



**OLD COLONY PLANNING COUNCIL**  
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# **LAND USE MANAGEMENT PROCESS**

## **2009 ANNUAL REPORT**

**SERVING**  
~~~~~  
**ABINGTON**  
**AVON**  
**BRIDGEWATER**  
**BROCKTON**  
**EAST BRIDGEWATER**  
**EASTON**  
**HALIFAX**  
**HANSON**  
**KINGSTON**  
**PEMBROKE**  
**PLYMOUTH**  
**PLYMPTON**  
**STOUGHTON**  
**WEST BRIDGEWATER**  
**WHITMAN**

**PREPARED UNDER**  
**MASSDOT CONTRACT**  
**# 0052455**

**DECEMBER, 2009**





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The views and opinions of the Old Colony Planning Council expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

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# Old Colony Planning Council

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ABINGTON  
AVON  
BRIDGEWATER  
BROCKTON  
EAST BRIDGEWATER  
EASTON  
HALIFAX  
HANSON  
KINGSTON  
PEMBROKE  
PLYMOUTH  
PLYMPTON  
STOUGHTON  
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## **Executive Summary**

The Old Colony Planning Council's (OCPC) Land Use Management System is used to track changes in land use across the OCPC region. In coordination with local municipal officials, we have identified projects within the region, which were then placed in one of three categories; proposed, under construction or completed. With the accompanying maps, one is able to identify areas where development is occurring. As one of the fastest growing areas in the state, Southeastern Massachusetts has seen continued development despite the recession. Also, with the inclusion of the mapping of the Environmental Justice areas, one can again see that development is distributed equitably across the region.

The information collected in this report is also useful when combined with the Congestion Management Process, Safety Management System and Pavement Management System Annual Reports. When looking at these three reports along with this Land Use Management Report, one has a better picture of development and its impact on the transportation system in the region.



## **1.0 Old Colony Planning Council's Land Use Monitoring**

The Old Colony Planning Council's (OCPC) Land Use Management System (LUMS) tracks development projects in order to discern changes in land use patterns in the region. The types of development, whether large, small, highway corridor/automobile oriented, or transit and pedestrian oriented, have an impact on transportation. Large projects have the obvious impact of introducing large amounts of travel demand, usually in the form of vehicular traffic, in a geographic area during specific times and days. Small developments, such as small shopping plazas or residential subdivisions, do not necessarily create large demands in a short time period; however, the cumulative impacts of many smaller developments over time do significantly affect the travel demands and vehicular traffic within a given community or geographic area.

In addition, monitoring the changes in land use supports local governments in their efforts to develop land use plans, refine local regulations, and manage land use patterns within a dynamic urban, suburban, or rural environment.

## **2.0 The Land Use Monitoring Process**

In order to compile and monitor information on developments in the area, OCPC created a land use database that is centrally located on the agency server that is accessible by staff members. The database currently includes 42 fields and 203 records. The appendix includes a list of all 42 fields in the OCPC database. The database tracks project location, land use type, project status (proposed, under construction, or completed) and project impacts on infrastructure (generation of traffic, wastewater, water use, coverage of impervious area, projected employment, etc.).

The development of the land use database has been achieved through coordinating the responsibilities of OCPC staff. OCPC staff members regularly review and comment on projects that undergo the Massachusetts Environmental Protection Act (MEPA) review process in regards to impacts to infrastructure (traffic, stormwater, wastewater, and water resources). In addition, staff responsibilities include support of member communities regarding land use, zoning and project site plan review. Information on development projects is presented to the Old Colony Planning Council, the Old Colony Metropolitan Planning Organization, and the Old Colony Joint Transportation Committee. The database provides a centralized place for tracking land use changes by OCPC staff.

The following sections summarize region-wide development and list developments by community (Sections 3.1 to 3.16). It should be noted that impacts to the region include positive impacts, such as tax revenue, expanded employment and economic opportunities, as well as negative impacts on the infrastructure, such as increased traffic and demands on water resources and wastewater treatment.



### 3.0 Development in the Region

This section summarizes development in the region as a whole and by community. Despite the changes in the economy over the past few years, Southeastern Massachusetts has seen steady developmental growth over the past decade, especially in the residential and retail sectors. Although the recession in the past year has affected all communities within the region, a number of large projects such as the South Coast Commuter Rail Expansion, the Plymouth Rock Studios project, and the Wampanoag Gaming Casino (located just outside the region in Middleboro) may still go forward at some point, along with the mixed-use Southfield Project, which is the redevelopment of the former South Weymouth Naval Air Base. Figure 1 shows the developments in the region.

### 3.1 Regional Development

#### Southfield (The redevelopment of the South Weymouth Naval Air Station) – Under Construction

According to the *Final Environmental Impact Report* (FEIR) for the Southfield Development, the redevelopment of the former South Weymouth Naval Air Station has been planned as, “A *mixed-use, Smart Growth redevelopment of a Brownfield site located in the towns of Abington, Rockland, and Weymouth. This environmentally-sensitive, master-planned community built around a pedestrian friendly Village Center will include a Science Park, a variety of residential neighborhoods with thousands of new homes, a recreation complex, supporting infrastructure, and hundreds of acres of undisturbed open space.*” The project consists of 2,855 dwelling units of a mixed type including garden style condominiums, townhouse condominiums, and single-family homes. Most of the housing units will be condominiums (either garden style or townhouse.) The development includes 1.5 million square feet of office/research and development/manufacturing space, 300,000 square feet of retail space, 150 hotel rooms, an eighteen-hole golf course, thirteen athletic fields, approximately 400,000 square feet of civic/recreational space, and over 400 acres of public parks or active open space.

The project includes a mixed-use village center surrounded by walk-able neighborhoods. It incorporates dense and compact development, sidewalks, trails, bicycle paths, bicycle lanes and bicycle racks, and a managed parking supply to create a transit-oriented, pedestrian, and bicycle-friendly environment. The project takes advantage of the close proximity of the South Weymouth MBTA Commuter Rail Station to the development site by utilizing transit oriented residential development adjacent to the station and bus shuttle service to the village center.

The project includes the remediation of Superfund sites and the creation of a network of permanently preserved open spaces. Southfield includes a legally binding amenities plan that governs build-out of open space and recreational amenities, and zoning and permitting that address architectural and urban design. The project’s plan includes the implementation of Transportation Demand Management Programs (TDM) through a Transportation Management Association (TMA).

According to the Southfield Final Environmental Impact Report (FEIR), the project is designed to be built in phases over a period of approximately fourteen years. The FEIR cites a number of benefits from a phased approach. The phasing will allow time for the host communities to adjust and absorb the impacts of redeveloping the property. A phased approach also ensures that the infrastructure for roads, water supply, and wastewater treatment will be able to keep pace with demands. Phasing allows the build out of the project plan to be responsive to changing market conditions in both the residential and commercial sectors. According to the FEIR, the project will add 5,019 jobs on site at full build-out.





Figure 1



Figure 2



According to the FEIR, trip generation estimates for the full build-out of the former naval air base indicate that the project will generate approximately 2,140 external vehicle trips in the morning peak hour and approximately 3,100 external trips during the afternoon peak hour. According to the FEIR, the project will create approximately 51,200 “person trips” on an average weekday. Although the bulk of these trips will be by auto, 1.6 percent is expected to be via transit.

The project plan includes the construction of a parkway for access through the site. The parkway will consist of a four lane cross-section (two lanes in each direction) between Route 18 and the eastern-most roadway into the Village Center (approximately at the old Union Street alignment), and a two-lane cross-section (one lane in each direction) from that point easterly to Weymouth Street. The eastern segment of the parkway has been reduced to a two lane cross-section to minimize impacts to wetland resource areas located in this portion of the site. In addition to the on-site improvements, MassDOT has planned improvements to Route 18, including widening from Route 3 to Shea Memorial Drive, and improvements at five locations on Route 18 that are expected to accommodate traffic due to the project. The project proponents have also planned off-site improvements in Rockland from the site to connect to Route 3.

The project is expected to consume between 0.65 and 1.4 million gallons per day (mgd) of potable water plus irrigation water for the golf course, playing fields, and landscaping. Potable water will be conserved through measures including installation and use of low flow fixtures and appliances, leak detection, and full cost pricing for water. Irrigation water will be conserved by using reclaimed water from the wastewater treatment system, specifying drought resistant plant materials for landscaping, and other measures.

The project will generate approximately up to 1.05 mgd of wastewater. This wastewater will be treated to meet reuse standards at an on-site water reclamation facility using the membrane bioreactor process to provide biological treatment, solids separation, and nutrient removal. The facility will also provide flow equalization, preliminary screening, grit removal, fine screening, and disinfection to the liquid wastewater stream. Reclaimed water will be used for cooling or process water in commercial operations, landscape irrigation, and golf course irrigation. Wastewater generated in excess of these reuse needs will be discharged to groundwater.

The project will reduce off-site flooding by providing on-site detention and will improve water quality by providing pre-treatment where currently none exists. LID techniques will be used to increase groundwater recharge.

As of December 2009, Tri-Town Development is currently in talks with the United States Navy to purchase the remaining 835 acres of the base. A re-appraisal of the land is currently being conducted and is expected to be completed by March 2010. Once the transfer of land is completed, an anticipated start date for phase 1 of construction is set to begin in mid-2010 and end in 2012, when phase 2 will begin. Construction of housing is slated to begin in early 2011 with the first residents moving-in in mid-2011.

#### Wampanoag Gambling Casino, Middleborough- Proposed

Some years ago the Mashpee Wampanoag Tribe proposed to build a resort style destination casino in Middleboro, Massachusetts. The casino proposal included the construction of a resort style casino complex; a hotel; an 18-hole golf course; and a water park. The Tribe has requested the Bureau of Indian Affairs (BIA) to take approximately 539 acres of land, north of Route 44 and west of the Route 105 intersection in Middleboro and 140 acres in Mashpee, into trust in order to make the land sovereign and therefore, not subject to state laws.



Many of the surrounding communities have been concerned with the casino proposal and on July 19, 2007, the Lakeville Board of Selectmen invited the surrounding communities, stakeholders, the general public, and other interested parties to discuss the impacts of the proposed Middleboro Casino. That meeting created the Southeastern Regional Task Force on Casino Impacts and the members have met several times since then to discuss various aspects related to the proposed casino project. The most recent meeting was held on January 15, 2009 at Carver High School, at which the discussion included the Bureau of Indian Affairs Land into Trust Scoping Report; the upcoming Environmental Impact Statement; the Massachusetts Audubon Winter 2008-2009 Sanctuary Journal; the Middleboro Compact with the Tribe and mitigation formula; and the formulation of several subcommittees to study the impacts of the proposed casino. In addition, a member of the public highlighted a current United States Supreme Court case entitled *Carciere v. Salazar*, which decided against the authority of the BIA to take land into trust for tribes not federally recognized at the time of the Indian Reorganization Act of 1934.

On February 24, 2009, the United States Supreme Court issued a ruling on the aforementioned case, which stated the United States government does not have the authority to set aside sovereign land for tribes recognized by the government as part of the Indian Reorganization Act of 1934 if the tribe was recognized after the act was enacted. The ruling came in a case involving the Narragansett Indian Tribe in Rhode Island regarding whether the land in Charlestown, Rhode Island should be subject to state law, including the prohibition on casino gambling, or whether the parcel should be governed by tribal and federal law. The Mashpee Wampanoag Tribe was federally recognized in 2007 and this ruling does not allow the BIA to take the lands in Middleboro or Mashpee into trust; however, the tribe is pursuing an appeal to that ruling. Additionally, the tribe has also announced the casino will probably be smaller than originally anticipated, although no specific details have been given as to what the changes might be.

#### South Coast Rail Expansion - Proposed

The South Coast Rail project is an initiative of the Massachusetts Department of Transportation (MassDOT) to bring public transportation to the South Coast region for transit accessibility, ensure equitable distribution of transit services, increase transit ridership, improve regional air quality, help provide a solution for climate change, and support opportunities for smart growth and sustainable development.

There are currently four alternatives being looked at through both NEPA and MEPA review processes. A separate alternative that is also being proposed is the Rapid Bus Alternative that would create a dedicated reversible bus route connecting New Bedford and Fall River with Boston. The route would also service Stoughton, Middleboro and Attleboro and would be built on Route 24, I-93-128 as well as use the existing zipper lane on the Southeast Expressway.

All of the proposals have some type of environmental impact and the U.S. Army Corps of Engineers and MassDOT have agreed to coordinate the environmental review of the project. The Corps, the lead federal agency for the project, will coordinate the preparation of a federal Draft Environmental Impact Statement (DEIS) with an anticipated release date of Summer 2010.



Plymouth Rock Studios - Proposed

Plymouth Rock Studios is proposing to construct a new state-of-the-art Movie and Entertainment Production Complex on the 242 acre Waverly Oaks Golf Club, located off of Long Pond Road and adjacent to Pilgrim Highway (Route 3) in Plymouth. Plymouth Rock Studios will be the East Coast’s first independent, 24-hour, 7 day a week, full-service film and television studio facility. The proposed development consists of three major components or development zones. Development Zone 1 will encompass the movie and production component of the project and will consist of 14 sound stages; a music production studio; a “backlot” production area; production support services (i.e., administrative offices, commissary, shop/mill, post production services, and a 900 seat theater); and a visitor center. Development Zone 2 will encompass the studio amenities component of the project and will include studio related shops and restaurants; a 300 room hotel with spa; a residential component for artists and production staff consisting of up to 100 apartment units; and 15 residential condominiums/townhouses. Development Zone 3 will encompass the research, education and artist housing component of the project and will consist of 100,000 square feet of movie and entertainment related research and development space; a 49,000 square foot education center; and 10 single family homes for artists-in-residence. An internal shuttle service has also been proposed as part of the project and connecting service to both the local and inter-city bus services is in the planning steps.

**3.2 Abington**

The Town of Abington has seen a majority of its development occurring along the north-south Route 18 corridor that runs through town. Table 1 summarizes the developments in the Town of Abington that are currently being tracked in OCPC’s land use database. The Lowe’s Home Store recently renovated a former department store site on Thayer Street directly off of Route 18 and opened in January 2009.

**Table 1-Abington Development**

| TOWN     | PROJECT NAME                 | LOCATION                 | LAND USE      | STATUS |
|----------|------------------------------|--------------------------|---------------|--------|
| Abington | 121 Randolph over 55         | Randolph Street          | Residential   | P      |
| Abington | Abington Senior Center       | 441 Summer Street        | Institutional | C      |
| Abington | Abington Woods               | Route 18                 | Residential   | C      |
| Abington | Bank of America              | Brockton Ave/Route 18    | Commercial    | C      |
| Abington | Century Estates              | Dorsey Street            | Residential   | P      |
| Abington | Jean Carroll Rd. Subdivision | Jean Carroll Road        | Residential   | U      |
| Abington | Lowe's Home Store            | Route 18 & Thayer Street | Retail        | C      |
| Abington | Mayflower St. Subdivision    | Mayflower Street         | Residential   | P      |
| Abington | Southfield                   | Route 18                 | Mixed         | P      |
| Abington | Strip Plaza                  | 170 Bedford Street       | Retail        | U      |
| Abington | Strip Plaza                  | 1238 Bedford Street      | Retail        | U      |
| Abington | Strip Plaza                  | Route 18 & Oak Street    | Retail        | P      |
| Abington | Woodlands                    | 9 Woodlands Way          | Residential   | U      |

P = Proposed, U = Under Construction, C = Completed

The largest impact to Abington is expected to come from Southfield, the redevelopment of the former South Weymouth Naval Air Station off of Route 18. This is a mixed-use site, located in the Towns of Weymouth, Rockland, and Abington, that includes retail, light industrial, and office uses as well as condominium and single-family home development.



### 3.3 Avon

A majority of the most recent development in Avon has come along Route 24, at Interchange 19 Harrison Boulevard, which provides access for development just east and west of the highway. West of the interchange in Avon, there are a number of large retailers on Stockwell Drive in the Avon Merchants Park. Stockwell Drive is split between the communities of Avon and Stoughton and includes Home Depot, Jordan’s Furniture, and IKEA, which is located in Stoughton. The Avon Industrial Park is located just to the east of Interchange 19, with warehousing, trucking, and industrial uses. More recently, an entertainment promoter has proposed a 9,000 seat open air amphitheater Performance Arts Center in Avon off of Harrison Boulevard and Pond Street (just east of Route 24). The property encompasses 40 acres. Although the property location is zoned for business, a change in zoning regulations would be necessary for the project to be built.

**Table 2-Avon Development**

| COMMUNITY | PROJECT NAME | LOCATION    | LAND USE | STATUS |
|-----------|--------------|-------------|----------|--------|
| Avon      | Amphitheater | Pond Street | Stadium  | P      |
| Avon      | Wal-Mart     | Route 28    | Retail   | C      |

### 3.4 Bridgewater

Bridgewater has experienced different types of developments over the past decade. There has been retail and commercial expansion along Route 104, in the vicinity of the Route 24 Interchange at Exit 15. Bridgewater has also experienced institutional expansion, with the construction of the new Bridgewater/Raynham High School as well as a new \$98 million Science Center on the campus of Bridgewater State College. There has also been an expansion of the number of residential developments, with most new residential developments in Bridgewater currently under construction.

**Table 3-Bridgewater Development**

| COMMUNITY   | PROJECT NAME                               | LOCATION        | LAND USE      | STATUS |
|-------------|--------------------------------------------|-----------------|---------------|--------|
| Bridgewater | BCL Premier Sports                         | Elm Street      | Recreation    | P      |
| Bridgewater | Bridgewater Place                          | Route 104       | Retail        | C      |
| Bridgewater | Bridgewater State College Science Building | 24 Park Avenue  | Institutional | U      |
| Bridgewater | Bridgewater/Raynham High School            | Center Street   | Institutional | C      |
| Bridgewater | Cassidy Place                              | Route 104       | Residential   | U      |
| Bridgewater | Childes Bridge Farm (Single Family Homes)  | Cherry Street   | Residential   | P      |
| Bridgewater | Commercial Space                           | Route 18        | Retail        | P      |
| Bridgewater | Lakeshore Center                           | Route 104       | Mixed         | P      |
| Bridgewater | Lakeside Estates                           | Route 104       | Residential   | P      |
| Bridgewater | Lakewood Estates                           | Lakewood Drive  | Residential   | U      |
| Bridgewater | Pratt Town Meadows (55+)                   | Plymouth Street | Residential   | P      |
| Bridgewater | South Shore Community Church               | Elm Street      | Institutional | P      |
| Bridgewater | Stone Meadow (55+)                         | Plain Street    | Residential   | U      |
| Bridgewater | The Pines                                  | Route 18        | Residential   | U      |



### 3.5 Brockton

Brockton is the most populous community and only city in the OCPC region. Retail and condominium development have recently been the most prevalent. Brockton’s history as a manufacturing center, along with its transportation connections, both highway and rail, gives it much potential for the redevelopment of urban parcels for a number of uses including office, industrial/warehouse, commercial, and residential.

The designation of the Brockton Downtown as a Transit Oriented Development area has encouraged the conversion of older buildings in the downtown to condominiums around the Brockton Area Transit Intermodal Centre and the Brockton Downtown MBTA Commuter Rail Station. The redevelopment of the demolished Macy’s building site within the Westgate Mall complex to a cinema represents an opportunity for the reconstruction of the mall entrance off of Reynolds Memorial Highway (Route 27). This reconstruction project will improve safety by eliminating conflicting movements of vehicles on the mall approach to Reynolds Memorial Highway (Route 27). The proposed cinema, the only one in Brockton, would include 12 screens, occupy 55,000 square feet, and include stadium seating. Brockton has also seen the construction of two new elementary schools in the past year, with the George School on Colonel Bell Drive and the Baker School on Quincy Street. Table 4 summarizes the database projects for the City of Brockton.

**Table 4-Brockton Development**

| COMMUNITY | PROJECT NAME                                    | LOCATION               | LAND USE      | STATUS |
|-----------|-------------------------------------------------|------------------------|---------------|--------|
| Brockton  | 26 School Street Condos                         | 26 School Street       | Residential   | P      |
| Brockton  | Advanced Auto Parts/ Dollar Tree Plaza          | 995 N. Montello Street | Retail        | C      |
| Brockton  | Lincoln Lofts                                   | Lincoln Street         | Residential   | P      |
| Brockton  | SOCO 146                                        | Court Street           | Residential   | C      |
| Brockton  | SOCO Lofts                                      | Commercial Street      | Residential   | C      |
| Brockton  | Brockton Hospital Satellite Parking             | Quincy Street          | Parking       | C      |
| Brockton  | Brockton Neighborhood Health Center             | Main Street            | Institutional | C      |
| Brockton  | Brockton Neighborhood Health Center-Urgent Care | Main Street            | Institutional | U      |
| Brockton  | Brockton Clean Energy                           | Oak Hill Way           | Industrial    | P      |
| Brockton  | Campello Heights                                | Perkins Street         | Residential   | C      |
| Brockton  | Campanelli Stadium                              | Route 123              | Stadium       | C      |
| Brockton  | Champion City Recovery                          | 138 Wilder Street      | Commercial    | C      |
| Brockton  | CSI Coop. Housing                               | 572 Centre Street      | Residential   | P      |
| Brockton  | CVS                                             | Route 123              | Retail        | C      |
| Brockton  | Elie Baking Co.                                 | 204 N. Montello Street | Industrial    | C      |
| Brockton  | Emerson Townhouses                              | Route 28               | Residential   | C      |
| Brockton  | Good Samaritan Cancer Center                    | North Pearl Street     | Institutional | C      |
| Brockton  | Kinnealy Foods                                  | 1100 Pearl Street      | Industrial    | C      |
| Brockton  | Lincoln Street Parking Garage                   | Lincoln Street         | Parking       | P      |
| Brockton  | Linwood Residential                             | Linwood Street         | Residential   | P      |
| Brockton  | Lot 2B Liberty Street                           | Liberty Street         | Commercial    | P      |
| Brockton  | MainSpring Veteran’s Housing                    | Spring Street          | Institutional | C      |
| Brockton  | Manthala George Elementary School               | 180 Col. Bell Drive    | Educational   | C      |



|          |                                 |                                    |               |   |
|----------|---------------------------------|------------------------------------|---------------|---|
| Brockton | Mary E. Baker Elementary School | 45 Quincy Street                   | Educational   | C |
| Brockton | On-Deck Sports                  | 88 Spark Street                    | Industrial    | C |
| Brockton | Paradise Caribbean Restaurant   | West Elm St. & Warren Ave.         | Retail        | C |
| Brockton | Pearl Estates                   | Pearl Street                       | Residential   | P |
| Brockton | Renaissance Village             | Route 28 Montello                  | Mixed         | P |
| Brockton | Regional Desalinization Project | Elm Street                         | Institutional | C |
| Brockton | Skyview                         | Main Street                        | Residential   | C |
| Brockton | Stop and Shop                   | Route 28                           | Retail        | C |
| Brockton | Times Building                  | Main Street                        | Residential   | C |
| Brockton | Walgreens                       | N. Montello Street                 | Retail        | C |
| Brockton | Westgate Mall Cinema            | Route 27 Reynolds Memorial Highway | Cinema        | P |

### 3.6 East Bridgewater

Two large scale projects have been recently completed in East Bridgewater. The North Bedford Street Business Park is a mixed use project on 122 acres which added 150,000 square feet of office space, 130,000 square feet of manufacturing, 420,000 square feet of warehousing, and 15,000 square feet of retail. Also recently completed was the Compass Medical Building, which is a 70,000 square foot medical facility.

Most recently in December 2009, two residential developments, Robbins Pond Park and Ousamequin Pines were proposed by developers. Once constructed, the two developments would add an additional 29 residential units.

**Table 5-East Bridgewater Development**

| COMMUNITY      | PROJECT NAME                   | LOCATION                 | LAND USE      | STATUS |
|----------------|--------------------------------|--------------------------|---------------|--------|
| E. Bridgewater | CJW Realty Trust (Bog)         | 656 Plymouth St. Rear    | Institutional | C      |
| E. Bridgewater | Compass Medical Building       | Route 18                 | Institutional | C      |
| E. Bridgewater | Harmony Crossing (55+)         | Route 18/Wildwood Avenue | Residential   | U      |
| E. Bridgewater | Lot 10A Oak Street             | Oak Street               | Commercial    | P      |
| E. Bridgewater | North Bedford St Business Park | Route 18                 | Mixed         | C      |
| E. Bridgewater | Ousamequin Pines               | Off Pond Street          | Residential   | P      |
| E. Bridgewater | Robbins Pond Park              | Off Pond Street          | Residential   | P      |
| E. Bridgewater | Wetlands Crossing              | Winter Street            | Residential   | P      |
| E. Bridgewater | Water Treatment Facilities     | Crescent & East Street   | Institutional | C      |





### 3.7 Easton

The Town of Easton has seen a majority of residential and commercial growth occur along Routes 123 and 138. One example of this growth is Queset Commons. It is a smart growth, Chapter 40R mixed use project that includes the construction of seven buildings at the Route 138/Route 123 intersection in Easton. The site will include condominiums, assisted living for the elderly, retail/commercial uses, office uses, and a conference center.

**Table 6-Easton Development**

| COMMUNITY | PROJECT NAME                          | LOCATION                                     | LAND USE    | STATUS |
|-----------|---------------------------------------|----------------------------------------------|-------------|--------|
| Easton    | Fieldstone Estates                    | Fairfield Drive                              | Residential | P      |
| Easton    | Harvey Estates                        | Elderberry Drive                             | Residential | U      |
| Easton    | Highlands Plaza                       | Route 106 at<br>Route 123                    | Retail      | C      |
| Easton    | Pharmasol                             | 1 Norfolk<br>Avenue                          | Industrial  | C      |
| Easton    | Puddingstone Estates                  | Puddingstone<br>Lane                         | Residential | U      |
| Easton    | Queset Commons                        | Route 138<br>Washington<br>Street/ Route 123 | Mixed       | P      |
| Easton    | Raven Estates                         | Raven Drive                                  | Residential | U      |
| Easton    | Roche Bros Supermarket                | Route 138                                    | Mixed       | C      |
| Easton    | Shovel Shop                           | Easton Center                                | Mixed       | P      |
| Easton    | Stone Forge                           | 10 Roosevelt<br>Circle                       | Retail      | C      |
| Easton    | Stonehill Science Center<br>Expansion | Route 123                                    | Educational | C      |
| Easton    | Union Street Realty                   | 23-25 Union<br>Street                        | Residential | P      |
| Easton    | Whelan Associates                     | 31 Roche Bros.<br>Way                        | Commercial  | C      |

### 3.8 Halifax

Halifax has experienced development along Route 106 in recent years with the construction of a Stop and Shop and a Wal-Mart at adjacent sites along this highway. During the past year, Wal-Mart closed for six months while undergoing a major renovation and re-opened in October.

**Table 7-Halifax Development**

| COMMUNITY | PROJECT NAME     | LOCATION        | LAND USE    | STATUS |
|-----------|------------------|-----------------|-------------|--------|
| Halifax   | Blackledge Farms | Franklin Street | Residential | P      |
| Halifax   | Stop and Shop    | Route 106       | Retail      | C      |
| Halifax   | Wal-Mart         | Route 106       | Retail      | C      |



### 3.9 Hanson

Although Hanson does not have convenient access to limited access highways, such as Route 3 and Route 24, there is potential for development and redevelopment along Route 27 and Route 58. The area around the Hanson Commuter Rail Station is a prime example, as the area contains multiple warehouses which were formerly used for cranberry storage. There are also two newly proposed residential developments in town, with one currently under construction.

**Table 8-Hanson Development**

| COMMUNITY | PROJECT NAME              | LOCATION                     | LAND USE      | STATUS |
|-----------|---------------------------|------------------------------|---------------|--------|
| Hanson    | D&D Cranberry Bog         | 125 South Street             | Institutional | C      |
| Hanson    | Depot Village             | Main Street                  | Residential   | P      |
| Hanson    | Plymouth County Hospital  | High Street                  | Institutional | P      |
| Hanson    | Stonebridge Commons (55+) | Winter/Liberty/County Street | Residential   | U      |
| Hanson    | Quail Estates             | E. Washington Street         | Residential   | P      |

### 3.10 Kingston

The Town of Kingston has seen a large amount of its growth occur along Route 3 near the Kingston/Plymouth town line. An example of this type of growth is 1021 Kingston Place, which is the largest project to be proposed in Kingston. This is a Chapter 40R mixed-use project that is located adjacent to the Kingston MBTA Commuter Rail Station. The proponent is proposing to add a southbound ramp directly from the frontage road to Route 3 as part of the traffic mitigation for this project. 1021 Kingston Place proposes 774 residential units, 50,000 square feet of retail space, and 250,000 square feet of office space.

**Table 9-Kingston Development**

| COMMUNITY | PROJECT NAME                        | LOCATION                     | LAND USE    | STATUS |
|-----------|-------------------------------------|------------------------------|-------------|--------|
| Kingston  | 1021 Kingston Place                 | Marion Drive                 | Mixed       | P      |
| Kingston  | Barrows Brook Village               | Grove Street                 | Residential | U      |
| Kingston  | Bearse Farm                         | Route 27 Pembroke Street     | Residential | P      |
| Kingston  | Country Club Estates (55+)          | Country Club Way             | Residential | P      |
| Kingston  | Country Club at Indian Pond Estates | Brook St. & Country Club Way | Mixed       | P      |
| Kingston  | Independence Mall Expansion         | Independence Mall Road       | Retail      | P      |
| Kingston  | Lowes Home Store                    | William C. Gould Way         | Retail      | C      |
| Kingston  | Nature's Edge                       | Elm Street                   | Residential | P      |
| Kingston  | Silver Lake Reg. Middle School      | Pembroke Street              | Educational | C      |
| Kingston  | Tall Timbers                        | Elm Street                   | Residential | P      |
| Kingston  | Tree Farm Landing                   | Off Parting Ways Road        | Residential | P      |



### 3.11 Pembroke

Development in Pembroke has focused around the Route 3 interchange along Route 139 with the construction of a Lowe’s Home Store and the construction of the mixed-use Pembroke Business Park/Alexan Pembroke Woods development, which includes both residential units and office space.

**Table 10-Pembroke Development**

| COMMUNITY | PROJECT NAME                                     | LOCATION               | LAND USE    | STATUS |
|-----------|--------------------------------------------------|------------------------|-------------|--------|
| Pembroke  | Canoe Club                                       | Route 53               | Residential | C      |
| Pembroke  | Crossroads                                       | Forest & Valley Street | Residential | U      |
| Pembroke  | Lowe's Home Store                                | Route 139              | Retail      | C      |
| Pembroke  | Pembroke Business Park/<br>Alexan Pembroke Woods | Pembroke Woods Road    | Mixed       | C      |



### 3.12 Plymouth

Plymouth has the most projects in the OCPC region, as shown in Table 11. In addition to having direct, convenient access to and from Route 3 and commuter rail service, Plymouth is the largest town in Massachusetts in area and contains a considerable amount of land available for development and re-development. Some of the larger projects currently being proposed in Plymouth include the Plymouth Rock Studios movie studio and the Cordage Park Chapter 40R seaside area.

**Table 11-Plymouth Development**

| COMMUNITY | PROJECT NAME              | LOCATION                   | LAND USE      | STATUS |
|-----------|---------------------------|----------------------------|---------------|--------|
| Plymouth  | ADM Tihonet               | Tihonet Road               | Mixed         | P      |
| Plymouth  | Applewood Estates         | Cedarville Valley Road     | Residential   | U      |
| Plymouth  | Bartlett Pond Pasture     | Elm Street                 | Residential   | P      |
| Plymouth  | Bayview                   | Center Hill Road           | Residential   | U      |
| Plymouth  | Beaver Dam Ridge          | Old Sandwich Road          | Residential   | U      |
| Plymouth  | Bogview                   | State Road                 | Residential   | U      |
| Plymouth  | Bramhall Estates          | Jordan Road                | Residential   | U      |
| Plymouth  | British Beer Company      | 6 Middle Street            | Mixed         | P      |
| Plymouth  | Camp Child Settlement     | Ship Pond Road             | Residential   | U      |
| Plymouth  | Cedar Hill Park           | Hedges Pond Road           | Commercial    | U      |
| Plymouth  | Cedarville Commons        | Rte 3A Cedarville          | Retail        | P      |
| Plymouth  | Clark Estates             | Fairview Lane              | Residential   | U      |
| Plymouth  | Colony Place              | Commerce Way               | Retail        | C      |
| Plymouth  | Commerce Park             | Route 80 & 44              | Mixed         | P      |
| Plymouth  | Cordage Park              | Route 3A                   | Mixed         | P      |
| Plymouth  | CVS                       | 731 State Road             | Retail        | C      |
| Plymouth  | D and D Distribution      | Pilgrim Hill Road          | Residential   | P      |
| Plymouth  | Duck Plain Road           | Duck Plain Road            | Residential   | U      |
| Plymouth  | Grace Estates             | Cedarville, Long Pond Road | Residential   | U      |
| Plymouth  | Gunning Point             | Lunns Way                  | Residential   | P      |
| Plymouth  | Hampton Inn Plaza Hotel   | 10 Plaza Way               | Hotel         | C      |
| Plymouth  | Harbor View               | Hedge Road                 | Residential   | U      |
| Plymouth  | Hedges Pond Road          | Hedges Pond Road           | Commercial    | P      |
| Plymouth  | Herring Pond Preserve     | Herring Pond Road          | Residential   | C      |
| Plymouth  | Home Depot Plaza          | Valley Road                | Retail        | C      |
| Plymouth  | Indian Brook School       | Route 3A                   | Educational   | C      |
| Plymouth  | John Paul Estates         | Cedarville                 | Residential   | U      |
| Plymouth  | Jordan Hospital Expansion | Obery Street               | Institutional | C      |
| Plymouth  | Lighthouse Cove (55+)     | Summer Street              | Residential   | P      |
| Plymouth  | Little Hios Hills         | Route 3A                   | Residential   | U      |
| Plymouth  | Nestle Down               | Manomet                    | Residential   | P      |
| Plymouth  | Nye Acres                 | Papa's Hollow              | Residential   | U      |
| Plymouth  | Orchard Hills             | Billington Street          | Residential   | U      |
| Plymouth  | Pickerel Cove             | Bourne Road                | Residential   | U      |
| Plymouth  | Pinehills                 | Clark Road                 | Mixed         | U      |



|          |                              |                            |               |   |
|----------|------------------------------|----------------------------|---------------|---|
| Plymouth | Plymouth Baseball Stadium    | Commerce Way               | Stadium       | P |
| Plymouth | Plymouth Court House         | Obery Street               | Institutional | C |
| Plymouth | Plymouth Intermodal Center   | Plymouth Downtown          | Mixed         | P |
| Plymouth | Plymouth Registry of Deeds   | Obery Street               | Institutional | C |
| Plymouth | Plymouth Rock Studios        | 444 Long Pond Road         | Mixed         | P |
| Plymouth | Plymouth South H S Expansion | Long Pond Road             | Education     | P |
| Plymouth | Preserve at Halfway          | Bourne Road                | Residential   | C |
| Plymouth | Prestige Way                 | Prestige Way               | Commercial    | U |
| Plymouth | Revere Copper                | Route 3A                   | Residential   | U |
| Plymouth | River Run                    | Off Wareham Road           | Mixed         | P |
| Plymouth | Sawmill Woods                | Brook Road                 | Residential   | P |
| Plymouth | Sherman Woods                | Standish Ave               | Residential   | P |
| Plymouth | Sheriff Wind Turbine         | Long Pond Road             | Industrial    | P |
| Plymouth | Ship Pond Hills              | Ship Pond Road             | Residential   | U |
| Plymouth | Shops at Five                | Long Pond Road             | Retail        | C |
| Plymouth | Stone Gate Farm              | Plympton Road              | Residential   | P |
| Plymouth | Tara Woods                   | Plympton Road              | Residential   | C |
| Plymouth | The Trails                   | Ship Pond Road             | Residential   | U |
| Plymouth | Town Wharf Reconstruction    | Town Wharf                 | Institutional | P |
| Plymouth | Twin Pines                   | Carver Road                | Residential   | P |
| Plymouth | Valley View Preserve         | Valley Road                | Residential   | P |
| Plymouth | Village Crossing (55+)       | Beaver Dam Road            | Residential   | U |
| Plymouth | Wadsworth Estates            | Cedarville                 | Residential   | P |
| Plymouth | Walgreens                    | Samoset Street             | Retail        | C |
| Plymouth | Warren Ave. Condos           | 126 Warren Ave             | Residential   | P |
| Plymouth | Watercourse Place            | Watercourse Road           | Residential   | U |
| Plymouth | Waterhouse LLC 3 Car Dealers | Commerce Way/Cherry Street | Retail        | C |
| Plymouth | Watuppa                      | Commerce Way               | Mixed         | P |
| Plymouth | Zion Hills                   | Cedarville                 | Residential   | P |



### 3.13 Plympton

The Plympton Business Park is a phased project that entails constructing a 130 acre business park over a ten year period. Although Plympton is a small town, the newly completed Route 44 project has improved its access to the regional highway network. The center of Plympton has also seen growth with the construction of the Stagecoach Plaza and Plympton Service Center gas station and auto repair shop.

**Table 12-Plympton Development**

| COMMUNITY | PROJECT NAME            | LOCATION              | LAND USE      | STATUS |
|-----------|-------------------------|-----------------------|---------------|--------|
| Plympton  | Cranberry Knoll         | Cranberry Knoll Drive | Residential   | C      |
| Plympton  | Crop Circle Cranberry   | 0 Ring Road           | Institutional | C      |
| Plympton  | Plympton Business Park  | Route 44              | Mixed         | P      |
| Plympton  | Plympton Service Center | 282 Main Street       | Commercial    | C      |
| Plympton  | Stagecoach Plaza        | 286 Main Street       | Commercial    | C      |

### 3.14 Stoughton

The Town of Stoughton, although mostly built-out has seen a variety of development in the past few years, especially near exits 19 and 20 off of Route 24. Recent commercial development includes the Shoppes at Paige Pointe at Exit 20, whose tenants include a Target Department store and a TGI Friday’s restaurant. There have also been two large residential developments in town including the currently under construction 84-unit 55+ Pond View Village on Turnpike Street. There is also a proposed 208 unit development, Woodbridge Crossing, located at Mill & Island Street.

**Table 13-Stoughton Development**

| COMMUNITY | PROJECT NAME              | LOCATION                | LAND USE    | STATUS |
|-----------|---------------------------|-------------------------|-------------|--------|
| Stoughton | IKEA                      | Stockwell Drive         | Retail      | C      |
| Stoughton | Pond View Village (55+)   | Turnpike Street         | Residential | U      |
| Stoughton | Quail Run                 | Buckley Road            | Residential | C      |
| Stoughton | Shoppes at Paige Pointe   | Route 139               | Retail      | C      |
| Stoughton | Stoughton Commons         | Turnpike & Page Street  | Mixed       | P      |
| Stoughton | Stoughton Technology Ctr. | Technology Center Drive | Mixed       | C      |
| Stoughton | Villas at Metro South     | Technology Center Drive | Residential | P      |
| Stoughton | Villages at Goddard       | Kelsey Dr. & Esten Road | Residential | P      |
| Stoughton | Woodbridge Crossing       | Island & Mill Street    | Residential | P      |



### 3.15 West Bridgewater

Over the past few years West Bridgewater has seen a large amount of growth on Route 106 near the Route 24 Interchange at Exit 16. In the past few years, multiple businesses have been constructed there, including a Lowe’s Home Store, a Chili’s restaurant, and a bank. Another large project currently being proposed near the interchange is The Villages at West Bridgewater, which would consist of a 380,000 square foot lifestyle shopping center on an area that currently exists as 72 acres of open farm land.

**Table 14-West Bridgewater Development**

| COMMUNITY      | PROJECT NAME                            | LOCATION       | LAND USE    | STATUS |
|----------------|-----------------------------------------|----------------|-------------|--------|
| W. Bridgewater | Chili’s Restaurant                      | Route 106      | Retail      | C      |
| W. Bridgewater | Lowes Home Store                        | Route 106      | Retail      | C      |
| W. Bridgewater | Mansfield Bank                          | Route 106      | Retail      | C      |
| W. Bridgewater | Park-n-Ride Lot Upgrade                 | Route 106      | Parking     | U      |
| W. Bridgewater | Plasse Masonry                          | Maple Street   | Retail      | P      |
| W. Bridgewater | Villages at West Bridgewater            | Lincoln Street | Mixed       | P      |
| W. Bridgewater | Walnut Grove Retirement Community (55+) | Walnut Street  | Residential | P      |
| W. Bridgewater | Water Department Wind Turbine           | Cyr Street     | Industrial  | P      |

### 3.16 Whitman

Commercial development in the town of Whitman over the past few years has been concentrated along the Route 18 corridor, specifically around the intersection of Route 18 and Route 27.

**Table 15-Whitman Development**

| COMMUNITY | PROJECT NAME                  | LOCATION            | LAND USE    | STATUS |
|-----------|-------------------------------|---------------------|-------------|--------|
| Whitman   | McDonald’s                    | Route 18            | Retail      | C      |
| Whitman   | Stop and Shop                 | Route 18            | Retail      | C      |
| Whitman   | Villages at Auburnville (55+) | Auburn Street       | Residential | U      |
| Whitman   | Walgreens                     | Route 18            | Retail      | C      |
| Whitman   | Whitman/Hanson H.S.           | 600 Franklin Street | Education   | C      |



#### **4.0 Conclusion and Recommendations**

Despite the recession, there are numerous proposed projects, along with several projects already under construction in the OCPC region. Such projects have benefits such as increased growth in both employment and tax revenue. However, the impacts of such projects add to mounting vehicular traffic and may strain existing water, sewer, and transportation infrastructure if adequate mitigation and upgrades are not provided.

As such, OCPC recommends the centralized implementation and operation of the Land Use Monitoring System. Its continued operation will involve continued database refinement and project tracking. Furthermore, OCPC recommends the local, regional and state stakeholders work together to identify appropriate mitigation and funding for necessary improvement measures.





## 5.0 Appendix

### OCPC LUMS Database Fields

- Community Number
- Community Name
- Project Name
- Street Address
- Land Use
- Status
- Last Updated
- Project Phasing
- Site Acreage
- Impervious Acreage
- Transit
- Parking Spaces
- Daily Vehicle Trips
- Wastewater On-Site
- Wastewater On-System
- On-Site GPD
- On-System GPD
- Single Family Detached Home
- Townhouse
- Apartment
- 2-3 Family Unit
- Commercial Square Feet
- Warehouse Square Feet
- Industrial Square Feet
- Office Space Square Feet
- Restaurant Square Feet
- Total Square Feet
- Recreational Acres
- Stadium Seats
- Hospital Beds
- Hotel Rooms
- Boat Slips
- Number Employed
- 40R
- 40B
- Project Cost
- MEPA Number
- MEPA Status
- NEPA
- GIS ID
- MassDOT Access Permit
- Year Completed