

South Coast Rail Community Priority Area 5-Year Update Project

Town of Stoughton

August, 2013

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Title VI Notification

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Marc Tisdelle, Acting Town Engineer
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Stoughton Master Plan Committee
Stoughton Redevelopment Authority
Stoughton Board of Selectmen

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Paul Chenard, Transportation Planner
Andrew Vidal, GIS, Communications Specialist

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1.0 Executive Summary

In 2008, the 31 communities along the South Coast Rail corridor, in anticipation of rail service returning to their areas, met to map out where growth should occur and which areas should be preserved and protected. Stoughton being one of those 31 communities, assembled to determine which locations, within the town, should be deemed priority development areas based on elements of access, currently developed land, and the availability of municipal services in those locations. Along with selecting lands for development, Stoughton also chose areas that should be preserved and protected based on their natural character and/or wildlife habitat. In total, three (3) locations were selected as Priority Development Areas (PDAs) and six (6) locations were selected as Priority Protection Areas (PPAs) through the public participation process.

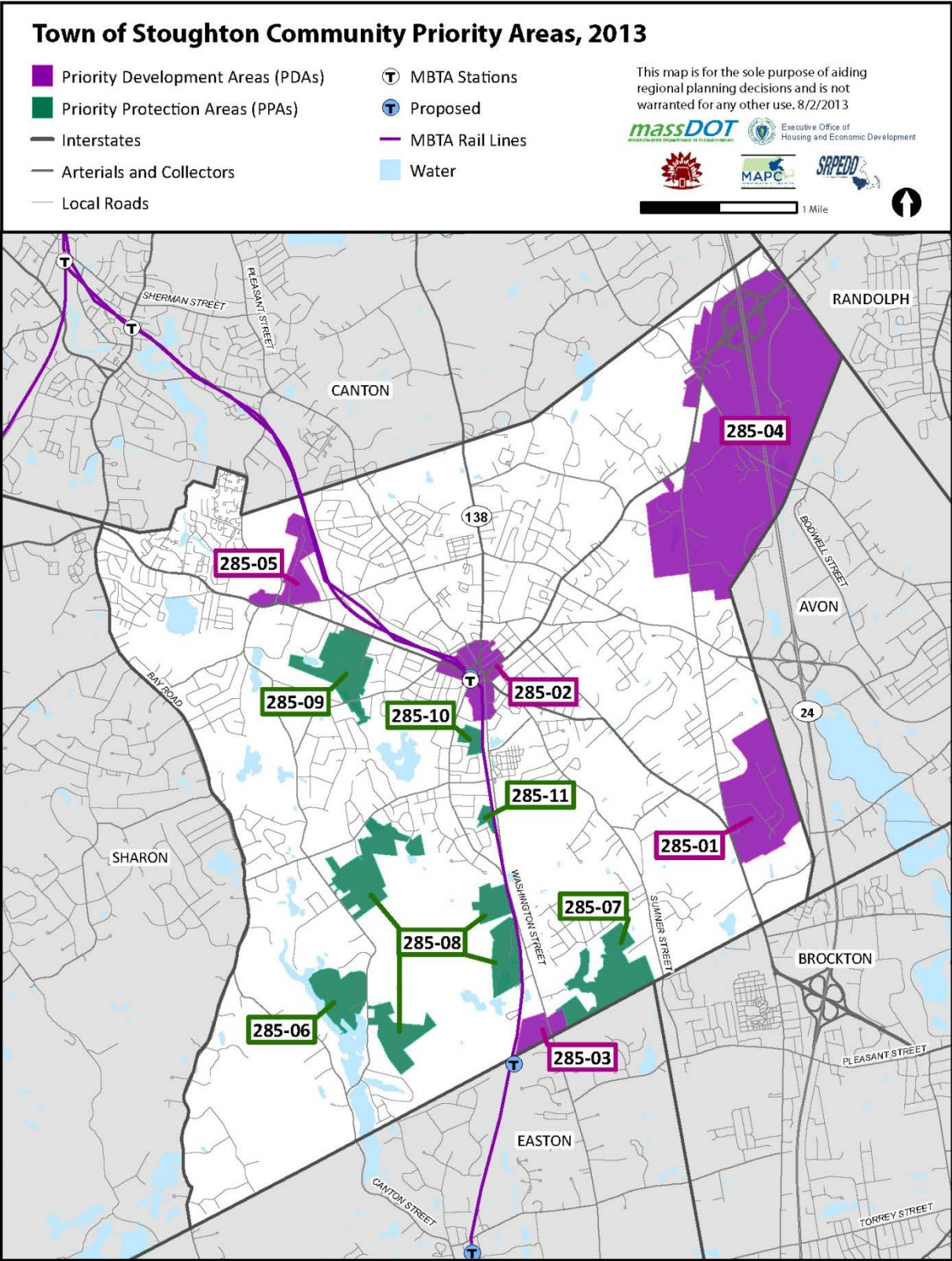
Five years after the initial community meeting, the Commonwealth asked the 31 communities to reconvene and determine if the areas they had selected for development and protection in 2008 still made sense in 2013. Through a publicly held meeting orchestrated by Old Colony Planning Council and the planning staff of the Town of Stoughton, a holistic review of each development and protection area was conducted. During this community meeting, residents of the town reviewed the old development and protection area boundaries developed in 2008 and compared them to those being proposed in 2013. Through the public participation process, the town determined which areas should stay, which should be modified, those that should be eliminated, and which new areas should be added to the list created in 2008. These selected areas were further refined to match parcel/property lines or naturally contiguous areas.

As a result of this public review, the Town of Stoughton and its residents came up with a list of areas that should have development directed to them and lands that should be protected and preserved. In total, the original list of nine (9) Priority Areas was increased to eleven (11) Priority Areas. Specifically, five (5) locations were selected as Priority Development Areas (PDAs) and six (6) locations were selected as Priority Protection Areas (PPAs). Table 1 shows the list of 2013 Stoughton Community Priority Areas (PDAs and PPAs) and Figure 1 displays the locations of each Priority Area.

Table 1: 2013 Stoughton Community Priority Area List

| ID Number | Name | Type | Acres |
|------------------|----------------------------------------------|-------------|--------------|
| 285-01 | AMB Business Park | Development | 187.31 |
| 285-02 | Downtown Stoughton | Development | 79.33 |
| 285-03 | Easton-Stoughton Station Area | Development | 32.99 |
| 285-04 | North Stoughton Area | Development | 933.79 |
| 285-05 | Tosca Drive Area | Development | 61.00 |
| 285-06 | Ames Long Pond East | Protection | 61.10 |
| 285-07 | Benson Road | Protection | 103.97 |
| 285-08 | Bird Street Sanctuary Abutting Area | Protection | 222.10 |
| 285-09 | Southworth Pond, Lipsky Fields, Britton Pond | Protection | 86.91 |
| 285-10 | Upper Reach of Lothrop Brook Wetland Area | Protection | 12.68 |
| 285-11 | Upper Reach of Whitman Brook Wetland Area | Protection | 6.62 |

Figure 1: 2013 Stoughton Community Priority Area Map



2.0 Introduction

This report presents the updated Priority Development Areas (PDAs) and Priority Protection Areas (PPAs) in the Town of Stoughton. This community-driven land use planning exercise first took place in 2008, when three Regional Planning Agencies, SRPEDD, MAPC, and OCPC, worked alongside local residents, business owners, officials, and organizations to designate the areas that were most important for development or preservation in each community. All thirty-one (31) South Coast Rail (SCR) Corridor communities participated in this project in 2008 and again in 2013.

In 2013, the three Regional Planning Agencies (RPAs) revisited these 31 communities to review and update the 2008 designations. Updates took into account new data that became available over the last five years as well as new municipal priorities. The “Five-Year Update” process was an opportunity to confirm choices made during the 2008 process, to revise previous designations, and to make new selections that acknowledged new conditions. During this review process, the SRPEDD website provided current information to the public, including a calendar of SCR Five-Year Update meetings and a resource library of relevant information sheets and maps.

What are Priority Development Areas (PDAs)?

Priority Development Areas (PDAs) are land parcels appropriate for increased development or redevelopment due to several factors including good transportation access, available infrastructure (primarily water and sewer), an absence of environmental constraints, and local support. PDAs can range in size from a single parcel to many acres. Potential development ranges from small-scale infill to large commercial, industrial, residential, or mixed-use projects. Town and village centers, Chapter 40R Districts, industrial parks, and proposed commuter rail station sites are typical examples of PDAs.

What are Priority Protection Areas (PPAs)?

Priority Protection Areas (PPAs) are areas that are important to protect due to the presence of significant natural or cultural resources including endangered species habitats, areas critical to water supply, historic resources, scenic vistas, and farms. Like PDAs, the PPAs can vary greatly in size. Sites may be candidates for protection through acquisition or conservation restrictions.

What are Combined Priority Development and Priority Protection Areas (Combined Areas)?

In Combined Priority Development and Priority Protection Areas, communities welcome development; however, the development is expected to be sensitive to its site and the surrounding area. This may include development that complements older structures within a historic district or low impact development that protects nearby water resources or biodiversity.

What do PDAs and PPAs do for my city or town?

A community's Priority Area designations can guide municipal decisions about zoning revisions, infrastructure investments, and conservation efforts. For example, some communities choose to incorporate these designations into their Master Plan. Also, municipalities are implementing these designations using technical assistance available through State funding programs such as the South Coast Rail Technical Assistance and District Local Technical Assistance (DLTA) Programs.

In addition, the Community Priority Areas serve as the foundation for developing Regional and State Priority Area designations. Lastly, through Executive Order 525 (see below), the Patrick Administration has asked certain state agencies to consider priority areas when making funding commitments.

Regional and State Priority Areas

Once the Community Priority Areas are complete, OCPC, MAPC, and SRPEDD will examine each through a regional screening process to revise the Regional Priority Development and Priority Protection Area map. Regional public workshops will then be held to solicit public input. The Community and Regional Priority Area maps and reports describing Community and Regional Priority Area revisions will be forwarded to the state for use in the revision of the State Priority Areas.

Executive Order 525 (E.O. 525)

In fall 2010, Governor Patrick issued Executive Order 525 (E.O. 525) providing for the implementation of the South Coast Rail Economic Development and Land Use Corridor Plan and Corridor Map through state agency actions and investments. The Executive Order calls for state investments to be consistent with the Corridor Plan's recommendations to the maximum extent feasible. These state actions have the potential to leverage local and private investments in the priority areas. The Executive Order also directs state agencies to conduct a retrospective analysis to determine how consistent their actions and investments in the region have been with the Corridor Plan's goals.

3.0 Priority Area Review Process

Regional Planning Agency (RPA) staff worked with their member communities to review their Priority Areas identified in 2008 during the Spring of 2013. Amendments to Priority Areas included delineating more precise boundaries using Geographic Information Systems (GIS) data. RPAs used interactive GIS maps to present over forty layers of information including, but not limited to: orthophotography, parcel lines, zoning districts, state program areas (such as Growth District Initiative and Chapter 40R districts), and designated resource areas (such as high-yield aquifers, Zone II aquifers, BioMap 2 Core Habitats, and rivers and streams with their associated wetlands). Communities also worked to clarify the stated purpose for each Priority Area.

The process included a series of three meetings/working sessions:

#1: Introductory Meeting: RPA staff member(s) visited with Boards of Selectmen, City/Town Councils, and Mayors, to reintroduce the land use planning process that took place in 2008 and the reasons for conducting the Five-Year Update of priority area designations in 2013.

#2: Preliminary Meeting/Working Session: RPA staff member(s) facilitated a working session with municipal staff and/or board and committee/commission members to review each priority area. Staff incorporated interactive GIS maps depicting various data layers (see Appendix) to inform discussions and decision-making. This preliminary process of updating the 2008 priority area designation had the following general guiding principles in mind:

- Incorporating changes in municipal priorities, needs, and desires
- Understanding updated state policies such as Executive Order 525
- Refining priority area boundaries to be exact and “rational” (coterminous with other map layers such as roadways, zoning boundaries, designated resource areas, etc.)
- Making clear and strategic statements about the stated purpose for and desired character of priority areas

For the few communities without town staff, the RPA did this preliminary review at a public meeting in the community; then, using the criteria outlined by meeting participants, made the remaining changes and returned revised maps and a narrative description of the revisions to the municipality for their review prior to the workshop with the general public. RPA staff used the input from the preliminary meetings to generate a “before” and “after” map to present to the public for their feedback and input.

#3: Public Meeting Review: Each community held a public meeting, at which time RPAs and local meeting participants reviewed each community's priority areas and identified desired changes. Some communities incorporated this into a Board of Selectmen meeting, others during a Planning Board meeting, and some communities held a public meeting specifically for this purpose.

4.0 Town of Stoughton Results

On March 19, 2013 Old Colony Planning Council staff along with the Stoughton Town Planner (Noreen O'Toole) presented and explained the South Coast Rail Priority Area 5 Year Update project to the Stoughton Board of Selectmen, Stoughton Planning Board, and the Stoughton Redevelopment Authority. Important items discussed at the Introductory Meeting included the reason for updating the 2008 designations; the differences between local, regional and state priority areas; and, the project timeline. In the months that followed, OCPC staff held numerous working sessions with Noreen O'Toole to develop a draft list of revisions to the 2008 designations.

The Town of Stoughton held a public meeting to seek input from town residents on the revisions recommended by the municipal representatives on May 21th 2013 at the Stoughton Town Hall. The consensus of the meeting attendees was that, with the noted revisions, the 2013 Priority Area map as revised, depicts the boundaries of areas deemed to be priorities for development and for protection for the Town of Stoughton. The result of this work is shown on Figure 1: 2013 Stoughton Community Priority Area Map.

Priority Area Adjustments

As stated above, the 2013 Priority Areas (PAs) are based upon the PA designations identified in 2008. Many of these PAs still represent municipal growth priorities today. In most cases, revisions made to the PAs simply transition them from the “general designations” of the 2008 process to more “exact designations” (both in terms of their boundaries and their stated purposes) using current GIS data and updated local input. In some cases, communities added new PAs or removed previous designations because (1) municipal priorities have changed over time, (2) the purposes for designations were achieved or new ones arose, or (3) designations were incorporated into other PAs identified for the same purpose. The text below lists the updated 2013 PAs along with their related 2008 designations, describes their boundaries, and details their stated purposes in both 2008 (where applicable) and 2013.

Priority Development Areas (PDAs)

AMB Business Park [285-01]

The AMB Business Park PDA includes the industrial zoned parcels located on Campanelli Parkway in southeastern Stoughton. The AMB Business Park consists of 13 industrial properties with over 1.4 million square feet; however, has a vacancy rate of just over 50%. Current industrial uses include trucking and distribution, flooring and carpet sales, warehousing, moving and storage, and container distribution.

Purpose: Further redevelopment of available parcels in the Business Park.

Boundaries: Correspond to the industrial zoned parcels.

Changes from 2008: Area was altered to more clearly follow parcels found in the industrial zoning district.

Downtown Stoughton [285-02]

The Downtown Stoughton PDA includes the parcels found in the Stoughton Center Mixed Use Overlay District (SCMUOD) put in place to encourage a mix of commercial and residential development. Downtown Stoughton currently includes municipal offices, smaller commercial uses, a mix of residential uses, and an historic train station at the existing commuter rail station.

Purpose: Further redevelopment of available parcels.

Boundaries: Corresponds to the Stoughton Center Mixed Use Overlay District parcels.

Changes from 2008: Area was altered to more clearly follow parcels found in the Stoughton Center Mixed Use Overlay District with sensitive environmental area removed.

Easton-Stoughton Station Area [285-03]

The Easton-Stoughton Station Area PDA includes numerous developed parcels in the General Business zoning district located off of Washington Street (Route 138) on the Easton/Stoughton town line. This PDA is meant to complement the Roche Bros Plaza PDA in Easton as the proposed commuter rail station straddles the town boundary.

Purpose: Further development or redevelopment of available parcels in proximity to the proposed commuter rail station.

Boundaries: Corresponds to business zoned parcels in Stoughton located in proximity to the proposed commuter rail stations.

Changes from 2008: Not included in 2008; added in 2013.

North Stoughton Area [285-04]

The North Stoughton Area PDA includes numerous parcels of highway business, industrial, and neighborhood business zoned land abutting AmVets Memorial Highway (Route 24) in northeast Stoughton. This area contains a large industrial park, large scale industrial developments and a small amount of high density residential housing.

Purpose: Further development and redevelopment of available land.

Boundaries: Corresponds to the parcels of land in the highway business, industrial, and neighborhood business zoning districts.

Changes from 2008: Area was altered to more clearly follow zoning and parcel lines.

Tosca Drive Area [285-05]

The Tosca Drive Area PDA includes several parcels of industrial zoned land off of Central Street in northwest Stoughton. The majority of the area includes parcels in the Tosca Drive Industrial Park and a few parcels located to the east and west on Central Street.

Purpose: Further development and redevelopment of available land.

Boundaries: Corresponds to the parcels in the Tosca Drive Industrial Park and to parcels with frontage on Central Street in the industrial zoning district.

Changes from 2008: Not included in 2008; added in 2013.

Priority Protection Areas (PPAs)

Ames Long Pond East [285-06]

The Ames Long Pond East PPA includes sparsely developed parcels of land in the residential zoning district which abut Ames Long Pond East and other parcels of open space.

Purpose: Protection of sparsely developed land for future expansion of open space.

Boundaries: Corresponds to the sparsely developed parcels.

Changes from 2008: Area was altered to more clearly follow parcel lines.

Benson Road [285-07]

The Benson Road PPA includes several undeveloped parcels of land in the residential zoning district abutting Benson Road located on the Easton/Stoughton town boundary.

Purpose: Protection of undeveloped land for future expansion of open space.

Boundaries: Corresponds to the undeveloped parcels.

Changes from 2008: Area was altered to more clearly follow parcel lines.

Bird Street Sanctuary Abutting Area [285-08]

The Bird Street Sanctuary Abutting Area PPA includes numerous undeveloped and sparsely developed parcels of land in the residential zoning district abutting the Bird Street Conservation Area located on the Easton/Stoughton town boundary. The Bird Street Conservation Area is a 580 acre area home to many diverse animal and plant species which is open to passive recreational use.

Purpose: Further protection of the environmentally sensitive land surrounding the Bird Street Conservation Area.

Boundaries: Corresponds to the undeveloped and sparsely developed parcels.

Changes from 2008: Area was altered to more clearly follow parcel lines.

Southworth Pond, Lipsky Fields, Britton Pond [285-09]

The Southworth Pond, Lipsky Fields, Britton Pond PPA includes numerous undeveloped and sparsely developed parcels of land in the residential zoning districts located off of School Street.

Purpose: Protection of undeveloped and sparsely developed land.

Boundaries: Corresponds to the undeveloped and sparsely developed parcels.

Changes from 2008: 2008 Southworth Pond and Lipsky Fields and 2008 Britton's Pond areas were combined and altered to more clearly follow parcel lines.

Upper Reach of Lothrop Brook Wetland Area [285-10]

The Upper Reach of Lothrop Brook Wetland Area PPA is an undeveloped environmentally sensitive area located adjacent to the MBTA Right-of-Way just south of Downtown Stoughton.

Purpose: Protection of undeveloped environmentally sensitive land.

Boundaries: Generally corresponds to the environmentally sensitive undeveloped parcels.

Changes from 2008: Not included in 2008; added in 2013.

Upper Reach of Whitman Brook Wetland Area [285-11]

The Upper Reach of Whitman Brook Wetland Area PPA is an undeveloped environmentally sensitive area located adjacent to the MBTA Right-of-Way just south of Downtown Stoughton.

Purpose: Protection of undeveloped environmentally sensitive land.

Boundaries: Generally corresponds to the environmentally sensitive undeveloped parcels.

Changes from 2008: Not included in 2008; added in 2013.

5.0 Appendix

South Coast Rail Priority Area 5 Year Update Project Subregion #9 Map Series

2008 Stoughton Community Priority Area Map

Stoughton South Coast Rail Priority Area 5 Year Update Public Workshop Meeting Announcement

South Coast Rail
Priority Area
5-Year Update

Subregion 9: Easton,
Canton, Foxborough,
Sharon, Stoughton

Map 1: Community Priority
Area Designations, 2008-09

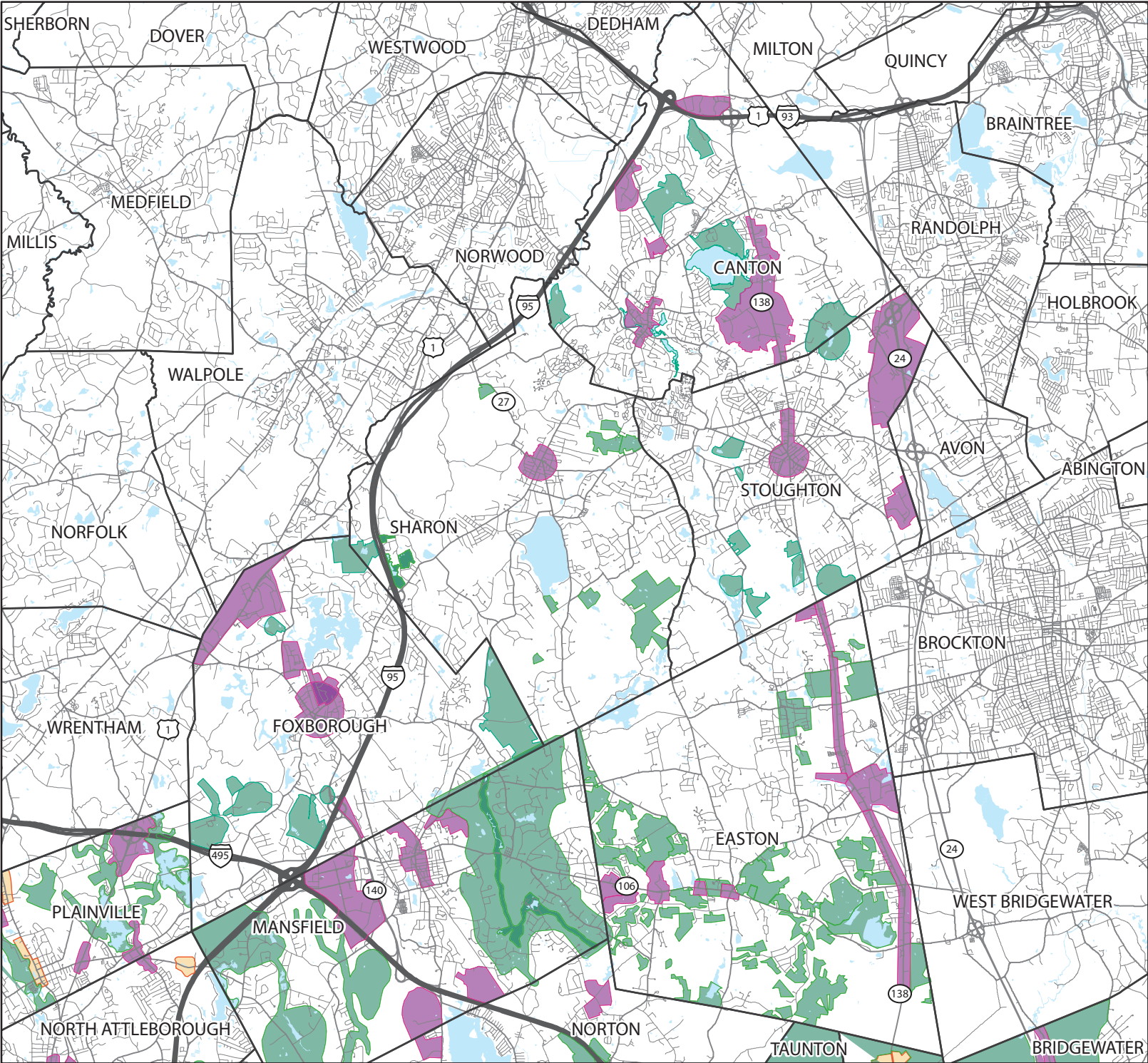
- Priority Development Areas (PDAs)
- Priority Protection Areas (PPAs)
- Combined PDA/PPA
- Overlapping Priority Areas
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Commuter Rail Stations
- MBTA Commuter Rail Lines
- MBTA Proposed Stations
- MBTA Proposed Rail Lines

This map is for the sole purpose of aiding
regional planning decisions and is not
warranted for any other use.

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1 mile



South Coast Rail
Priority Area
5-Year Update

Subregion 9: Easton,
Canton, Foxborough,
Sharon, Stoughton

Map 2: Open Space &
Developed Land

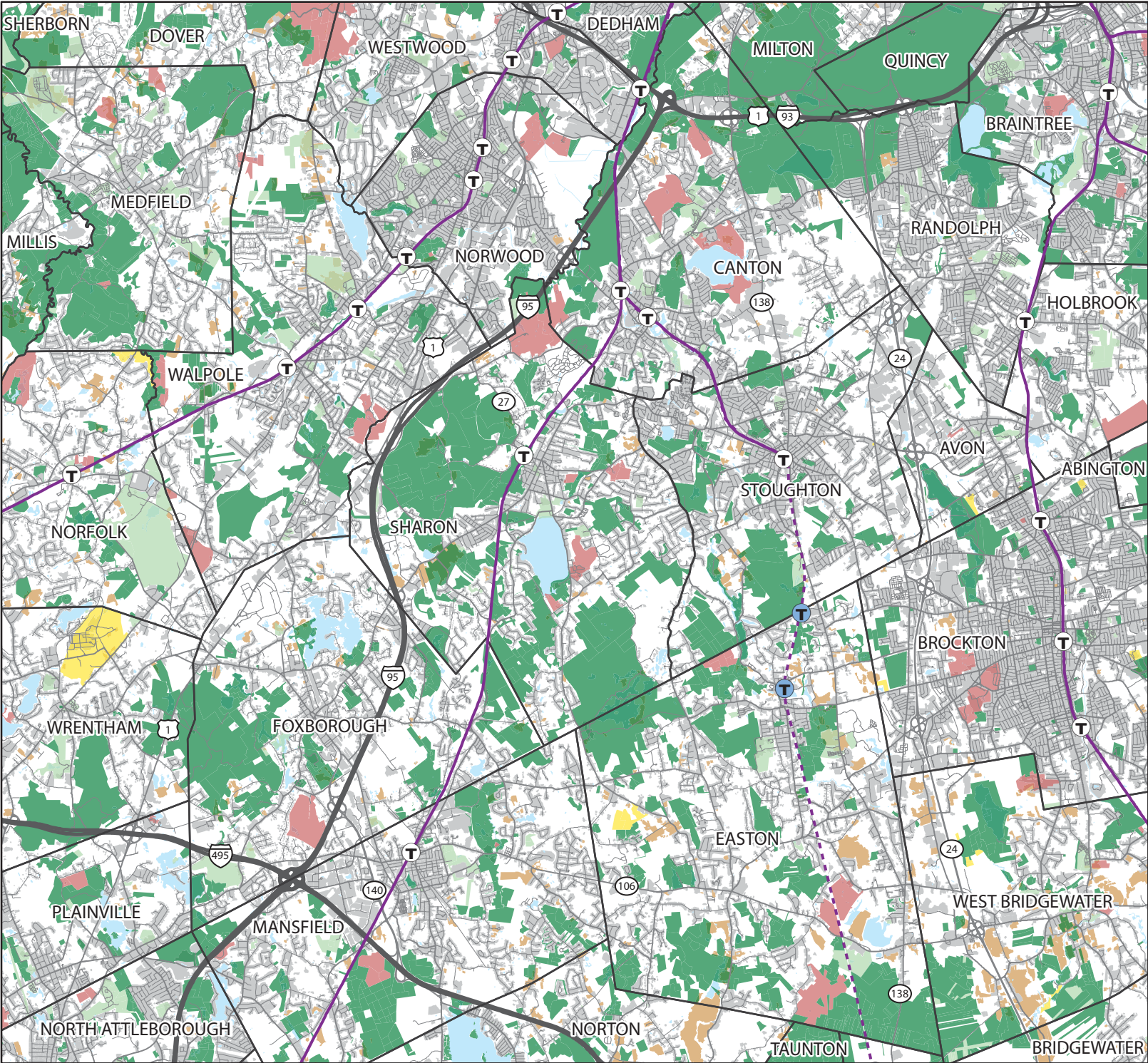
- Developed Land
- Open Space (Protected In Perpetuity)
- Open Space (Limited Protection)
- Open Space (Term-Limited or Unknown)
- Open Space (No Protection)
- Active Agriculture
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Commuter Rail Stations
- MBTA Commuter Rail Lines
- MBTA Proposed Stations
- MBTA Proposed Rail Lines

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South Coast Rail
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Subregion 9: Easton,
Canton, Foxborough,
Sharon, Stoughton

Map 3: Economic
Development and
Infrastructure

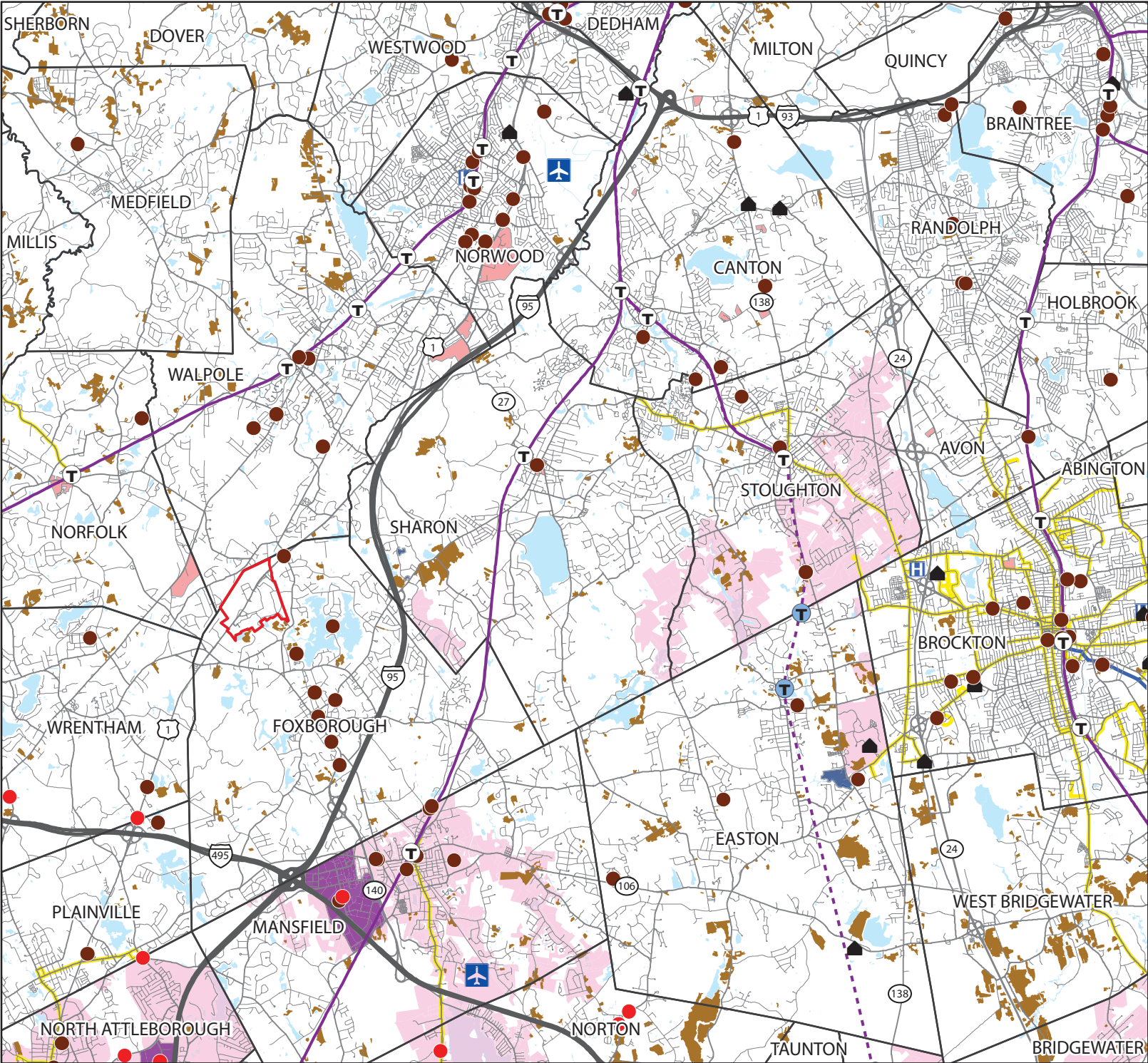
- Colleges and Universities
- Hospitals
- Airport
- EOHED Growth Districts Initiative
- EOHED Chapter 40R Districts
- EOHED Chapter 43D Districts
- Industrial Parks
- Economic Opportunity Areas (EOAs)
- MassDEP Activity and Use Limitation (AUL) Brownfield Sites
- SRTA/GATRA Fixed Bus Routes
- Active Agriculture
- Sewer Service
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Commuter Rail Stations
- MBTA Commuter Rail Lines
- MBTA Proposed Stations
- MBTA Proposed Rail Lines

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South Coast Rail
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5-Year Update

Subregion 9: Easton,
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Sharon, Stoughton

Map 4: Water Resources

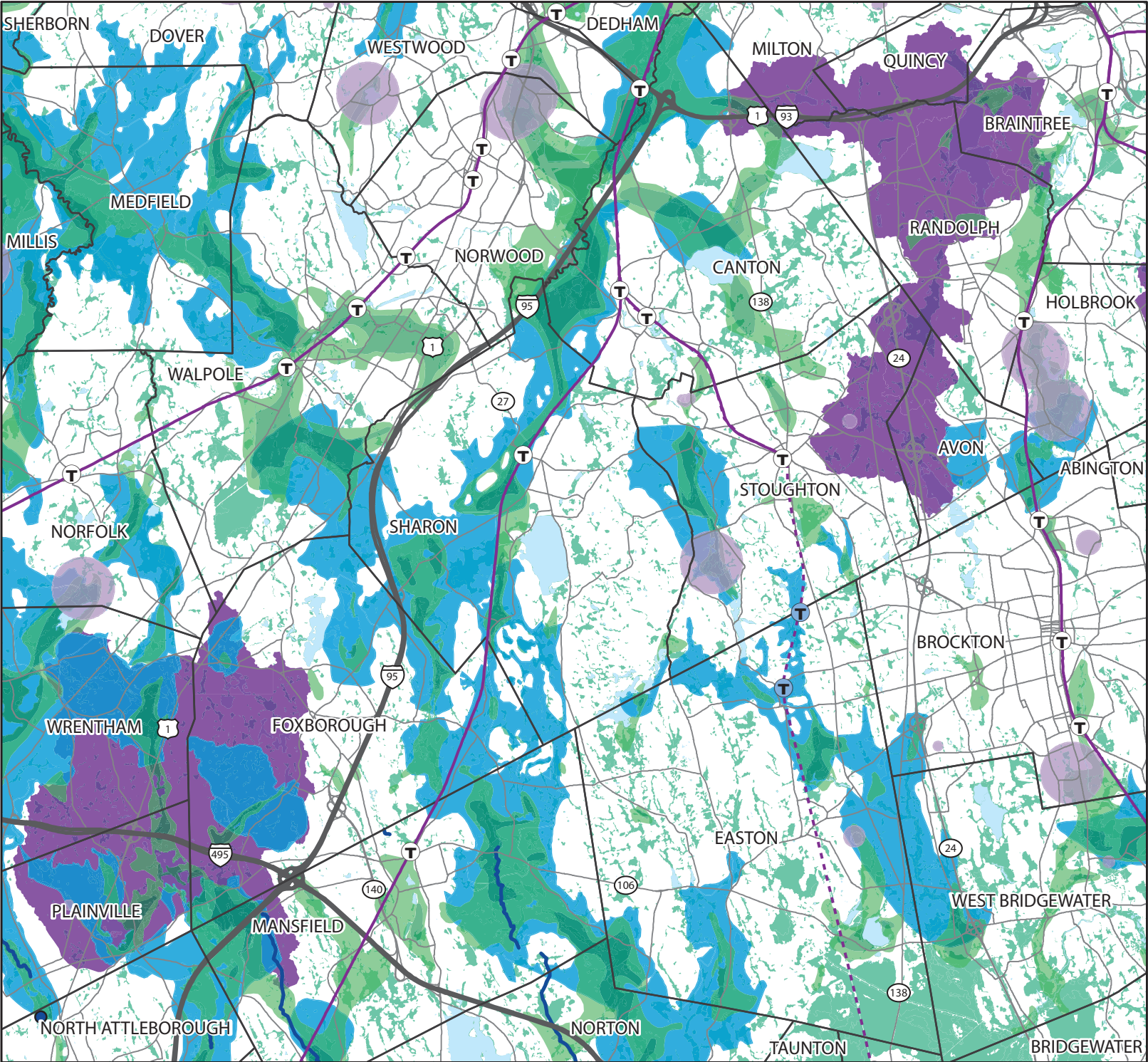
- DEP Approved Zone II Aquifers
- High-Yield Aquifers
- Medium-Yield Aquifers
- Interim Wellhead Protection Areas (IWPAs)
- DEP Outstanding Resource Waters - Public Water Supply Watershed
- DEP Wetland Bodies
- DF&G Coldwater Streams/Fisheries
- DF&G Coldwater Fishery Pond
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Commuter Rail Stations
- MBTA Commuter Rail Lines
- MBTA Proposed Stations
- MBTA Proposed Rail Lines

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South Coast Rail
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5-Year Update

Subregion 9: Easton,
Canton, Foxborough,
Sharon, Stoughton

Map 5: Biodiversity &
Natural Resources

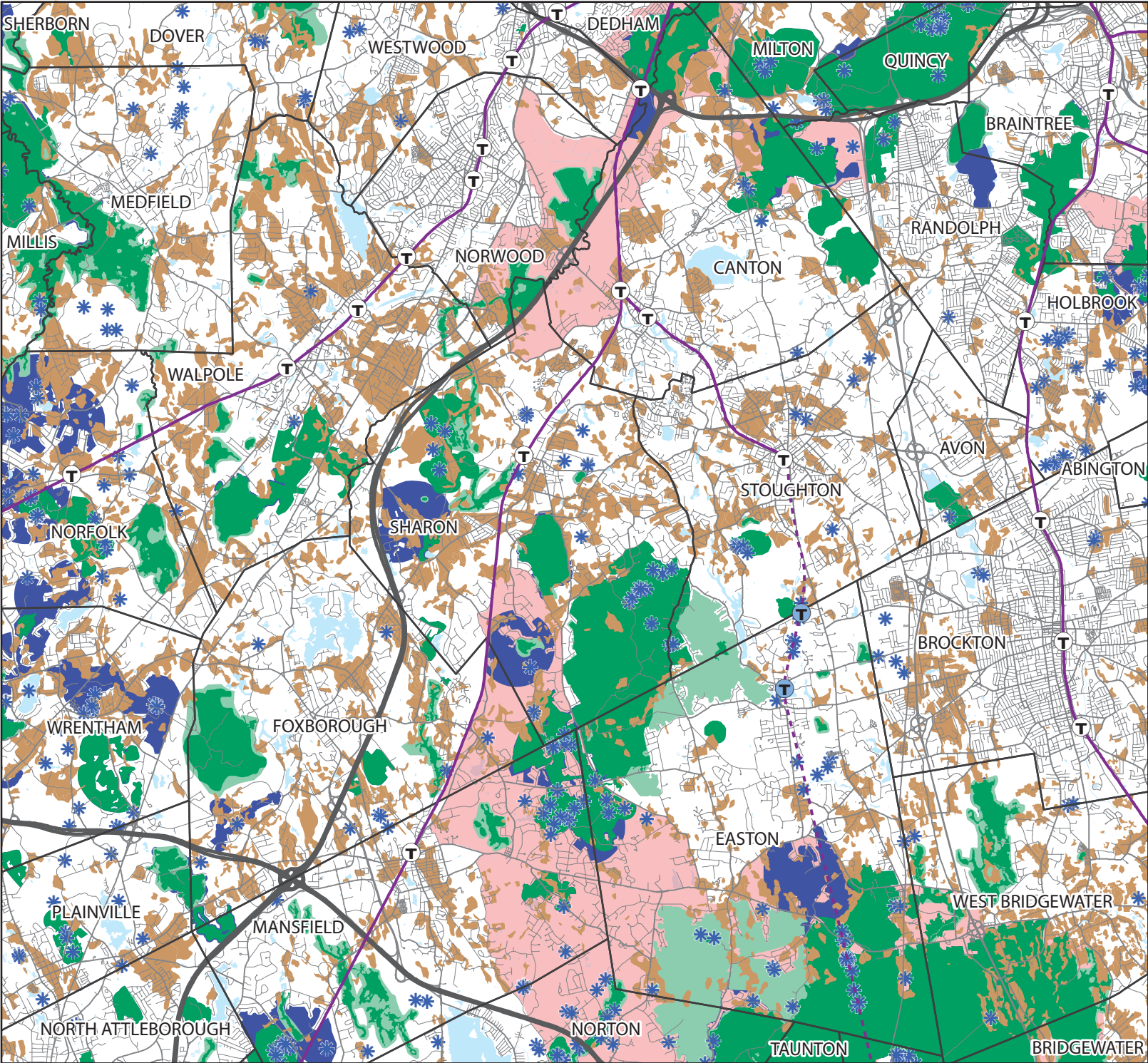
- NHESP Certified Vernal Pool
- All Areas Prime Farmland (NRCS SSURGO-Certified Soils)
- NHESP Priority Habitats
- BioMap2 Core Habitat
- BioMap2 Critical Natural Landscapes
- Area of Critical Environmental Concern (ACEC)
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Commuter Rail Stations
- MBTA Commuter Rail Lines
- MBTA Proposed Stations
- MBTA Proposed Rail Lines

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South Coast Rail
Priority Area
5-Year Update

Subregion 9: Easton,
Canton, Foxborough,
Sharon, Stoughton

Map 6: Housing and
Environmental Justice (EJ)

- EOEEA 2010 EJ Block Group (Minority)
- EOEEA 2010 EJ Block Group (Income)
- EOEEA 2010 EJ Block Group (Minority and Income)
- EOEEA 2010 EJ Block Group (Minority, Income, and English Isolation)
- EOHED Chapter 40R Districts
- BAT/GATRA Fixed Bus Routes
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Commuter Rail Stations
- MBTA Commuter Rail Lines
- MBTA Proposed Stations
- MBTA Proposed Rail Lines

HPP Current Housing Production Plan

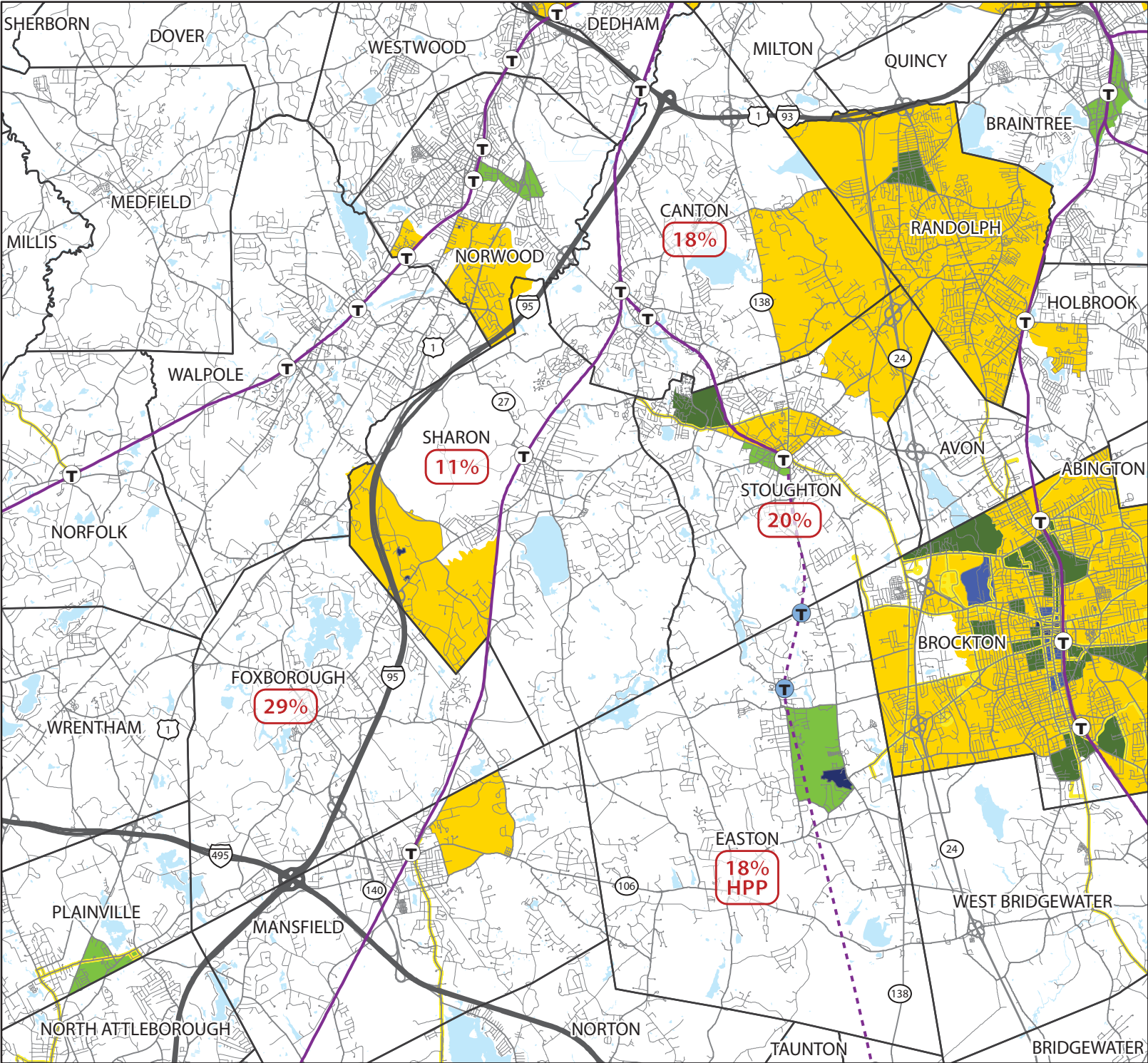
35% Percent of a community's total housing units that are affordable to households with incomes \leq 80% the area median income (AMI). Note: 35% of all housing units in the South Coast Rail region are affordable to these households.

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1 mile



Town of Stoughton

Priority Development and Preservation Areas

- Priority Preservation Areas
- Priority Development Areas
- Protected Open Space
- Developed Land
- Undeveloped and Unprotected Land
- Lakes and Ponds
- Wetlands
- Perennial Stream
- Commuter Rail Stations
- NHESP Certified Vernal Pools

Canton and Stoughton:
Glen Echo Pond Watershed

North Stoughton
Redevelopment Area

Stoughton: Southworth
Pond and Lipsky Fields

Downtown Stoughton

Stoughton:
Britton's Pond

AMB Business Park

Stoughton: Lands Abutting
Bird Street Sanctuary

Stoughton: Benson Road

Stoughton: Ames Long Pond East

0 0.25 0.5 1 1.5 Miles

0 0.5 1 2 Kilometers



Produced by the Metropolitan Area Planning Council Data Services.
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Data Source:
Massachusetts Geographic Information System (MassGIS)
Metropolitan Area Planning Council (MAPC)
Executive Office of Transportation (EOT)
Town Data from Stoughton

File Location: G:\Projects09\SouthCoastRail\Project_Files\Stoughton_PriorityMapping.mxd
Date: June 2009

