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# Town of Canton

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## South Coast Rail Community Priority Areas Five-Year Update

August 2013

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*Para solicitar una traducción de este documento al Español, por favor llame 508-824-1367.*

*Para solicitar uma tradução deste documento para o Português, por favor ligue 508-824-1367.*

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**2013 Canton Community Priority Area List**

<b>ID Number</b>	<b>Name</b>	<b>Type</b>	<b>Acres</b>
50-01	The Mills Area	Development	23.15
50-02	Lower Route 138	Development	809.56
50-03	Upper Route 138 Economic Opportunity District	Development	173.86
50-04	Dedham Street Industrial Center	Development	167.14
50-05	Blue Hill Country Club	Protection	190.64
50-06	Milton-Hoosic Country Club	Protection	86.69
50-07	Brookmeadow Country Club	Protection	88.82
50-08	Glen Echo Pond Area	Protection	217.91
50-09	Hemenway Drive Scenic Way	Protection	3.37
50-10	Massachusetts Hospital School	Protection	161.53
50-11	Canton Center Economic Opportunity District	Development	119.12



# Town of Canton Community Priority Areas, 2013

- Priority Development Areas (PDAs)
- Priority Protection Areas (PPAs)
- Water
- Interstate
- Arterials and Collectors
- Local Roads
- MBTA Stations
- MBTA Rail Lines

This map is for the sole purpose of aiding regional planning decisions and is not warranted for any other use. 8/1/2013

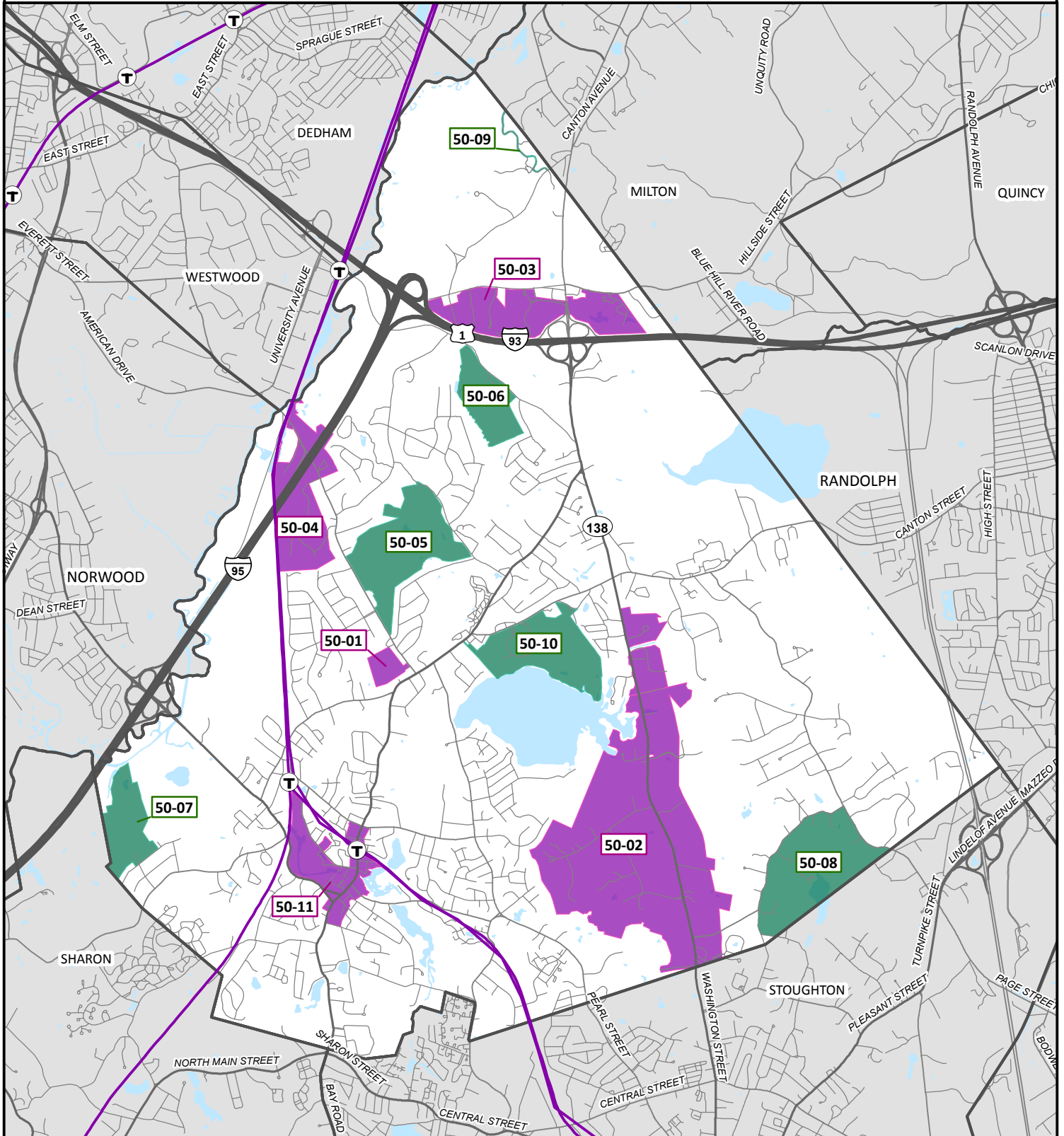
**massDOT**  
Massachusetts Department of Transportation



Executive Office of  
Housing and Economic Development



1 Mile



# **TOWN OF CANTON**

## **SOUTH COAST RAIL CORRIDOR PLAN**

### **PRIORITY DEVELOPMENT & PROTECTION AREAS FIVE-YEAR UPDATE**

#### INTRODUCTION

This report presents the updated Priority Development Areas (PDAs) and Priority Protection Areas (PPAs) in the Town of Canton. 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 choices 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 areas that are 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 the 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).

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 asked certain state agencies to consider priority areas when making funding commitments.

### *Regional and State Priority Areas*

Once the Community Priority Areas are complete, 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, Gov. Patrick issued Executive Order 525 (E.O. 525) providing for the implementation of the 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 goals.

## **PRIORITY AREA REVIEW PROCESS**

MAPC staff worked with cities and towns to review their Priority Areas identified in 2009. Amendments to Priority Areas included delineating more precise boundaries using Geographic Information Systems (GIS) data. Communities also worked to clarify the stated purpose for each Priority Area.

The process included two meetings:

### #1: Preliminary meeting:

On May 21, 2013, MAPC staff met with Canton town staff to reintroduce the identification process that took place in 2009 and the reasons for conducting the Five-Year Update of Priority Area designations. Louis Jutras, Information Systems Manager, was designated as the primary contact for this work. Participants reviewed the purpose and the boundaries of each 2009 Priority Area. In discussions, they clarified the purpose of each and adjusted the respective boundaries to coincide with the stated purpose. Staff incorporated updated GIS data layers such as zoning and protected open space to inform discussions and decision-making. This preliminary process of updating the 2009 Priority Area designations 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

#2: Public Meeting Review: The revised priority area map was presented at the community’s Planning Board meeting on June 19<sup>th</sup> at Canton Town Hall. Meeting participants reviewed each community’s priority areas and identified additional desired changes. The consensus of the meeting attendees was that, with the noted revision, the 2013 Priority Area map as revised, depicts the boundaries of areas deemed to be priorities for development and for preservation. The result of this work is the 2013 Foxborough Community Identified Priority Area Map, which can be found on page 3 of this document.

## TOWN OF CANTON RESULTS

### PRIORITY AREA ADJUSTMENTS

As stated above, the 2013 Priority Areas (PAs) are based upon the PA designations identified in 2009. 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 2009 process to more “exact designations” (both in terms of their boundaries and their stated purposes) using current Geographic Information Systems data and updated local input. In some cases, communities added new PAs or removed previous designations because (1) municipal priorities 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 2009 (where applicable) and 2013.

## **PRIORITY DEVELOPMENT AREAS**

### **The Mills Area [50-01]**

*Purpose:* To provide for reuse of old mill building.

*Boundaries:* Boundaries were delineated using parcel limits.

*Changes from 2009:* Renamed from “Draper Mills”.

### **Lower Route 138 [50-02]**

*Purpose:* Industrial park and commercial corridor along Route 138. Provides for economic development in both Canton and Stoughton.

*Boundaries:* Defined using zoning districts.

*Changes from 2009:* Expansion of the area to include additional developed parcels along the Stoughton town line.

### **Upper Route 138 Economic Opportunity District [50-03]**

*Purpose:* Commercial and retail area north of Route 138.

*Boundaries:* Defined using Economic Opportunity District (EOD).

*Changes from 2009:* Area refined to accurately reflect EOD boundaries.

### **Dedham Street Industrial Center [50-04]**

*Purpose:* To provide for commercial and retail development along the Dedham Street corridor

*Boundaries:* Defined using zoning district and developed parcels.

*Changes from 2009:* No change.

### **Canton Center Economic Opportunity District [50-11]**

*Purpose:* Significant economic development district.

*Boundaries:* Area defined using EOD zoning districts .

*Changes from 2009:* Boundaries revised to reflect changes in zoning.

## **PRIORITY PRESERVATION AREAS**

### **Blue Hill Country Club [50-05]**

*Purpose:* To protect open space for recreational use.

*Boundaries:* Defined using country club boundaries.

*Changes from 2009:* Name change from “Blue Hills Golf Course”.

**Milton-Hoosic Country Club [50-06]**

*Purpose:* To protect open space for recreational use.

*Boundaries:* Defined using country club boundaries.

*Changes from 2009:* Name change from “Milton-Hoosic Golf Course”.

**Brookmeadow Country Club [50-07]**

*Purpose:* To protect open space for recreational use.

*Boundaries:* Defined using country club boundaries.

*Changes from 2009:* Name change from “Brookmeadow Golf Course”.

**Glen Echo Pond Area [50-08]**

*Purpose:* To protect open space and habitat.

*Boundaries:* Area defined using Indian Lane.

*Changes from 2009:* No change.

**Hemenway Drive Scenic Way [50-09]**

*Purpose:* To protect scenic route along Hemenway Drive.

*Boundaries:* Defined using section of Hemenway Drive between Green Street and Brush Hill Road.

*Changes from 2009:* New priority area.

**Massachusetts Hospital School [50-10]**

*Purpose:* To protect open space and habitat surrounding Hospital School site.

*Boundaries:* Area defined using Hospital School parcel and abutting State-owned parcel.

*Changes from 2009:* New priority area.

**DELETED PRIORITY AREAS**

Priority Protection Areas removed: Water Rights around Canton Center. Community representatives chose to remove this PA because the designation was no longer significant.



South Coast Rail  
Priority Area  
5-Year Update

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

Map 1: Community Priority  
Area Designations, 2008-09

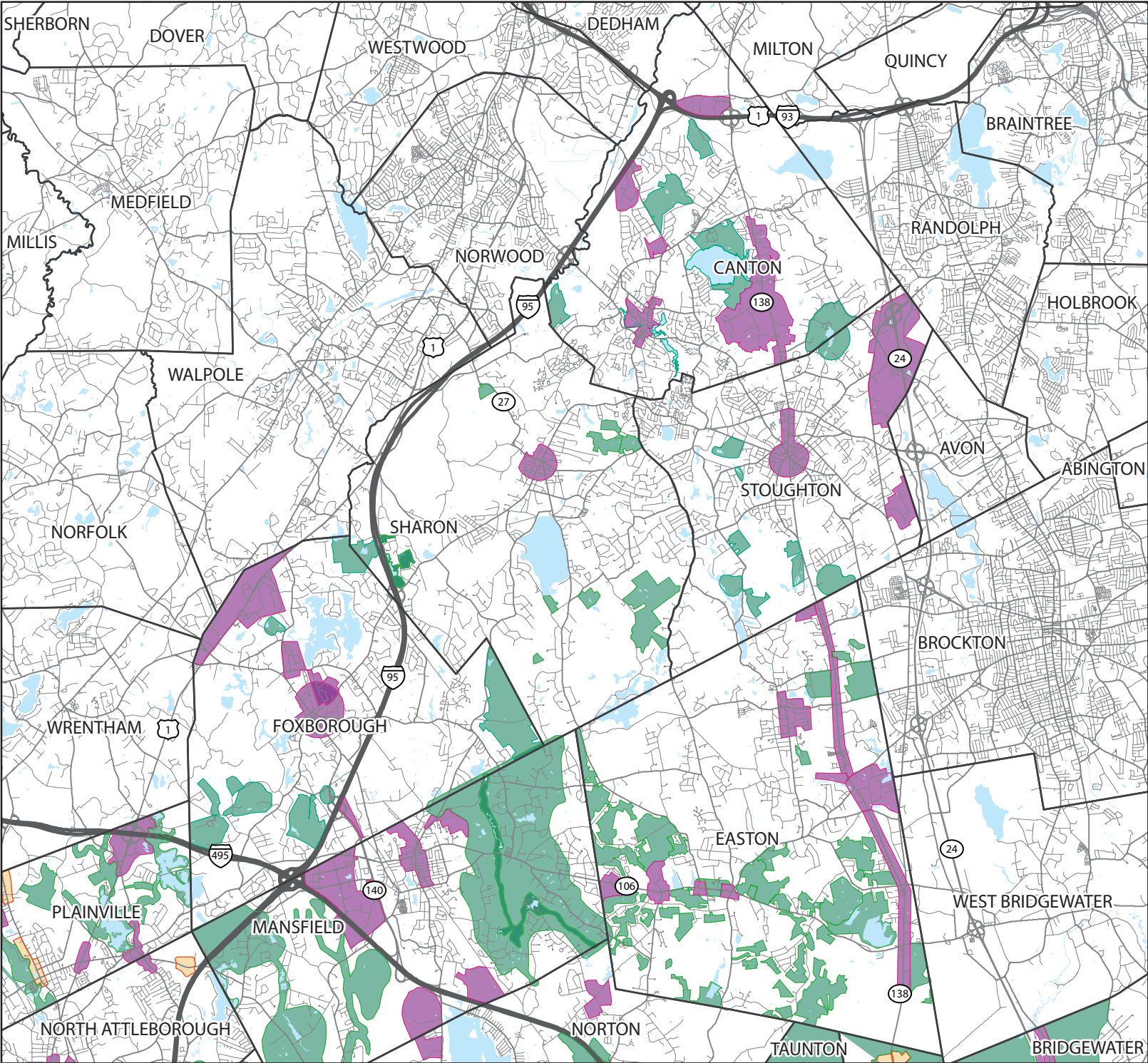
- Priority Development Areas (PDAs)
- Priority Protection Areas (PPAs)
- Combined PDA/PPA
- Overlapping Priority Areas
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Commuter Rail Stations
- MBTA Commuter Rail Lines
- MBTA Proposed Stations
- MBTA Proposed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

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South Coast Rail  
Priority Area  
5-Year Update

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

Map 2: Open Space &  
Developed Land

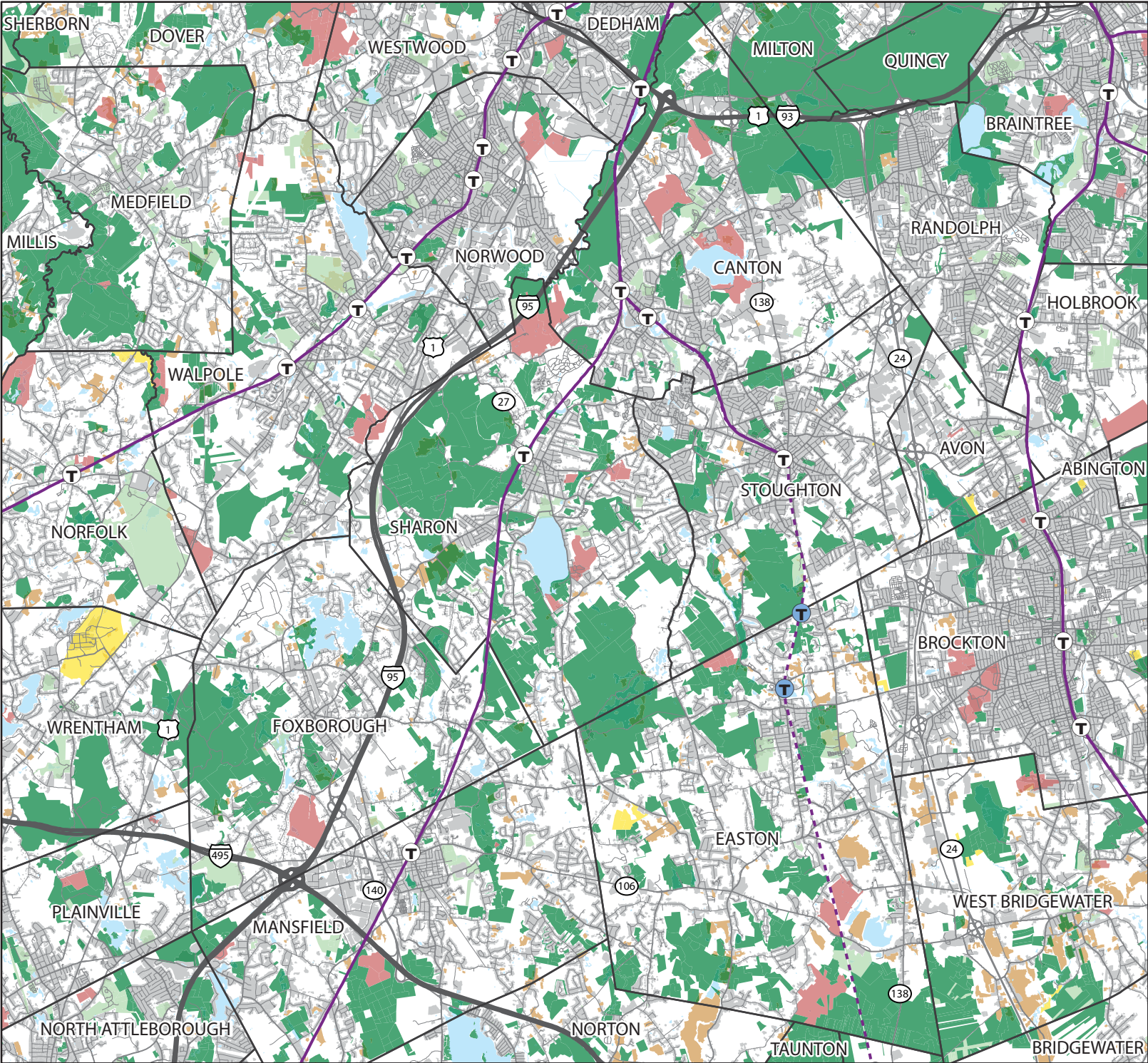
- Developed Land
- Open Space (Protected In Perpetuity)
- Open Space (Limited Protection)
- Open Space (Term-Limited or Unknown)
- Open Space (No Protection)
- Active Agriculture
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Commuter Rail Stations
- MBTA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

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

Map 3: Economic  
Development and  
Infrastructure

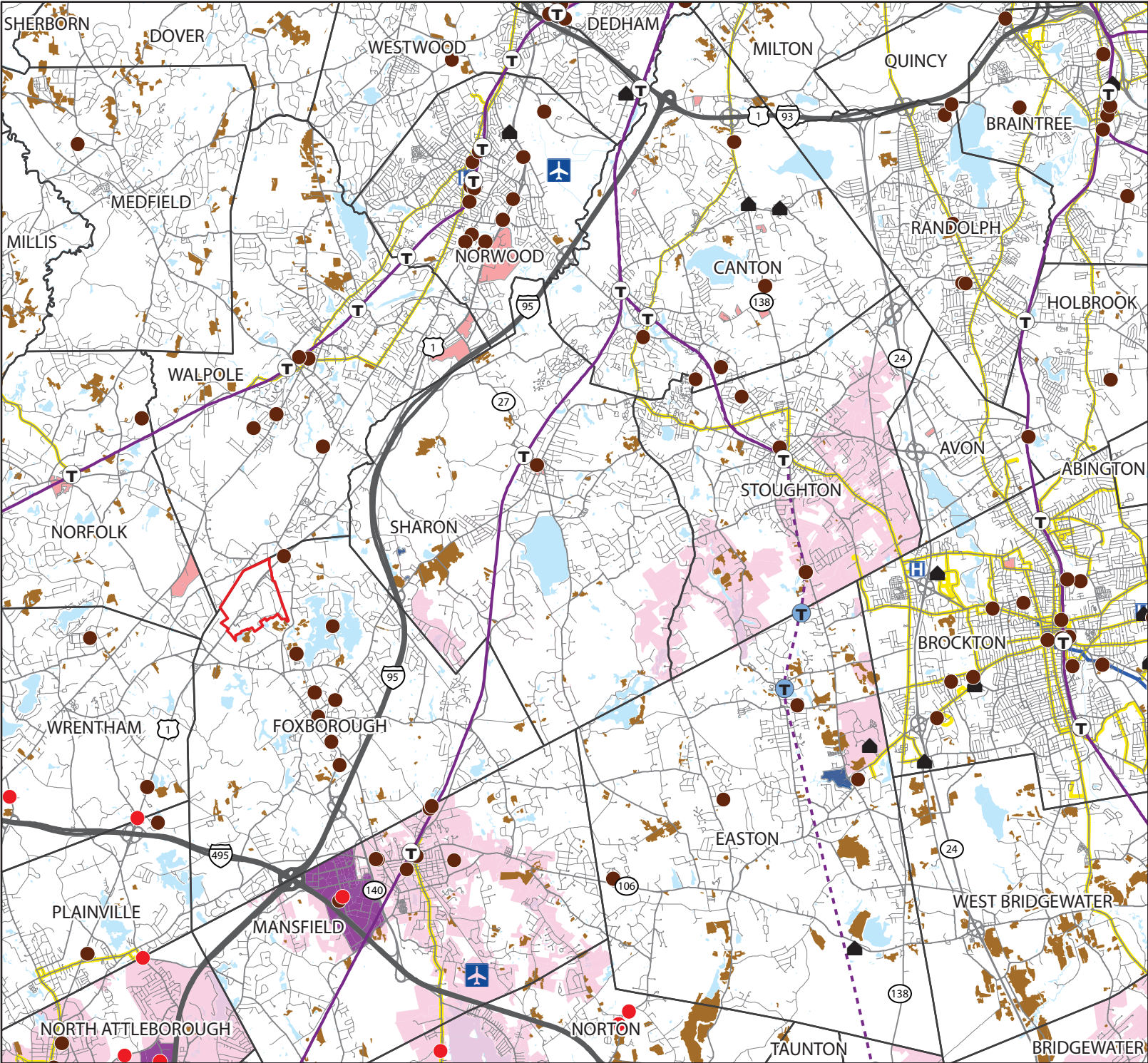
- Colleges and Universities
- Hospitals
- Airport
- EOHED Growth Districts Initiative
- EOHED Chapter 40R Districts
- EOHED Chapter 43D Districts
- Industrial Parks
- Economic Opportunity Areas (EOAs)
- MassDEP Activity and Use Limitation (AUL) Brownfield Sites
- MBTA/GATRA/BAT Fixed Bus Routes
- Active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

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

Map 4: Water Resources

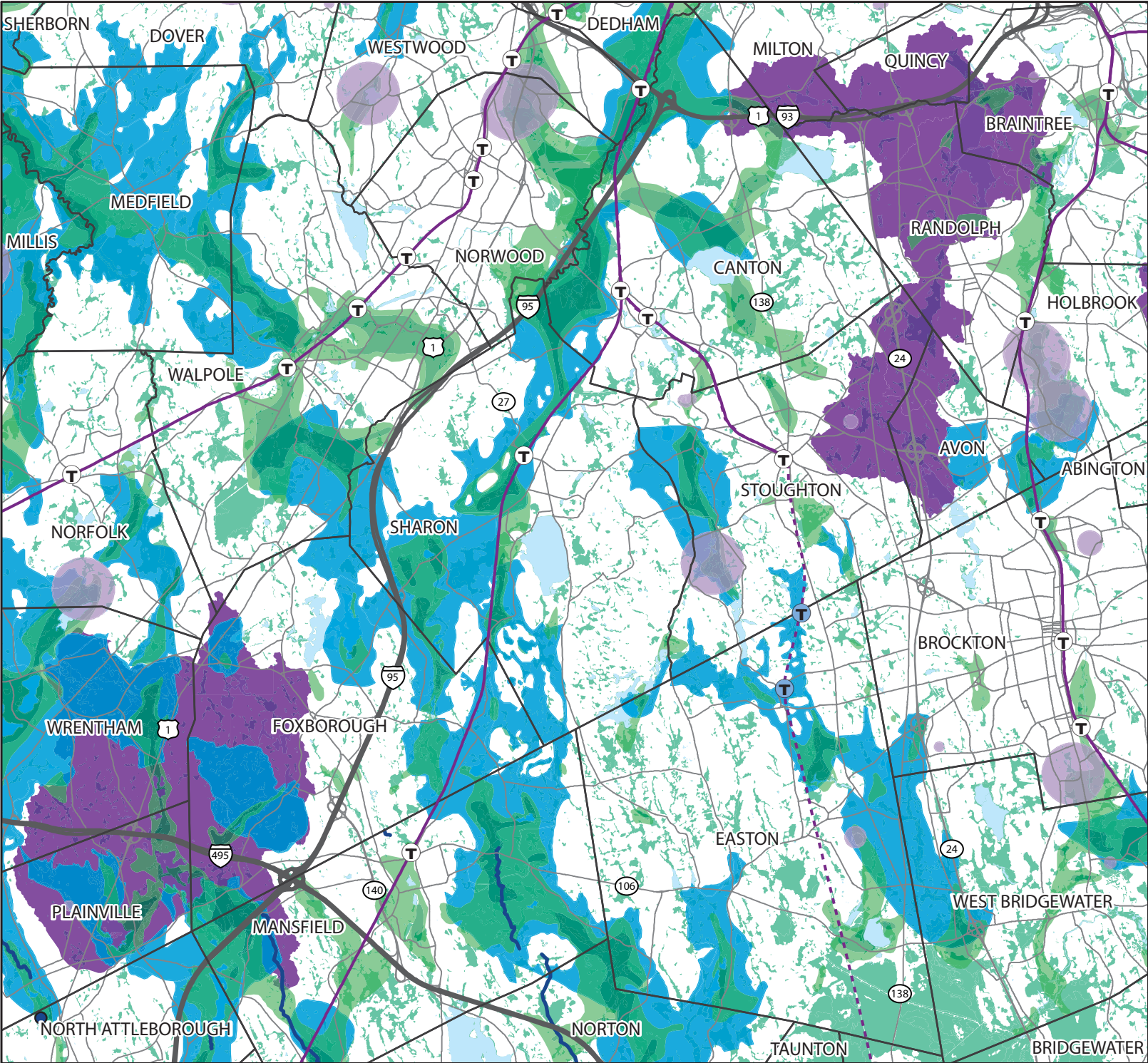
- DEP Approved Zone II Aquifers
- High-Yield Aquifers
- Medium-Yield Aquifers
- Interim Wellhead Protection Areas (IWPAs)
- DEP Outstanding Resource Waters - Public Water Supply Watershed
- DEP Wetland Bodies
- DF&G Coldwater Streams/Fisheries
- DF&G Coldwater Fishery Pond
- Water
- Municipal Boundaries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

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

Map 5: Biodiversity &  
Natural Resources

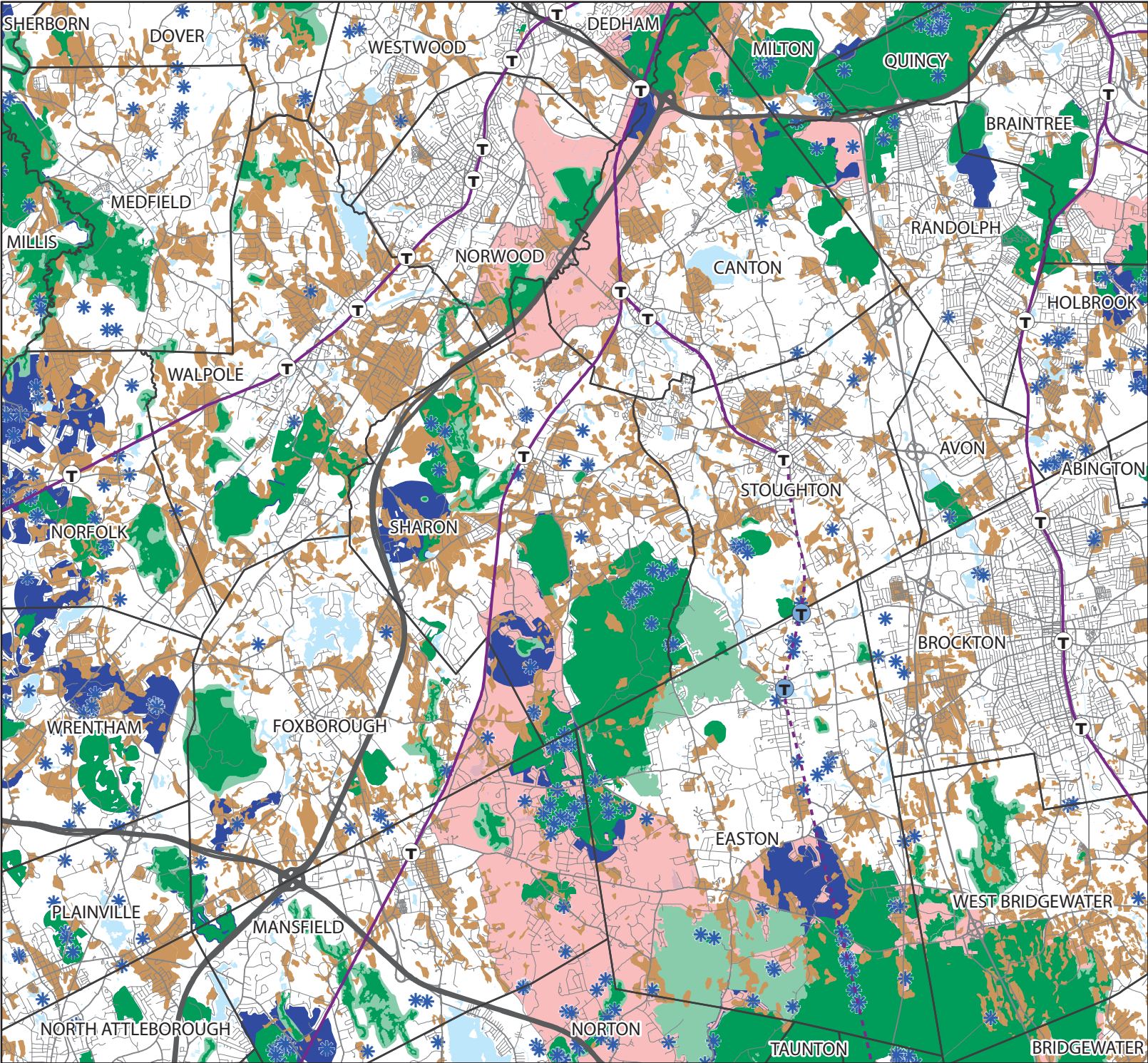
- NHESP Certified Vernal Pool
- All Areas Prime Farmland (NRCS SSURGO-Certified Soils)
- NHESP Priority Habitats
- BioMap2 Core Habitat
- BioMap2 Critical Natural Landscapes
- Area of Critical Environmental Concern (ACEC)
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local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