

South Coast Rail Community Priority Area 5-Year Update Project

Town of Bridgewater

August, 2013

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Title VI Notification

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For information or to file a complaint under Title VI or the state Public Accommodations law, the contacts are as follows:

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Town of Bridgewater

Greg Guimond, Town Planner
Bridgewater Planning Board
Bridgewater Master Plan Committee
Bridgewater Town Council

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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. Bridgewater 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, Bridgewater also chose areas that should be preserved and protected based on their natural character and/or wildlife habitat. In total, seven (7) locations were selected as Priority Development Areas (PDAs) and eight (8) locations were selected as Priority Protection Areas (PPAs) through the public participation process.

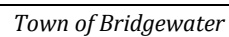
Five years after the initial community meeting, the Commonwealth asked the 31 communities to reconvene and determine if the areas they had selected for development and protection in 2008 still made sense in 2013. Through a publicly held meeting orchestrated by Old Colony Planning Council and the planning staff of the Town of Bridgewater, 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 Bridgewater 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 fifteen (15) Priority Areas was reduced to seven (7) Priority Areas. Specifically, two (2) locations were selected as Priority Development Areas (PDAs) and five (5) locations were selected as Priority Protection Areas (PPAs). Table 1 shows the list of 2013 Bridgewater Community Priority Areas (PDAs and PPAs) and Figure 1 displays the locations of each Priority Area.

Table 1: 2013 Bridgewater Community Priority Area List

ID Number	Name	Type	Acres
42-01	24 and 104 Interchange	Development	345.79
42-02	Downtown	Development	241.43
42-03	Calthrop	Protection	139.07
42-04	Iron Works	Protection	16.99
42-05	Lake Nippenicket/Hockomock Swamp	Protection	1,748.51
42-06	Stiles and Hart	Protection	70.41
42-07	Taunton-Town-Matfield River Corridor	Protection	217.91

*South Coast Rail
Priority Area 5 Year Update Project*



2.0 Introduction

This report presents the updated Priority Development Areas (PDAs) and Priority Protection Areas (PPAs) in the Town of Bridgewater. 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 Bridgewater Results

On March 5, 2013 Old Colony Planning Council staff along with the Bridgewater Town Planner (Greg Guimond) presented and explained the South Coast Rail Priority Area 5 Year Update project to the Bridgewater Town Council. 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 worked closely with Greg Guimond as he constructed revisions based on consultation with the Bridgewater Planning Board, the Bridgewater Master Plan Committee, and other municipal staff.

The Town of Bridgewater held a public meeting to seek input from town residents on the revisions recommended by the municipal representatives on April 24th 2013 at Bridgewater Academy Building. 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 protection for the Town of Bridgewater. The result of this work is shown on Figure 1: 2013 Bridgewater Community Priority Area Map, which can be found on page 3 of this document.

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)

24 and 104 Interchange [42-01]

The 24 and 104 Interchange PDA area is the Town’s primary access to limited access highways including Routes 24 and Interstate 495. This area is supported by town water and town sewer and the western portion of the PDA is designated as an expedited permitting and priority development site by the state and the town.

Purpose: Further development of available land around the Route 24 and Route 104 Interchange.

Boundaries: Defined by using the Town approved Planned Development District and the Elm Street Industrial District zones.

Changes from 2008: Area was reduced in size by eliminating the environmentally sensitive areas and boundaries were altered to more clearly follow zoning and parcel lines.

Downtown [42-02]

The Downtown PDA includes Bridgewater’s traditional town center, where town offices, shops, banking and some older grandfathered residential uses exist; Bridgewater State University; and Waterford Village (a state approved 40R zoning district). In addition, this PDA includes the Bridgewater Old Colony Commuter Rail Station and a mix of commercial and industrial properties.

Purpose: Further redevelopment of property in the downtown area and increased high density housing in the PDA.

Boundaries: Correspond to parcels located in portions of the Central Business District, Industrial, East Gateway Business District, and Residential zoning districts.

Changes from 2008: Waterford Village 40R, Proposed T Parking Structure/Deck, and Share Lot with MBTA for Downtown Development 2008 Priority Development Areas were combined and expanded to include a larger area centered on Downtown Bridgewater.

Priority Protection Areas (PPAs)

Calthrop [42-03]

The Calthrop PPA is an approximately 140 acre open space property located on the banks of the Taunton River in eastern Bridgewater. This PPA area includes BioMap2 Core Habitat, NHESP Priority & Estimated Habitats of Rare Species, Living Waters Core Habitat, and several potential vernal pools.

Purpose: Protection of NHESP Priority Habitat area and potential link to Taunton-Town-Matfield River Corridor.

Boundaries: Generally correspond to parcel of land located in the Residential zoning area.

Changes from 2008: Child's Bridge Cluster Development 2008 Priority Development Area was changed to a Priority Protection Area and expanded in size in light of changing town priorities.

Iron Works [42-04]

The Iron Works PPA includes the remnants of the Bridgewater Iron Works historic industrial building located on the bank of the Town River. Added to the National Register of Historic Places in 2002, the Bridgewater Iron Works manufactured numerous iron items for nearly 300 years before closing in 1988.

Purpose: Protection of historic structure and corresponding land with the intention to link property to the Stiles and Hart PPA and the Downtown PDA.

Boundaries: Correspond to the Iron Works parcel.

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

Lake Nippenicket/Hockomock Swamp [42-05]

The Lake Nippenicket/Hockomock Swamp PPA includes a very large area (1,400+ acres) in northwest Bridgewater completely encompassing Lake Nippenicket and the majority of the Hockomock Swamp Area of Critical Environmental Concern in Bridgewater. Importantly, this PPA area includes BioMap2 Core Habitat and Critical Natural Landscape, NHESP Estimated Habitats of Rare Wildlife, and NHESP Priority Habitats of Rare Species.

Purpose: Protection of Lake Nippenicket and environmentally sensitive Hockomock Swamp land.

Boundaries: Corresponds to the Hockomock Area of Critical Environmental Concern (ACEC).

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

Stiles and Hart [42-06]

The Stiles and Hart PPA includes the former site of the Stiles & Hart Brick Company which ceased operations after World War II. Dense vegetation has reclaimed the site and the Town of Bridgewater is looking to make it a permanent conservation area which will link the Iron Works PPA to the Downtown PDA via the Nunckatesset Greenway.

Purpose: Protection of open space along the Town River.

Boundaries: Corresponds to the Stiles and Hart parcel.

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

Taunton-Town-Matfield River Corridor [42-07]

The Taunton-Town-Matfield River Corridor PPA includes the Taunton, Town, and Matfield Rivers in Bridgewater. The Town River begins at Lake Nippenicket in northwest Bridgewater and flows easterly becoming the Taunton River where it joins the Matfield River in northeast Bridgewater. The Taunton River supports numerous fish species and its watershed is home to several hundred types of birds and other wildlife.

Purpose: Protection of the river and associated banks.

Boundaries: Corresponds to the river shoreline.

Changes from 2008: Included in 2008 only as a Regional and State Priority; added in 2013 as a Community Priority.

6.0 Appendix

South Coast Rail Priority Area 5 Year Update Project Subregion #6 Map Series

2008 Bridgewater Community Priority Area Map

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

South Coast Rail
Priority Area
5-Year Update

Subregion 6: Bridgewater,
Carver, Lakeville,
Middleborough

Map 1: Community Priority
Area Designations, 2008-09

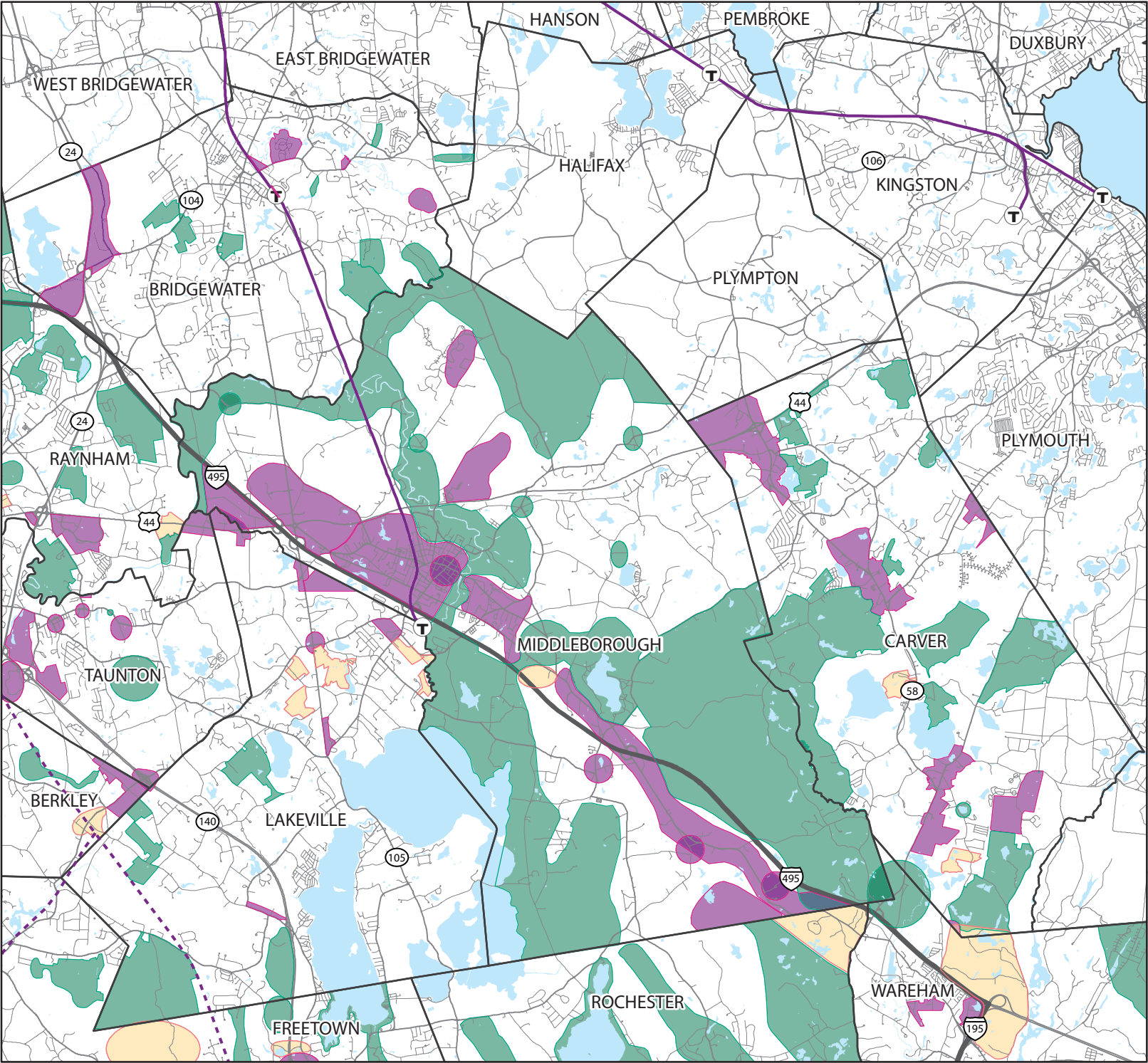
- Priority Development Areas (PDAs)
- Priority Protection Areas (PPAs)
- Combined PDA/PPA
- Overlapping Priority Areas
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Commuter Rail Stations
- MBTA Commuter Rail Lines
- MBTA Proposed Stations
- MBTA Proposed 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
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Subregion 6: Bridgewater,
Carver, Lakeville,
Middleborough

Map 2: Open Space &
Developed Land

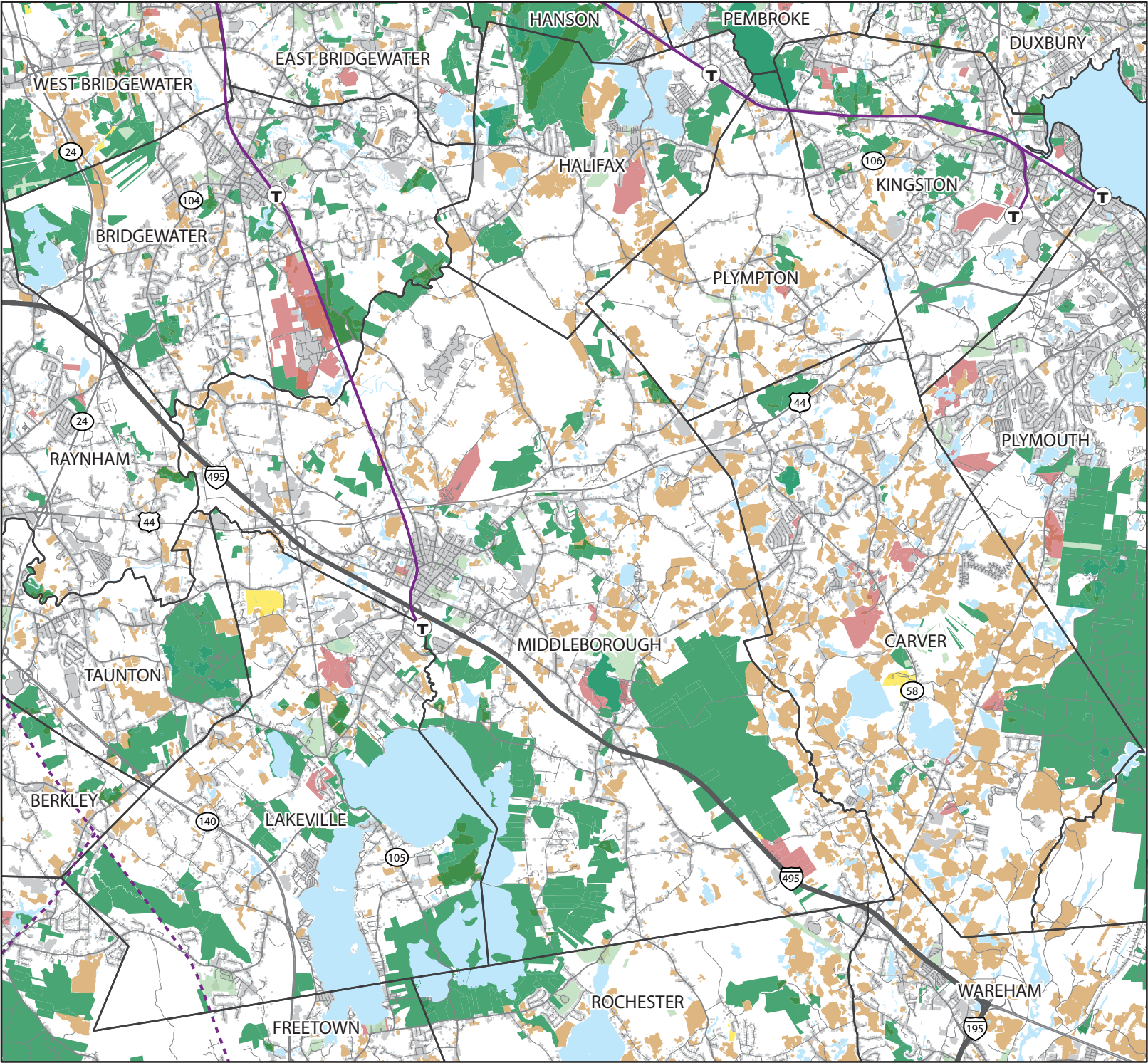
- Developed Land
- Open Space (Protected In Perpetuity)
- Open Space (Limited Protection)
- Open Space (Term-Limited or Unknown)
- Open Space (No Protection)
- Active Agriculture
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Commuter Rail Stations
- MBTA Commuter Rail Lines
- MBTA Proposed Stations
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Subregion 6: Bridgewater,
Carver, Lakeville,
Middleborough

Map 3: Economic
Development and
Infrastructure

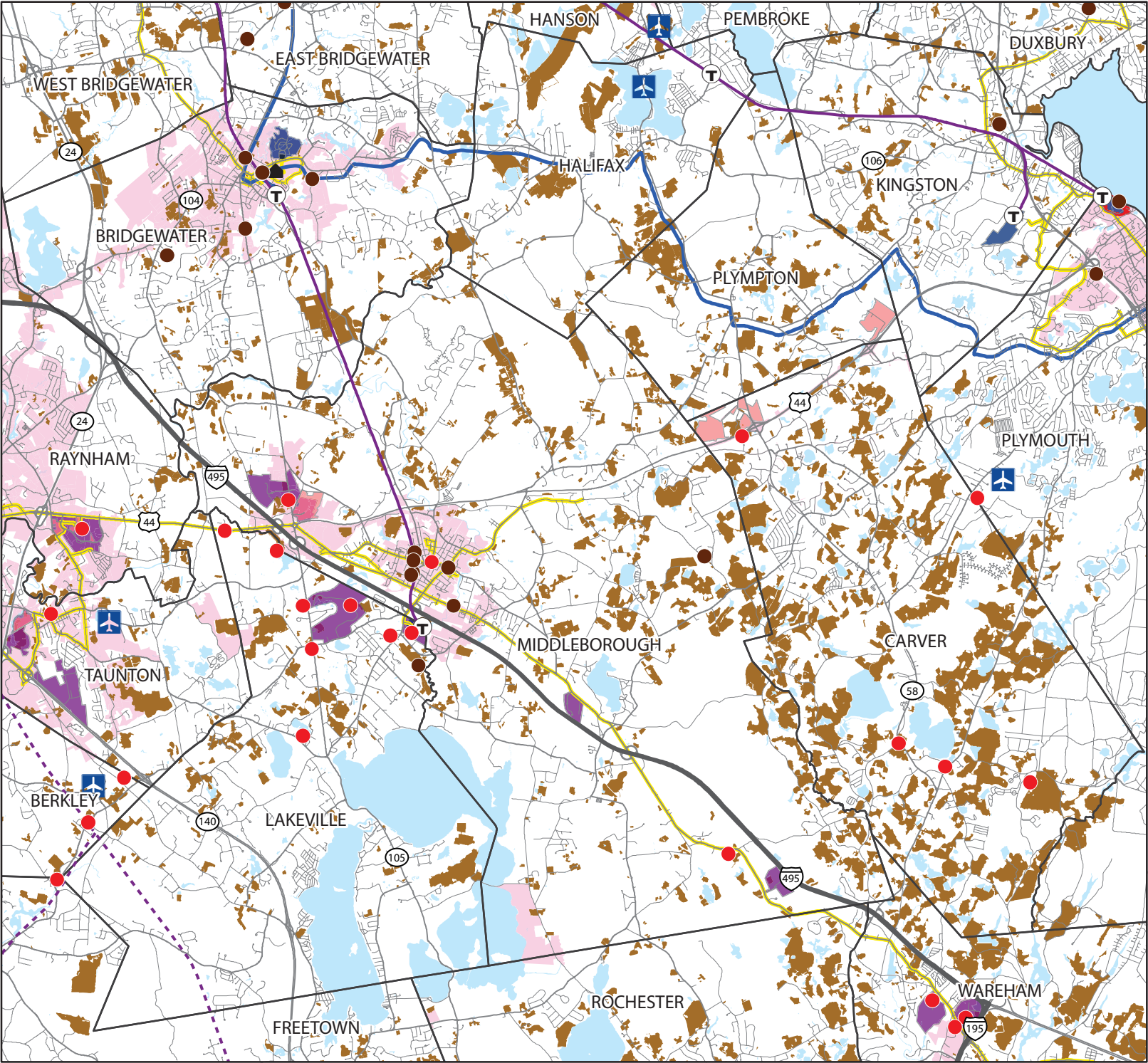
- Colleges and Universities
- Hospitals
- Airport
- EOHED Growth Districts Initiative
- EOHED Chapter 40R Districts
- EOHED Chapter 43D Districts
- Industrial Parks
- Economic Opportunity Areas (EOAs)
- MassDEP Activity and Use Limitation (AUL) Brownfield Sites
- BAT/GATRA Fixed Bus Routes
- Active Agriculture
- Sewer Service
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Commuter Rail Stations
- MBTA Commuter Rail Lines
- MBTA Proposed Stations
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Subregion 6: Bridgewater,
Carver, Lakeville,
Middleborough

Map 4: Water Resources

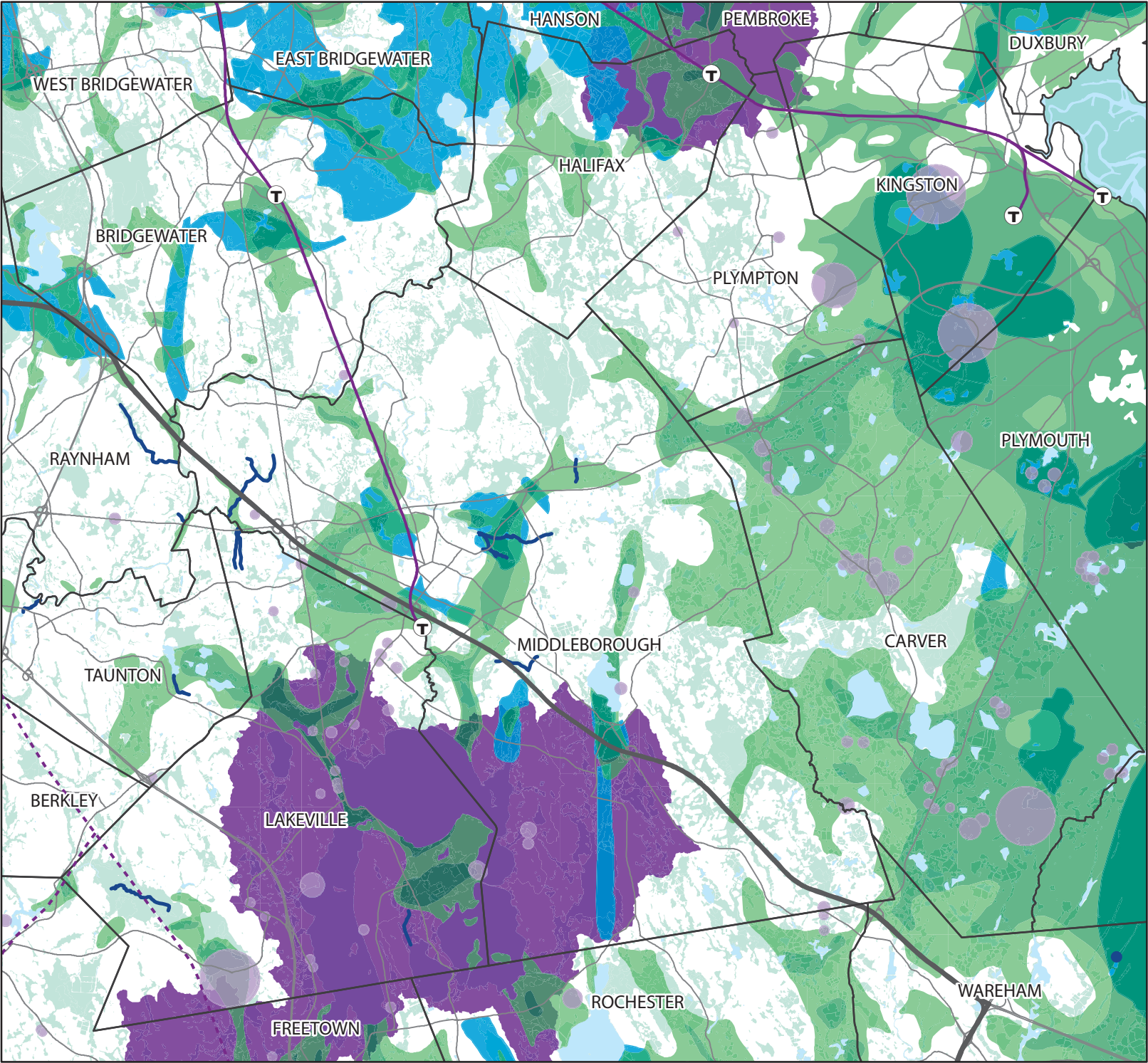
- DEP Approved Zone II Aquifers
- High-Yield Aquifers
- Medium-Yield Aquifers
- Interim Wellhead Protection Areas (IWPAs)
- DEP Outstanding Resource Waters - Public Water Supply Watershed
- DEP Wetland Bodies
- DF&G Coldwater Streams/Fisheries
- DF&G Coldwater Fishery Pond
- Water
- Municipal Boundaries
- 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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1 mile



South Coast Rail
Priority Area
5-Year Update

Subregion 6: Bridgewater,
Carver, Lakeville,
Middleborough

Map 5: Biodiversity &
Natural Resources

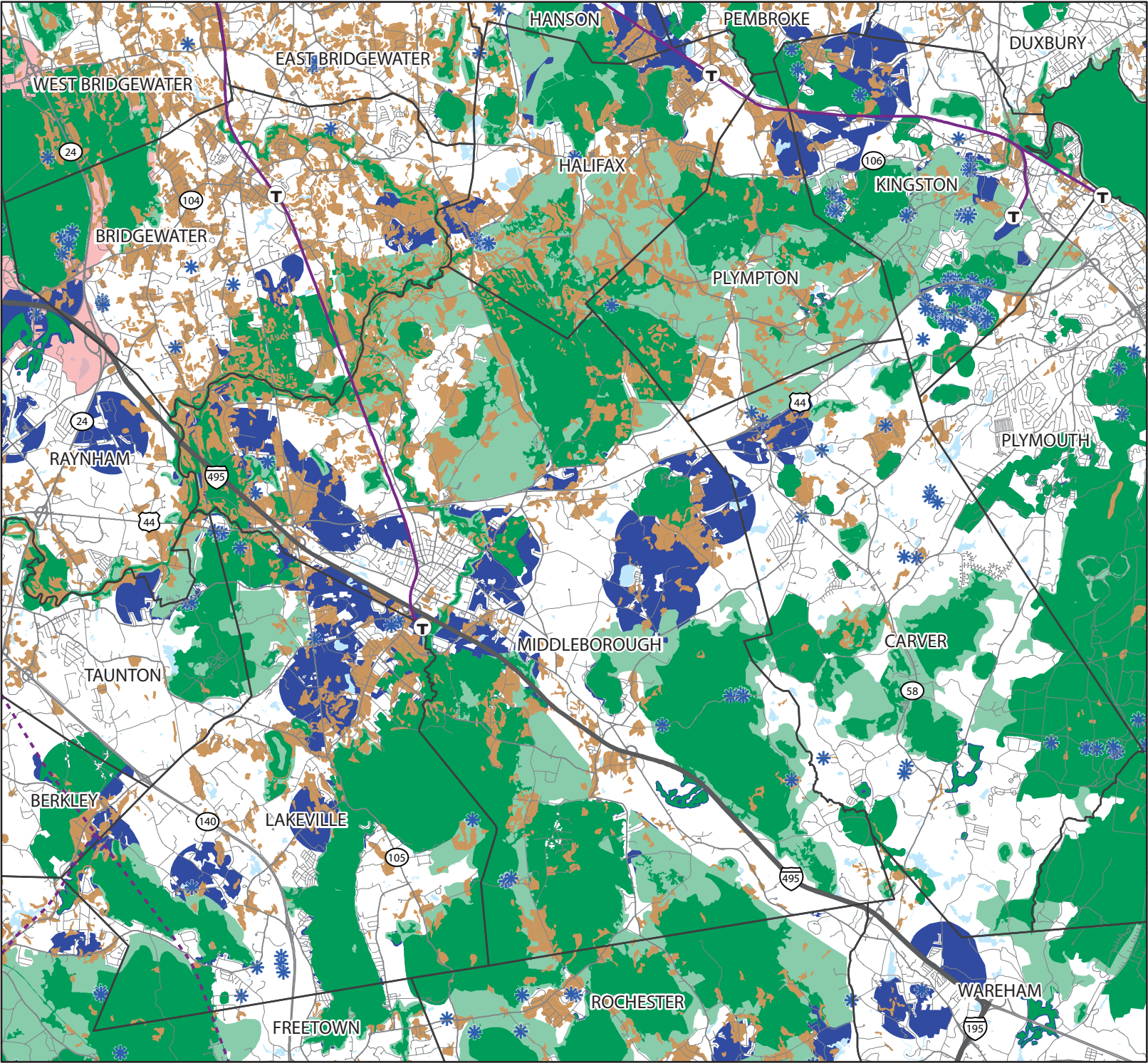
- NHESP Certified Vernal Pool
- All Areas Prime Farmland (NRCS
SSURGO-Certified Soils)
- NHESP Priority Habitats
- BioMap2 Core Habitat
- BioMap2 Critical Natural Landscapes
- Area of Critical Environmental
Concern (ACEC)
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local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

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1 mile



South Coast Rail
Priority Area
5-Year Update

Subregion 6: Bridgewater,
Carver, Lakeville,
Middleborough

Map 6: Housing and
Environmental Justice (EJ)

- EOEEA 2010 EJ Block Group (Income)
- 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%

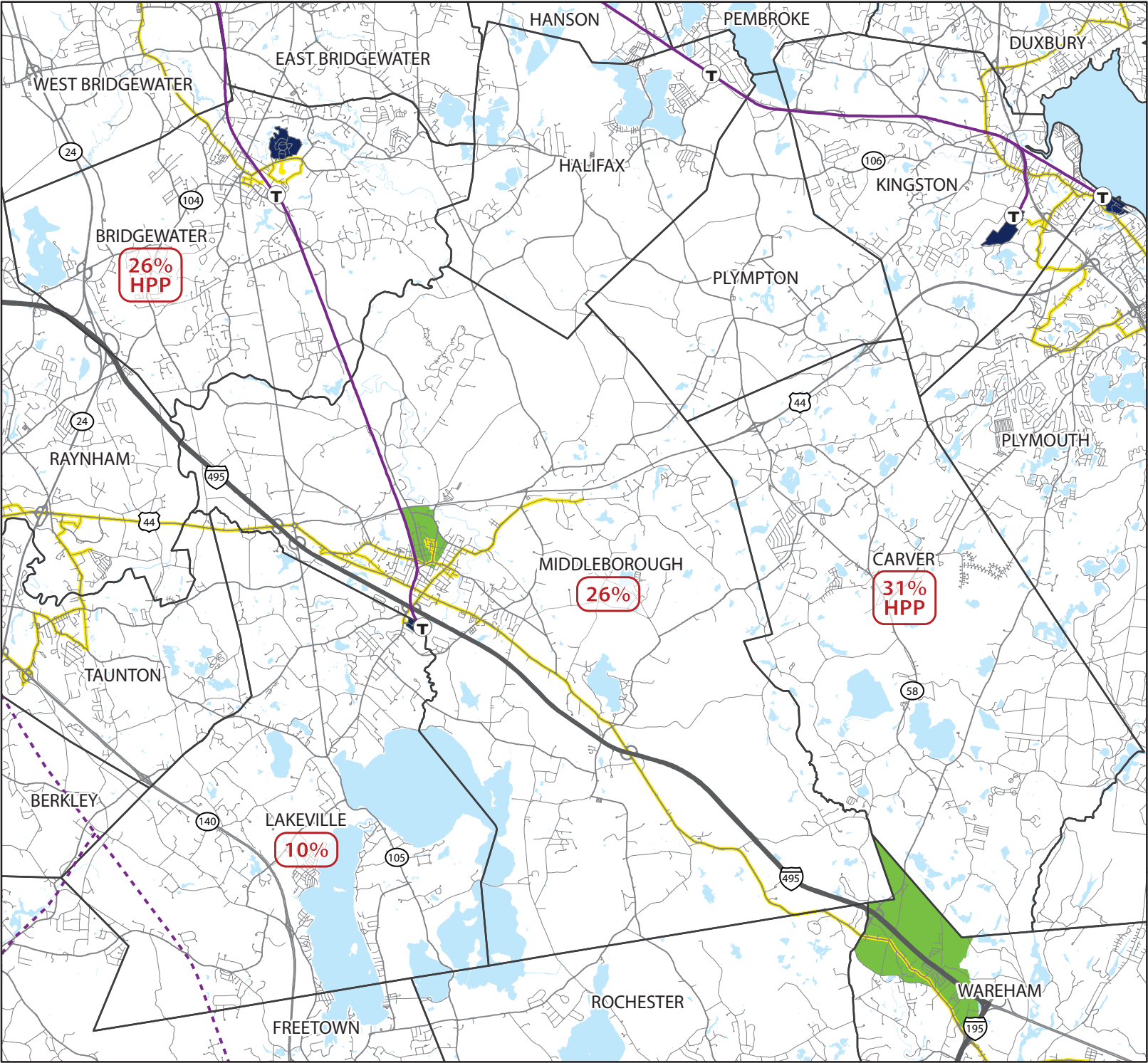
Percent of a community's total housing units that are affordable to households with incomes \leq 80% the area median income (AMI).
Note: 35% of all housing units in the South Coast Rail region are affordable to these households.

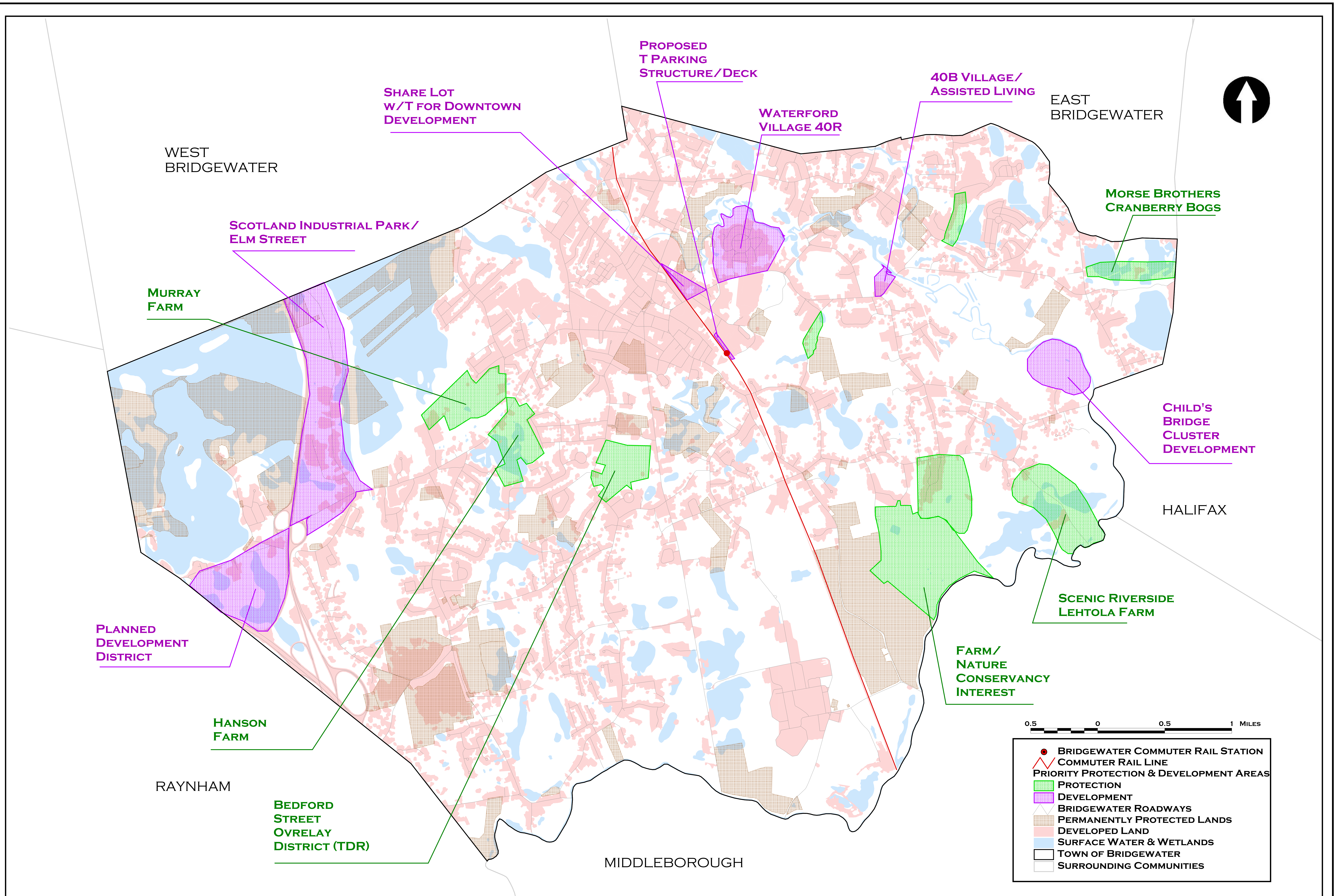
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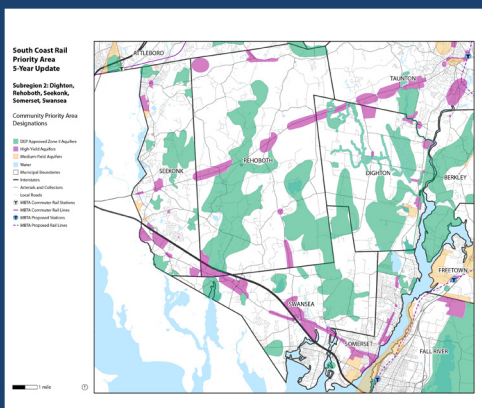
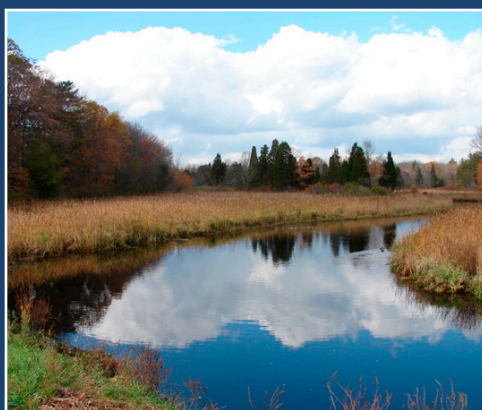
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SOUTH COAST RAIL



South Coast Rail Bridgewater Community Priority Area 5-Year Update

Public Workshop

April 24, 2013 at 7:00 PM
Academy Building
1st Floor Meeting Room
Bridgewater, MA 02324

What are Priority Development Areas (PDAs)?

These 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.

What are Priority Protection Areas (PPAs)?

These are areas that are important to protect due to the presence of significant natural and cultural resources including endangered species habitats, areas critical to water supply, scenic vistas, and farms.

Who chose the PDA and PPA locations?

During 2008 and 2009, local residents, business owners, and officials worked alongside their Regional Planning Agencies (RPAs) to designate PDAs and PPAs.

Why are we updating our designations?

New data becomes available and priorities change. The 5-Year Update is an opportunity to confirm choices made during the 2008-2009 process, to revise previous designations, and to make new choices that acknowledge new conditions.