average number of vehicles per household. It can be seen here that there is a linear trend in this data that shows about an average increase of 0.2 vehicles per year during this period.

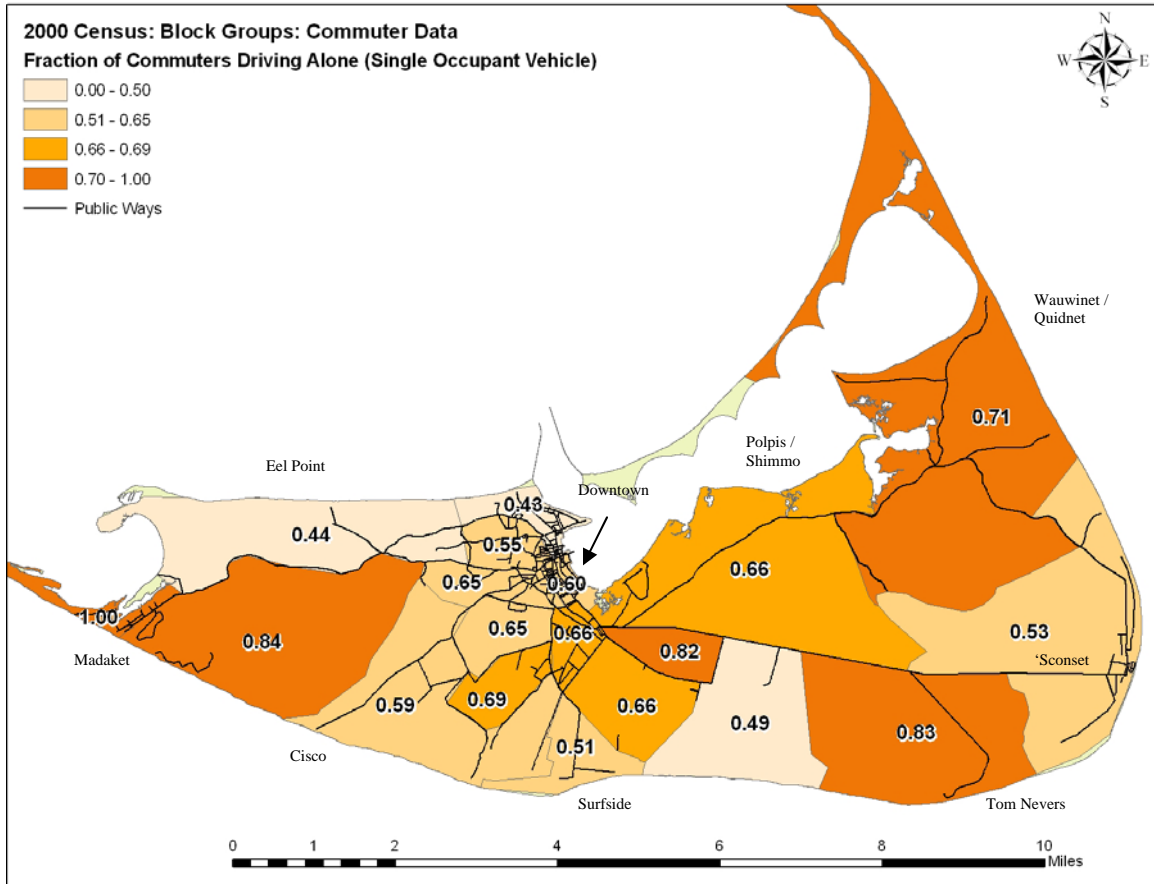
## 2.6. COMMUTER CHARACTERISTICS

**Map 5. Total Year-Round Work Commuters, 2000 Census**



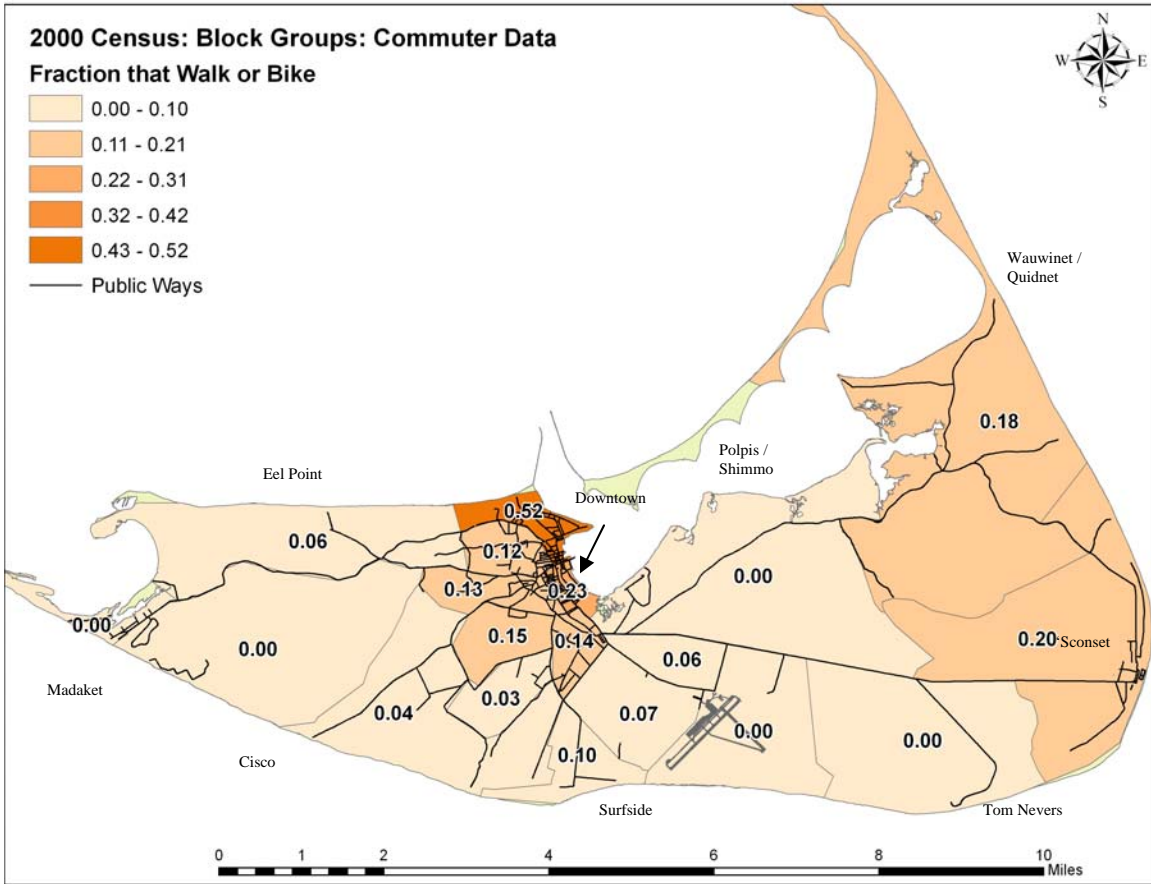
Map 5 shows the areas of the Island where all commuters originate by census block. It can be seen that a majority of commuters, live in and around the mid-island portion of Nantucket, which corresponds with the concentration of year-round residents.

**Map 6. Fraction of Population Driving Alone, 2000 Census.**



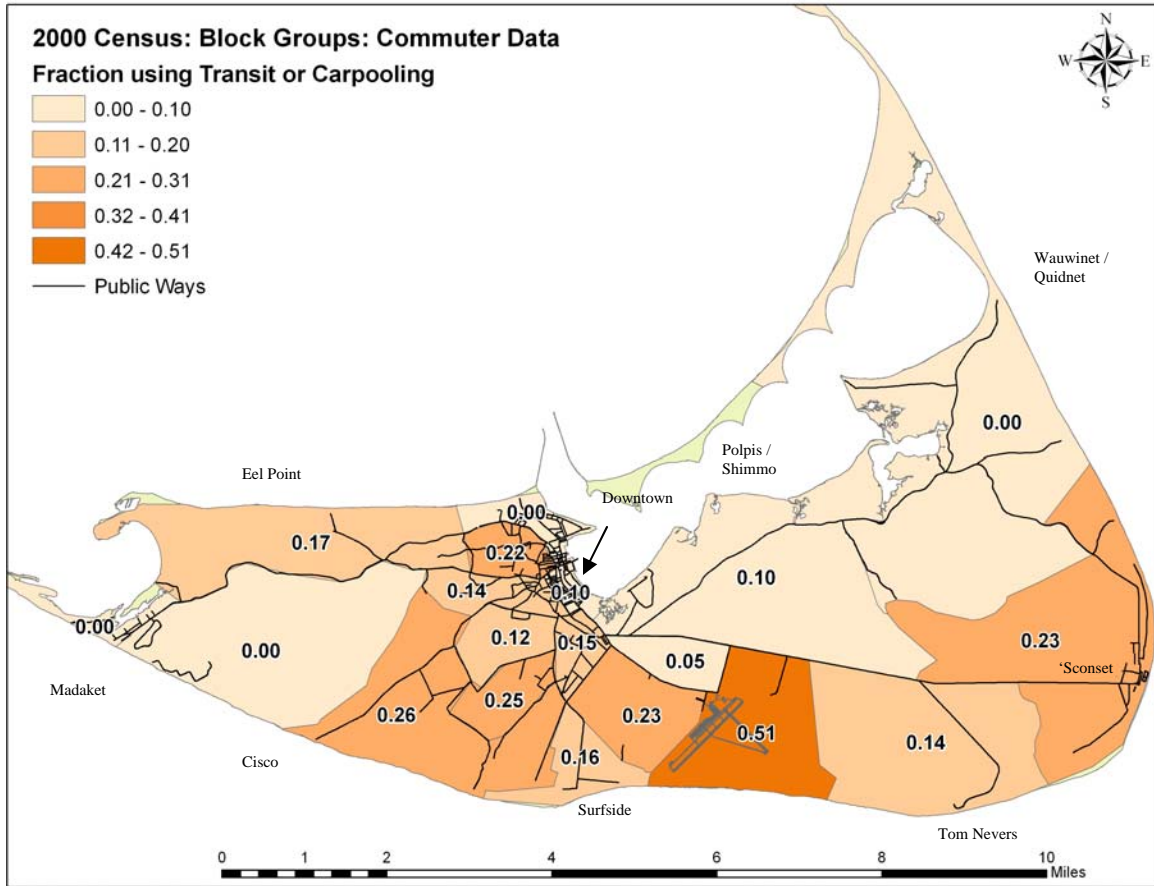
Map 6 depicts the percentage of the population within each census block that commutes to work by driving alone. This map shows that the highest rate of commuters driving alone to work (over 80%) is found in the Madaket / The Plains / Head of the Plains, Old South Road, and Tom Nevers areas of the Island. It should be noted that these areas are relatively low density, and do not have much commercial activity in the area.

Map 7. Fraction of Population that Walk or Bike, 2000 Census.

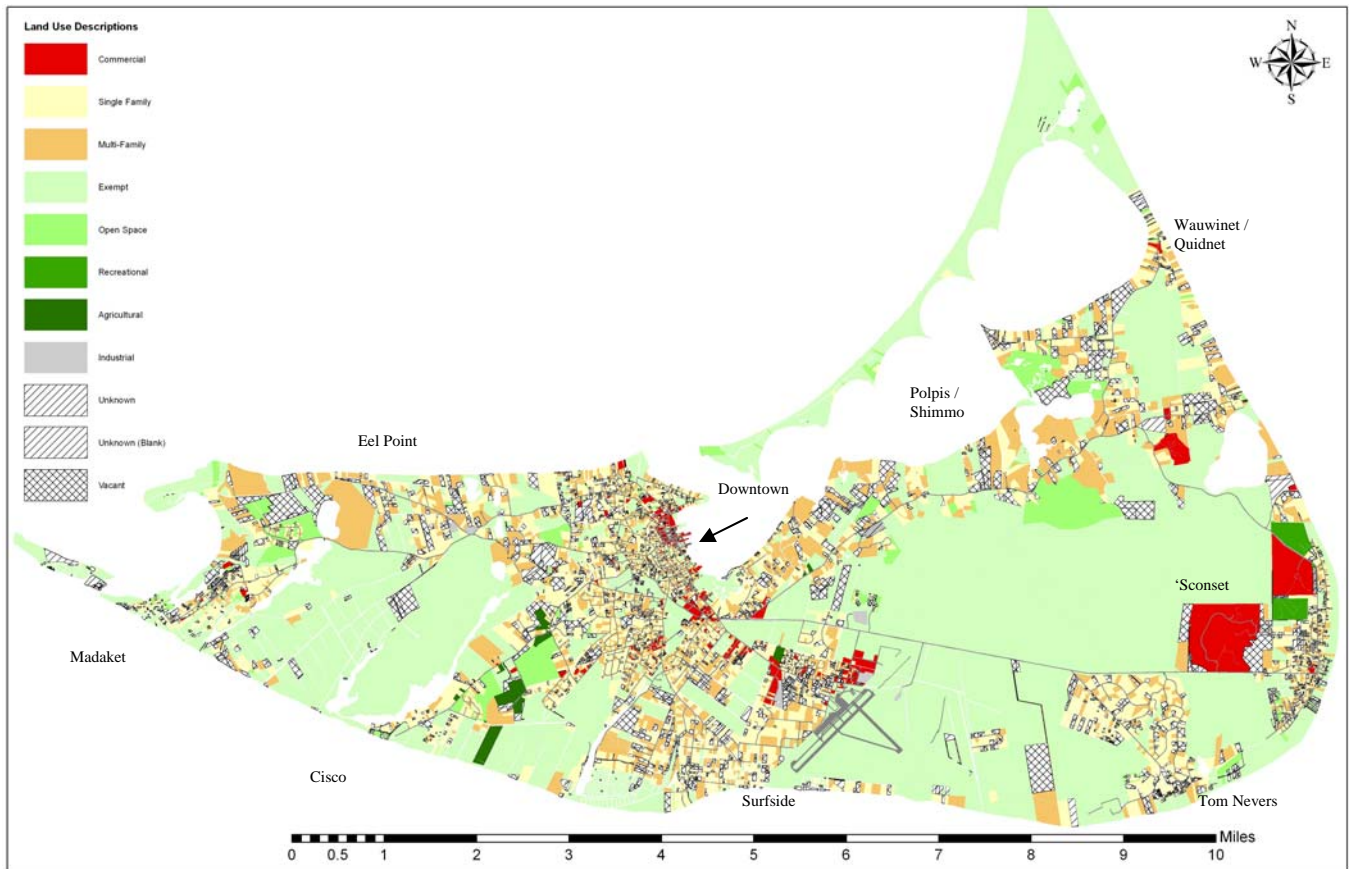


Map 7 depicts the percentage of the population within each census block that walks or bikes to work. Although there is limited commercial activity in the 'Sconset and Wauwinet areas, a significant percentage commute to work by walking or biking. Also, over half of the Brant Point area residents walk or bike to work.

**Map 8. Fraction of Population using Transit or Carpooling, 2000 Census.**



As for the other modes of commuting, Map 8 shows the percentage of the population of each census block that commute in groups (carpool or use transit). Over half of the residents around the Airport area use this form of commuting. It can also be seen that ‘Sconset, Fairgrounds, South Shore / Hummock Pond, and West Chester Street areas have high percentages of the population that commute by carpooling or transit.



**Map 9. Land Use Map**

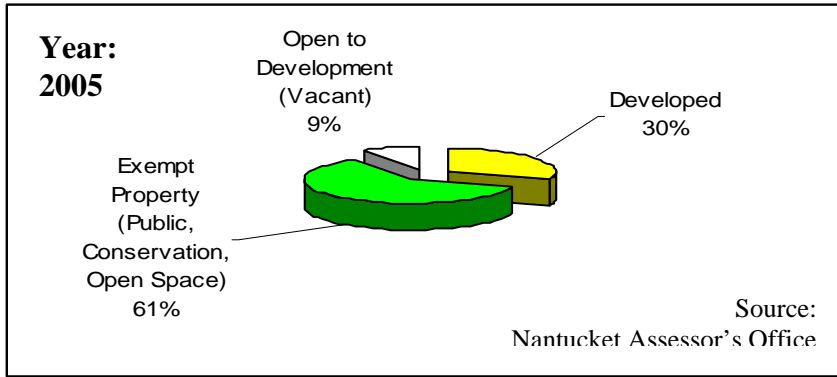
## 2.7. LAND USE

There is approximately 27,207.9 acres of land on Nantucket. The predominant land use is residential although a significant portion of the island consists of protected open space (see Map 7). The high demand for housing, particularly for seasonal vacation homes, has meant that Nantucket continues to face intensive development pressure. Recent residential growth has occurred most often outside of the historic core district, where suburban-style development has replaced many formerly open areas.

### 2.7.1. Land Use

Figure 5 shows, according to the Nantucket Town Assessors Office, the portion of the total island area that is developed, vacant, and of tax-exempt status. The figure shows that approximately 30% of the island is developed and over 61% of the island's area is in tax-exempt status.

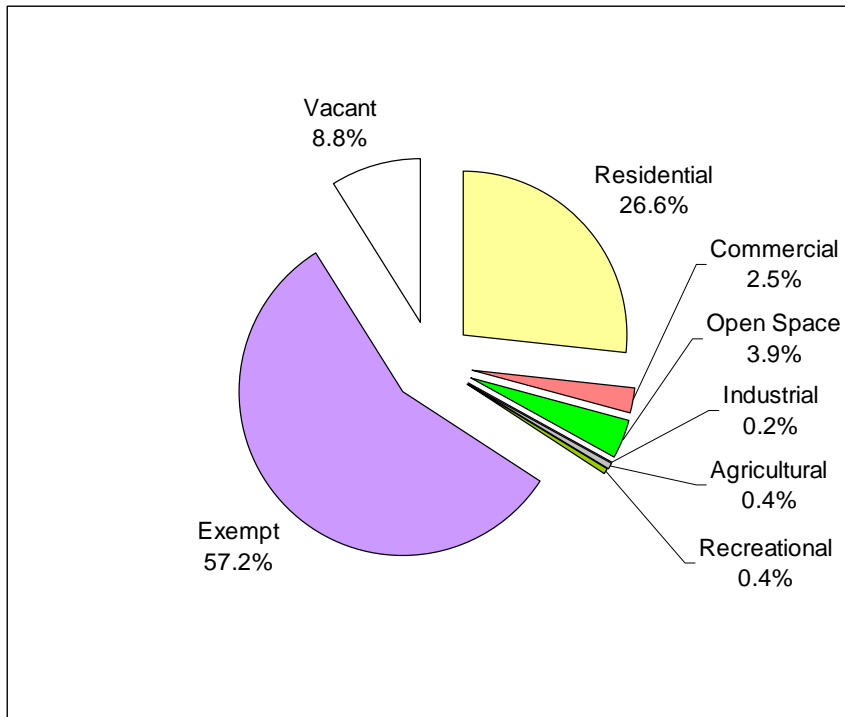
**Figure 5. Percent of Developed, Vacant, or Exempt Land**



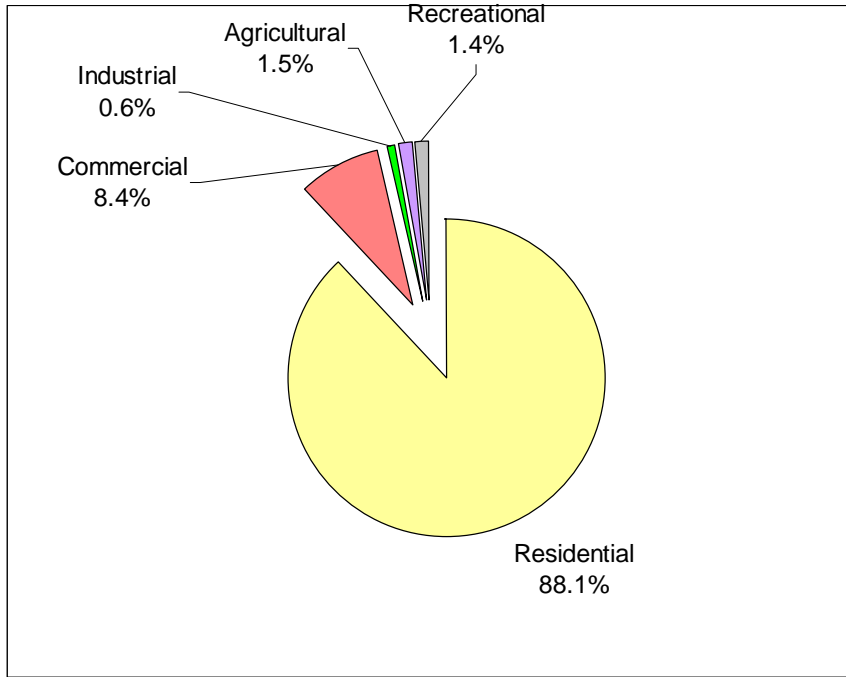
**Table 19. Trend of Developed, Vacant, or Exempt Land**

Land Use	1987	1991	1997	2003	2005
Developed	13.0%	23.0%	30.0%	31.3%	30.1%
Exempt Property (Public, Conservation, Open Space)	34.0%	37.0%	40.0%	57.8%	61.1%
Open to Development (Vacant)	53.0%	40.0%	30.0%	10.8%	8.8%

**Figure 6. Land Use Chart**



**Figure 7. Use of Developed Land**



Figures 6 and 7 above show the percentage of the total island’s area by type of land use. It can be seen in Figure 7 that a significant portion (88.1%) of the developed land is classified as a residential use.

Table 20 and the subsequent section provides a breakdown and description of the 27,207.9 acres of land. It should be noted that approximately 800 acres were classified as unknown.

**Table 20. Land Use**

Land Use	Acreage of Land	Percentage of Total Island Acreage
Public/Exempt	15,108.6	55.6%
Residential	7,011.5	25.8%
Open Space	1,029.6	3.8%
Commercial	667.7	2.5%
Agricultural	115.4	0.4%
Recreational	114.9	0.4%
Industrial	48.2	0.2%

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**Public / Exempt Property**  
**(Includes protected open space)**

Acreage of Land	15,108.6
Percentage of Total Island Acreage	55.6%

These properties include all property that is exempt from taxation under various provisions of the law and owned by either government/municipal agencies or charitable organizations, such as the Nantucket Conservation Foundation and Nantucket Land Council.

**Residential**

Acreage of Land	7,011.5
Percentage of Total Island Acreage	25.8%

30% of the island is developed, of which 88.1% is devoted to residential use. There are 7,109 acres devoted to residential development on the Island, which is 26.1% of the total acreage on the island. The real estate boom of the mid-1980's intensified residential development on the Island. In the 1990s, there were 2,593 single-family building permits issued.

**Open Space**

Acreage of Land	1,029.6
Percentage of Total Island Acreage	3.8%

Open lands include woodlands, quarries, water, sand pits, and wetlands.

**Commercial**

Acreage of Land	667.7
Percentage of Total Island Acreage	2.5%

There are 667.7 acres, or 2.5% of the Island acreage devoted to commercial activities. Presently, commercial land uses are concentrated primarily in downtown Nantucket and the center of the Island, known as the "Mid-Island", with some commercial and light industrial uses running along a transportation network spine from the Milestone Rotary (intersection of Old South Road Lower Orange Street, Sparks Avenue and Milestone Road) east along both sides of Old South Road to the Airport. The commercial zone also extends from the Rotary northwest along Sparks Avenue and Pleasant Street.

The local commercial uses consist of retail and service-oriented businesses, some of which are seasonal and located in the downtown core district. Minor commercial uses also include shops and construction-related businesses, many of which are based out of homes. An unusually large proportion of Nantucket’s land is zoned to allow commercial-residential mixed use.

**Agricultural**

Acreage of Land	115.4
Percentage of Total Island Acreage	0.4%

Approximately 115.4 acres, or 0.4%, of land is devoted to agricultural use. Bartlett’s Ocean View Farm and Moor’s End Farm are the largest working farms on Nantucket.

**Recreation**

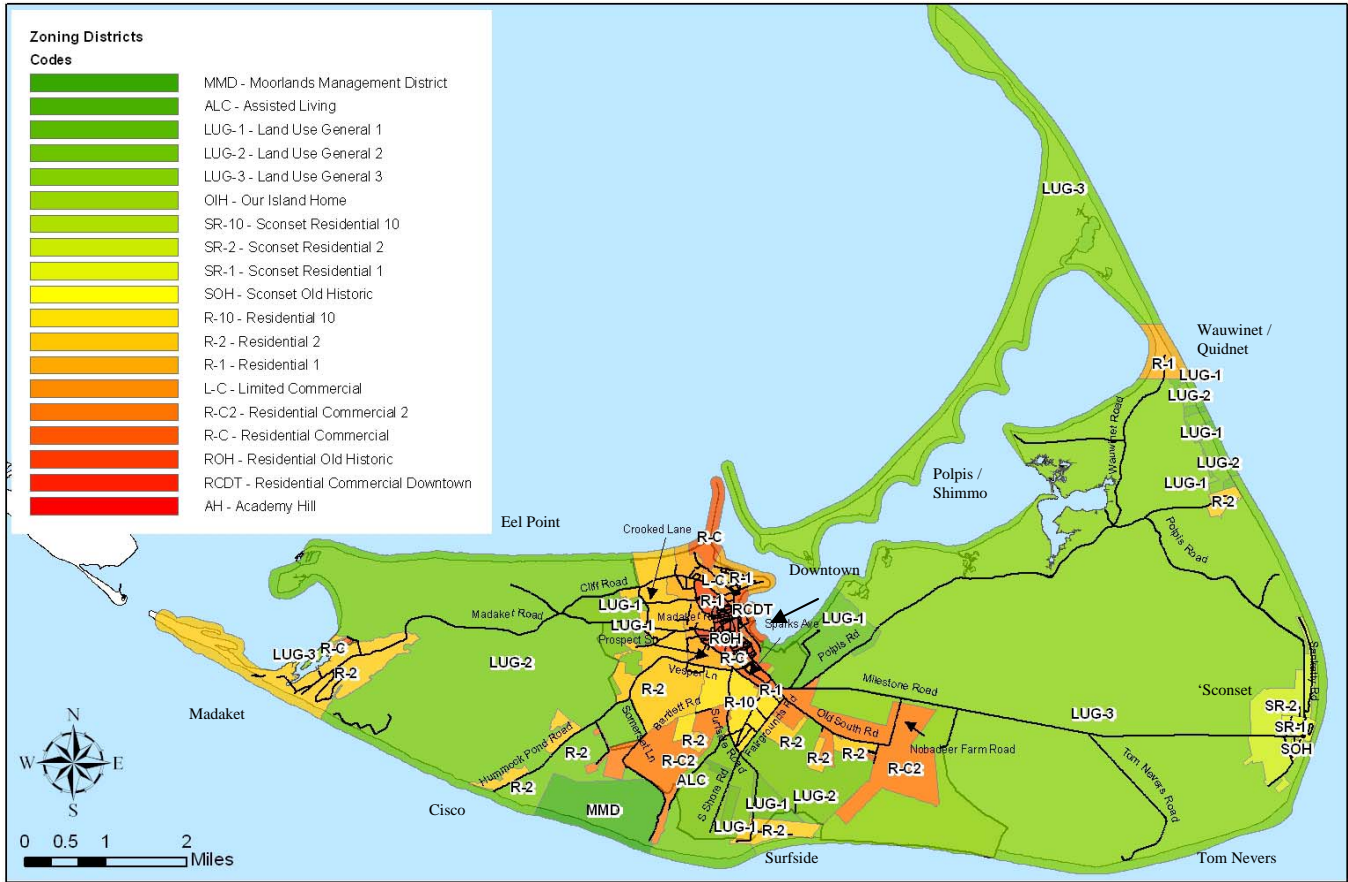
Acreage of Land	114.9
Percentage of Total Island Acreage	0.4%

Recreational land uses include areas associated with active outdoor recreation. Examples are golf courses, beaches and athletic fields. The Nantucket Park and Recreation Commission currently has jurisdiction of over 135 acres of property. Commission-managed properties include Jetties Beach, Children’s Beach, Francis Street Beach, Mill Hill, Dead Horse Valley, Siasconset Beach, Surfside Beach, Madaket Beach, Dionis Beach, Coffin Park the Teen Center, the Nantucket Youth Fields and the former U.S. Navy Base at Tom Nevers. A total of eleven buildings, six tennis courts, seven parking areas and three play areas are included on the properties. It should also be noted that the Nantucket County Fair is held annually on Tom Nevers Recreational Facility property.

**Industrial**

Acreage of Land	48.2
Percentage of Total Island Acreage	0.2%

Light industrial uses are only a small portion of Nantucket’s developed land area. Nantucket’s light industrial land uses are the utilities and power generation facilities and several construction related non-manufacturing industries such as asphalt production, grading and excavation. A number of the Island’s light industrial, construction and storage facilities are located along Old South Road and the area surrounding the Nantucket Memorial Airport. Since the installation of an electric cable (January 1997), which supplies electricity to Nantucket, the 2.11 acre electricity generating facility located in the downtown core district has been inoperative. Backup generators are located at the airport.



**Map 10. Zoning Map**

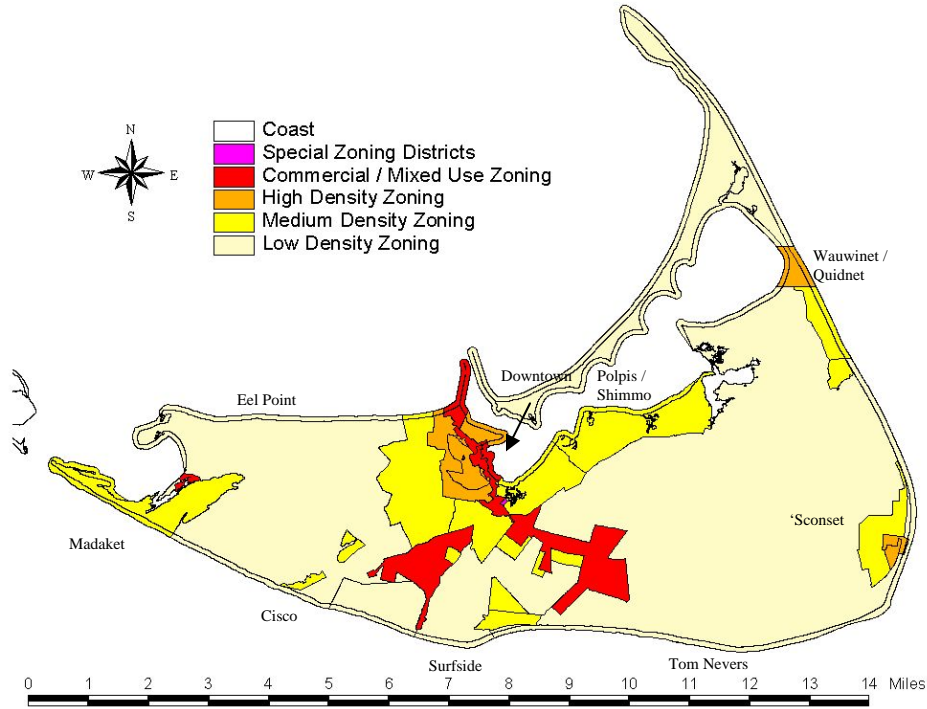
## 2.8. ZONING BYLAW

Map 8, the Nantucket Zoning Map, details the zoning districts established in the Nantucket Zoning Bylaw, originally adopted in 1972 and revised periodically at Town Meeting. The intent of the Nantucket Zoning Code is to “promote the health, safety, convenience, morals and general welfare of its inhabitants, to lessen the danger from fire and congestion and to improve the town under the provisions of the State Zoning Act, Massachusetts General Laws, Chapter 40A, the use, construction, repair, alterations and height of buildings and structures and the use of land and size and shape of lots in the Town of Nantucket are hereby restricted and regulated as hereinafter provided.”

Single-family dwellings are permitted in all zoning districts except for special districts, such as Our Island Home (OIH) and Academy Hill (AH) zones. Additionally, each parcel is permitted a second dwelling if certain conditions are met. For instance, the secondary dwelling must have 20% less ground coverage than the primary dwelling.

Nantucket’s residential zoning districts with the exceptions of RC, and RC-2 can be categorized as high-density residential, medium-density residential and low-density residential. The zoning districts that allow high-density residential units (Residential Old

Historic, Residential 1, Residential 10, Sconset Old Historic, and Sconset Residential-1) are in the downtown core area, in Siasconset, and at Wauwinet. The medium-density residential districts generally occur outside of the core area to the west, along the western-most portion of Polpis Road, in Madaket, in the periphery of Siasconset and near Nobadeer Beach (see the following Table 17, Summary of Nantucket Zoning Code).



**Map 11. Map of Zoning Density**

In Map 11, the zoning districts are grouped in categories based on the minimum lot size allowed. These lot sizes are then grouped into low, medium, high, and commercial/mixed use zoning districts. The table below summarizes the zoning categories based on these characteristics.

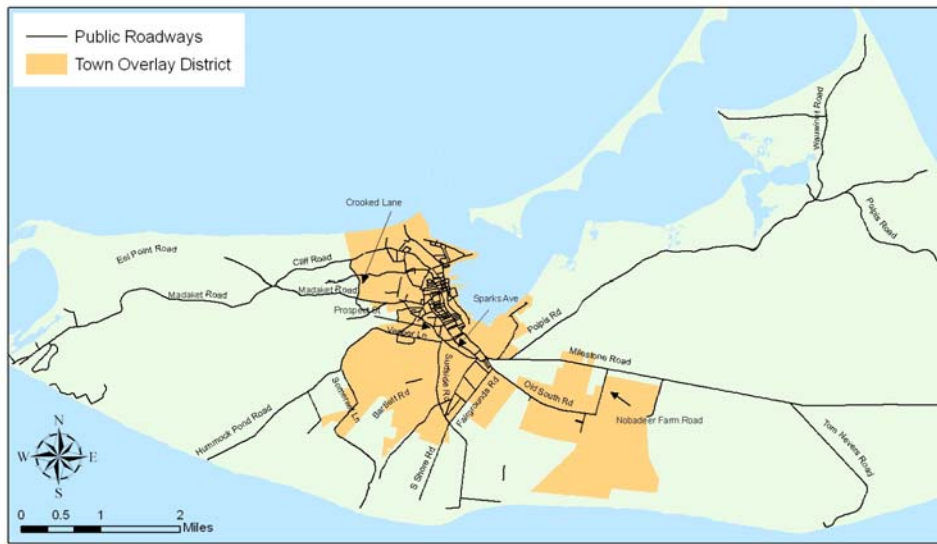
Table 21 summarizes the zoning districts to understand the lot size, frontage, front yard setback, and ground cover ratio within each zone. The zones are also grouped by density level.

**Table 21. Summary of Nantucket Zoning Code**

<b>Zoning</b>	<b>Min. Lot Size</b>	<b>Min. Frontage</b>	<b>Front Yard Setback</b>	<b>Ground Cover Ratio</b>
<b><i>Low Density Residential</i></b>				
Limited Use General 2 (LUG-2)	80,000 sq/ft	150 ft.	35 ft.	4.0%
Limited Use General 3 (LUG-3)	120,000 sq/ft	200 ft.	35 ft.	3.0%
Special District: Moorlands Management District	10 Acres	300 ft.	50 ft.	0.5%
<b><i>Medium Density Residential</i></b>				
Limited Use General 1 (LUG-1)	40,000 sq/ft	100 ft.	35 ft.	7.0%
Limited Use General 3 Transition (LUG-3x)	40,000 sq/ft			
Residential 10 (R-10)	10,000 sq/ft	75 ft.	20 ft.	25.0%
Residential 2 (R-2)	20,000 sq/ft	75 ft.	30 ft.	12.5%
Sconset Residential 10 (S-10)	10,000 sq/ft	75 ft.	20 ft.	25.0%
Sconset Residential 2 (S-2)	20,000 sq/ft	75 ft.	30 ft.	12.5%
<b><i>High Density Residential</i></b>				
Residential 1	5,000 sq/ft	50 ft.	10 ft.	30.0%
Sconset Old Historic	5,000 sq/ft	50 ft.	None	50.0%
Residential Old Historic	5,000 sq/ft	50 ft.	None	50.0%
<b><i>High Density Commercial/Mixed Use</i></b>				
Residential Commercial	5,000 sq/ft	40 ft.	None	50.0%
Residential Commercial 2	5,000 sq/ft	40 ft.	10 ft.	50.0%
Limited Commercial	5,000 sq/ft	40 ft.	None	50.0%

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### 2.8.1. Town and Country Overlay Districts



**Map 12. Town Overlay District**

At the 2002 Annual Town Meeting, the Town of Nantucket approved the creation of a Town Overlay District. The purpose of this district is to:

1. limit the spatial extent of growth consistent with the traditional settlement pattern;
2. encourage development within the Town Overlay District where infrastructure already exists, or can be extended;
3. produce housing affordable for year-round residents through infill development; and to
4. create development patterns that are conducive to service by alternatives to the automobile, such as transit, and bicycle and pedestrian systems.

## 2.9. COMMUNITY PLANS

The Nantucket Comprehensive Community Plan (“Comprehensive Plan”) was ratified following 90 days of public input and scrutiny, as well as review of 250 proposals for revisions, and is intended “as a statement of the goals and objectives of the people of Nantucket and a set of interrelated non-binding recommendations to implement those goals and objectives.” The Comprehensive Plan outlines many goals and objectives for Nantucket regarding transportation issues and infrastructure, which can be found in chapter 3 and at the end of each facility chapter.

Additionally, Nantucket’s only Town Meeting approved comprehensive planning document is known as the *1990 Goals and Objectives for Balanced Growth*. Many of the recommendations of this document are also incorporated into this plan in chapter 3 and in the goals and objectives section for each facility.

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### **2.9.1. Area Plans**

The Mid-Island Partnership, which is a large association of businesses located outside the Downtown area, petitioned the NP&EDC for the formation of a Mid-Island Area Plan Work Group. On May 5, 2001, recognizing the Comprehensive Plan strategy of Area Planning, the Partnership petitioned the Commission to form the Mid-Island Work Group, which it did on May 7, 2001. The first organizational meeting of the Work Group followed on June 4, 2001.

The Mid-Island Area Plan developed by the Work Group was adopted by the Nantucket Planning Board on March 3, 2003, and many of the objectives of the plan are incorporated into the Goals and Objectives section of this plan.

The Siasconset Area Plan, which covers the village of Siasconset on the eastern end of the island, was also approved by the NP&EDC. The Madaket Area Plan, covering the village of Madaket at the western end of the island, is currently under development.

The following are additional approved Nantucket planning documents since 1995 available at the Planning Office:

### **2.9.2. Planning Documents**

#### **2.9.2.1. Roadways**

1. *Mid-Island Traffic Study*. Prepared by Greenman-Pedersen, Inc., July 8, 2005.
2. *Roundabout Implementation Study for the Milestone Rotary*. Prepared by Ourston Roundabout Engineering, September 2006.
3. *Alternative Traffic Control Analysis, Surfside Road and Old South Road at Fairgrounds Road – Nantucket, Massachusetts*. Prepared by Greenman-Pedersen, Inc., September 2006.

#### **2.9.2.2. Public Transportation**

1. *NRTA Route Evaluation: Alternatives for Dover and York Streets*. Prepared by NP&EDC, March 2002.

#### **2.9.2.3. Bicycle and Pedestrian**

1. *Technical Memorandum: Update of the Bicycle and Pedestrian Master Plan*. Prepared by Greenman-Pedersen, Inc., September 30, 2005.

#### **2.9.2.4. Airport**

1. *Nantucket Memorial Airport 5-Year Plan of Improvements*. Prepared by Edwards and Kelcey, Inc., November 1995.

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2.9.2.5. Waterborne Facilities

1. *Statistical Model for Ferry Traffic Forecasting*. Prepared by the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority. Prepared by KJS Associates, Inc. and FXM Associates, August 1996.

2.9.2.6. Other Reports

1. *The Nantucket Economic Base Study Report*. Prepared by RKG Associates, June 2002.