

# OLD COLONY REGION PRIORITY DEVELOPMENT & PRIORITY PROTECTION AREAS



OLD COLONY PLANNING COUNCIL,  
70 SCHOOL STREET, BROCKTON, MA 02301  
[WWW.OCPCRPA.ORG](http://WWW.OCPCRPA.ORG)  
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This Priority Development Areas and Priority Protection Areas Report was prepared by the following members of the Old Colony Planning Council staff under the direction of Pat Ciaramella, Executive Director, and the supervision of Charles Kilmer, Transportation Program Manager.

### **REPORT PREPARATION**

Eric Arbeene, Planner  
[earbeene@ocpcrpa.org](mailto:earbeene@ocpcrpa.org)

### **CONTRIBUTING STAFF**

Bruce Hughes, Economic Development/Community Planner  
[bhughes@ocpcrpa.org](mailto:bhughes@ocpcrpa.org)

James Watson, Comprehensive Planning Supervisor  
[jwatson@ocpcrpa.org](mailto:jwatson@ocpcrpa.org)

### **MAPPING AND GRAPHICS**

Susan McGrath, GIS Coordinator  
[smcgrath@ocpcrpa.org](mailto:smcgrath@ocpcrpa.org)

# Old Colony Metropolitan Planning Organization

Linda Balzotti	Mayor, City of Brockton
William Hallisey, Jr.	Chairman, Board of Selectmen, Plymouth
Joseph Freitas	Board of Selectmen, Plympton
Daniel Salvucci	Vice Chairman, Board of Selectmen, Whitman
Jeff Mullan	Secretary and CEO, MassDOT
Luisa Paiewonsky	Highway Administrator, MassDOT
Reinald Ledoux, Jr.	Administrator, BAT
Robert G. Moran, Jr.	President, OCPC

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Stoughton – <i>Delegate</i>	Carin Klipp
Stoughton – <i>Alternate</i>	Jonathon Beder
West Bridgewater	Leonard Graf, III
Whitman	Daniel Salvucci

### Agency Representation

MassDOT	David Mohler
MassDOT	Clinton Bench
MassDOT	Trey Wadsworth
MassDOT District 5	Bernard McCourt
MassDOT District 5	Pamela Haznar
MassDOT District 5	Tim Kochan
BAT	Reinald Ledoux, Jr.
BAT	Kathy Riddell
DEP	Christine Kirby
EPA	Donald Cook
FHWA	Michael Chong
FHWA	Paul Maloney
FTA	William Gordon
FTA	Mary Beth Mello
FTA	Noah Berger
Brockton Traffic Commission	Captain Leon McCabe

### OCPC Transportation Staff

Charles Kilmer	Transportation Program Manager
Eric Arbeene	Planner
Caleb Cornock	Transportation Intern
Jed Cornock	Transportation Planner
Ray Guarino	Transportation Planner
Rodrigo Marion	Transportation Planner
Bill McNulty	Transportation Planner
Susan McGrath	GIS Coordinator
Kyle Mowatt	Transportation Intern
Andrew Vidal	Communication/GIS/IT Specialist



# Old Colony Planning Council (OCPC)



## OCPC Officers

President	Robert G. Moran, Jr.
Treasurer	Lee Hartmann
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COMMUNITY	DELEGATE	ALTERNATE
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Delegate-at-Large	Matthew Striggles	

## OCPC Staff

Pat Ciaramella	Executive Director
Janet McGinty	Fiscal Officer
Jacqueline Surette	Fiscal Consultant
Jane Linhares	Grants Monitor/Secretary
Patrick Hamilton	AAA Administrator
Lila Burgess	Ombudsman Program Director
Hazel Gauley	Assistant Ombudsman Director
Anne Nicholas	Ombudsman Program Assistant
Jim Watson	Comprehensive Planning Supervisor
Eric Arbeene	Planner
Bruce Hughes	Economic Development/Community Planner
Susan McGrath	GIS Coordinator
Andrew Vidal	Communication/GIS/IT Specialist
Charles Kilmer	Transportation Program Manager
Bill McNulty	Transportation Planner
Ray Guarino	Transportation Planner
Jed Cornock	Transportation Planner
Rodrigo Marion	Transportation Planner
Kyle Mowatt	Transportation Intern
Caleb Cornock	Transportation Intern

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# **Priority Development Areas Priority Protection Areas**

## **1.0 Introduction**

Southeastern Massachusetts is growing rapidly, according to the Partnership for Southeastern Massachusetts' Vision 2020 Task Force. The Task Force, which is made up of the region's three planning agencies, recognized that growth is coming from natural increases, from immigration from abroad, and from migration from older densely developed parts of Greater Boston and Greater Providence. The Task Force has estimated that southeastern Massachusetts is developing 8 acres per day or about 4.5 square miles per year.

Continuing development can be expected as the region is a preferred place to live and work with access to regional highways and the commuter rail, but poorly planned development can represent lost opportunities for balanced land use, sustainability, and is rarely an asset to individual communities or the region.

Preferred development should occur on sites which match their intended uses and reflect local master plans. Thus sites for intensive development will have good multi-modal access, compatible land uses, nearby public transportation, water supplies and sewers, and if needed, minimal environmental constraints. Similarly important, they should be part of a coherent comprehensive plan and be appropriately zoned and mapped in proportion to probable needs.

Equally important, is identifying and protecting the most important natural areas, including those that contribute to water supplies, house open space and recreation areas, threatened or endangered species, have specific agricultural, scenic, historic values, or are important to preserving the community's landscape and character that are important to residents.

Thus development needs to be steered toward the most appropriate priority development areas and away from inappropriate priority protection areas.

## **1.1 What are Priority Development Areas?**

Priority Development Areas (PDAs) are areas of a community which can accommodate increased or intensified development due to factors such as good infrastructure (water, sewer, power), good access by road and transit, minimal environmental constraints and consistency with overall community planning.

They can range from one lot to many acres and can include areas designated under programs such as Chapter 43D Expedited Permitting, Chapter 40R Smart Growth Zones, or Economic Target Area and Economic Opportunity Areas. These areas include major downtowns, large

employment centers such as industrial and business parks and other areas that have been identified as having potential to support significant business or residential growth.

The region has a strong historic tradition of concentrated development, as seen in its many vibrant community centers. In recent history; however, development has been located on large lots significantly far these centers. This means that although the region is predisposed to responsible compact development, trends over the past half-century have diminished that concentration. The result is communities that sprawl to the edge of their boundaries, while leaving countless undeveloped gaps, created by the pattern of the leap-frogging that has occurred.

The difficulty with leap-frogging is that communities require infrastructure that stretches to the outskirts that supports development that needs only a fraction of that infrastructure. Communities are often desperate to grow, and accept any development that brings tax dollars; however, this sprawl development actually costs communities more in terms of the decentralization of services demanded. This includes bussing schoolchildren greater distances, longer snow-removal routes, longer police patrol routes, and slower response times for emergency services. This translates into a greater cost and burden to residents and often presents fiscal crises for smaller growing communities. While initial leapfrog development may use on-site wells and septic systems that leave temporary valuable pockets of open space, further growth, environmental issues, and system failures may ultimately require public resources in these areas as well.

A common pattern in the region is development along roadways in otherwise rural areas. This pattern presents the image that there is no rural land remaining in the region. This is an inaccurate perception because most of the communities in the region are not at or near maximum build out, even by current zoning practices and there are other significant remaining “walled-off” open back land parcels. This development occurs because it is the fastest, simplest, and cheapest way to develop, as it requires minimal public or private investment planning, infrastructure, or capital investment of any kind while generating instant tax revenue for communities. This development is a problem for many reasons:

As long as sprawl is a present form of development, smart growth principles will be a difficult sell for communities. Some communities continue to offer incentives to any development that promises jobs or tax revenues, such as retail expansion on arterial roadways. This is driven by the fear that the developers may choose another economically starved community instead of their own. This is not entirely unfounded, especially for bedroom communities in need of commercial development. The problem is that by doing this, communities further the problem of “that next community” that will not put up a fight against sprawl developers. This seemingly endless cycle is the norm at this time and will likely continue until regional coordination and revenue sharing ends the incentive to accept anything that comes along.

Current development in the region occurs in the form of sprawl. This growth, although attractive at first glance, comes at a burden to residents through increased cost of services or in terms of a decreased quality of service. The public should not bear the burden of irresponsible development practices. Current incentives focus on attracting business in any form and do not place incentives based on location or density. This is counterproductive because if all of the region’s communities

use their incentives to encourage infill and higher density development then developers would have little alternative for most projects.

While inner cities and downtowns are deprived of economic development, big box retailers and larger commercial and industrial facilities are developed on the outer layers. However, as economic development relocates, downtowns no longer have a strong central business district or reasons for people to shop, eat, or work there. By reusing brownfield sites and creating economic growth downtown instead of on the outskirts of the town, town centers can once again maintain a vibrant economy and character New England so much values.

## **1.2 What are Priority Protection Areas?**

Priority Protection Areas (PPAs) are areas that deserve special protection by virtue of environmental features such as endangered species habitats, significance for water supply protection, scenic vistas, or historic significance. These areas include farmland, sensitive habitat and environmental resource areas, potential linkages between existing open space resources and places of cultural or historical significance.

Within some Priority Protection Areas, there are areas of existing development. The Priority Protection designation does not imply that existing homes or businesses should be eliminated but rather that the area includes environmental and/or historic resources that should be prioritized for protection through proactive measures such as low-impact development provisions, conservation easements, or purchase of land or development rights (e.g., through the Massachusetts Agricultural Preservation Restriction Program (APR), use of the Commonwealth's Chapter 61 tax-abatement program, involvement of land trusts, etc.). Similarly, within Priority Development Areas are many historic sites or structures that should be preserved or reused alongside new development.

Southeastern Massachusetts is home to many valuable natural resources. Environmental organizations have seen a number of successes to protect vulnerable areas; however, development continually encroaches on these areas. In addition, protecting vulnerable areas is not enough if the remaining land continues to be developed and redeveloped irresponsibly, adding to the polluted groundwater through runoff and furthers the need for polluting automobiles. Current environmental areas are not visible and are not as accessible; therefore, residents cannot truly appreciate the importance of these areas. Current bicycle and pedestrian facilities interact infrequently with natural areas; however, this would offer a way in which people could experience natural systems while producing less impact than an automobile.

A continuous problem is the need for growth and for space to accommodate that growth, versus the protection of local natural resources. Balancing growth and the protection of limited resources is a challenge for communities who are seeking to develop for their growing population. The result can be the compromising of environmental resources to accommodate growth. This is unnecessary as many methods exist that can allow and even expand growth potential while allowing the protection and expansion of natural areas. These methods combine smaller, more efficient lot sizes, bicycle and pedestrian planning, and careful strategic land use



planning to create places that connect residents to more open space than large private lots can allow.

### **1.3 What is the purpose of PDA/PPA Designations?**

The purpose of designating PDA/PPA sites is to guide communities in making land use and zoning decisions, assisting with master plan and open space plan preparation, and in more specific applications such as defining needed mitigation for a transportation project or identifying potential uses of transferable development rights in such a situation. This exercise may also be beneficial to the community when completing grant applications, such as for the Commonwealth Capital Program or the Public Works Economic Development (PWED) Program. It will also assist the Old Colony Planning Council (OCPC) in formulating its Regional Policy Plan and allow the OCPC to ascertain a regional view of areas designated as Priority Development Areas and Priority Protection Areas.

### **1.4 How did the Process Work?**

The OCPC assembled and reviewed local data, zoning maps, recent master plans, open space plans and Community Development plans. The Council then prepared a draft list of potential PDAs and PPAs which were then provided to each community for review. Once comments had been received, corrections were made and the list of areas was updated. Please note that each community reserves the right to change their PDA and PPA sites as they wish.

### **1.5 Summary**

By identifying the Priority Development Areas and Priority Protection Areas in the Old Colony Region, the OCPC has taken a step in further defining the future land use in the region. The information provided in this report may also be used by the community when completing certain grant applications. The results of this identification process are included in Section 3.

## **2.0 Description of the Old Colony Region**

The OCPC region consists of fifteen communities in three counties in southeastern Massachusetts. Twelve OCPC communities are located in Plymouth County, including the City of Brockton and the Towns of Abington, Bridgewater, East Bridgewater, Halifax, Hanson, Kingston, Pembroke, Plymouth, Plympton, West Bridgewater, and Whitman. The OCPC communities of Avon and Stoughton are located in Norfolk County and the Town of Easton is located in Bristol County.

### **2.1 Population**

The OCPC region is 330.5 square miles and consists of communities running northwest to southeast from Stoughton and Brockton, along Route 24, and to Plymouth on Route 3. The region is south of the concentration of activity and population in the Boston Metropolitan Area, but is oriented towards that center. It largely bisects across the north-south transportation lines between Greater Boston and the rest of Southeastern Massachusetts.

The 2000 U.S. Census found that the Old Colony region had a population of 321,515. This was an 8.3 percent increase over the 1990 regional population of 296,864. Between 1990 and 2000, the only community in the region to see a decrease in population was the Town of Avon. The Town of Plymouth experienced the largest absolute growth, while Kingston saw the highest growth rate. The City of Brockton has the highest population at 94,304, and approximately one-third of the OCPC population resides in the northwest portion of the region in the communities of Brockton and Stoughton, where development is denser than in most of the region. According to 2009 U.S. Census estimates, the Old Colony region had a population of 335,980. This is a 4.5% increase over the 2000 regional population of 321,515.

### **2.2 Recent Growth Trends**

The 1997 restoration of the commuter rail to the region significantly influenced development and population. The greatest proportional increase from 1990 to 2000 was the 30 percent increase in Kingston, a community served by a local rail station as well as nearby stations in Plymouth and Halifax.

The region's population has grown from 141,017 residents in 1950 to 321,515 in 2000, an increase of 128 percent. The region saw a very rapid rate of population growth during the "Baby Boom" years after World War II, which continued through the 1950s and 1960s, and slow somewhat through the 1970s and 1980s. During the 1990s, population began growing at a higher rate than it had in the previous decades.

From 2000 to 2005, much of the region's growth occurred in the southeastern half of the region, where many communities grew by over 6 percent. Many communities in the northwestern half experienced substantially less growth. Areas to the south have generally had more available developable land, leading to a substantial amount of subdivision and low-density, large-lot development. In 1990, nine towns (Abington, Avon, Bridgewater, Brockton, East Bridgewater, Easton, Pembroke, Stoughton, and Whitman) had population densities of 600 or more persons

per square mile and two additional towns (Hanson, and Kingston) had reached this level by 2000.

### **2.3 Geographic Description**

The region's geography generally consists of low and gently rolling glaciated land with many drumlins, eskers and other glacial features. The region has a generally north-south drainage system, and extensive wetlands including the Hockomock Swamp, which is partly in Easton, West Bridgewater and Bridgewater, and the Great Cedar Swamp, which is partly in the southern portion of Halifax.

This "lowlands" region ranges in elevation from sea level along the coast to higher, with modest inland elevations. The highest points in the north are about 230 feet above mean sea level (msl) in the northern corner of Brockton, and an un-named 290 foot above msl hill east of Ames Long Pond in Stoughton. The highest point is the atypical 395 foot Manomet Hill close to the shore in Plymouth's Pine Hills.

The region's fifteen communities can be categorized into three geographical groups:

- Greater Brockton; Abington, Avon, Bridgewater, Brockton, East Bridgewater, Easton, Stoughton, West Bridgewater, and Whitman.

This relatively developed area has many scattered streams and ponds (many man-made), and commonly tight glacial soils. While the extensive drainage system has many streams, none are very large because the communities are close to the headwaters of several basins. Though the streams are small, some segments are confined to narrow walled channels to allow or/protect nearby buildings. This leaves no room for safe flooding and informal flood storage. Thus streams can overflow during storms into nearby developed areas. The area also has many sections with relatively tight soils limiting on-site disposal opportunities and groundwater yields.

- The Lake communities of Halifax, Hanson, Pembroke, and Plympton

The Lake region has a range of tight wetlands soils and porous areas of sand and gravel, with many lakes and ponds and fewer major streams.

- The South Coastal area of Kingston and Plymouth

The South Coastal portion of the region has typically porous sandy soils and many ponds. It supports very few streams of any size since the coarse soils and irregular terrain absorb much rainfall before it can run off. Instead, the major surface waters consist of the frequent ponds and lakes, many of them consisting of exposed groundwater.

### **2.4 Land Use Characteristics**

Regional growth in outlying areas continues to decentralize the population and to consume land at an increasingly high rate. Overall, housing grew from 31,706 acres in 1971 (10.5% of the region) to 53,151 acres in 1999 (24.22% of the region). This is a 68 percent increase in residential land from 1971 to 1999. Yet, the population grew by only 40 percent (from 230,379 to 321,515) in the period from 1970 to 2000. The 2009 regional population estimate is 335,980.

The population within the OCPC Region is much denser in the northwest portion than southeast portion of the Region. Brockton is the most densely populated community in the Region, with nearly 4,400 persons per square mile. With only 7% of the Region's total land area, it contained 29% of the regional population in 2000. Plympton is the least densely populated community in the Region, with only about 180 persons per square mile.

Population densities will continue to drop and land consumption will continue to rise as long as communities increase the area requirements on undeveloped land to an acre or more. This trend is occasionally countered by pockets of higher-density development done through Comprehensive Permits under Chapter 40B. Similar development is beginning to be pursued through locally chosen areas rezoned for higher density as-of-right development particularly under Chapter 40R. The local increase in population densities and affordable transportation options through these and other programs will encourage more concentrated development and a decrease in suburban sprawl.

### **3.0 Regional Priority Development and Protection Areas**

The OCPC worked individually with each community in the Old Colony region to identify the Priority Development Areas and Priority Protection Areas in each community. The following map gives a regional perspective to the work done individually within each community.

In the following pages, each community is individually profiled, with their PDAs and PPAs highlighted and identified in more detail.



### 3.1 Town of Abington

#### Priority Development Areas

##### **ABINGTON CENTER BUSINESS DISTRICT**

The Abington Center Business District is one of two traditional business districts in Abington, along with the North Abington Central Business District. The Abington Center Business District is anchored by a large Sovereign Bank, and consists of many smaller businesses and professional offices. The 2009 Abington Master Plan encouraged efforts to revitalize the Abington Center Business District.

##### **NORTH ABINGTON BUSINESS DISTRICT**

Current zoning in the North Abington Business District allows for mixed residential and commercial development, though most new construction to date has been residential. The District does have a number of railroad crossings within it, one each at Pine Street, Wales Street, Birch Street and North Street (Route 139). The North Abington Business District is anchored by New England Art, which is one of Abington's oldest and largest employers. Other business establishments in the District include restaurants, a bank, post office, barber shop and several other small businesses.

The North Abington Business District has also been recently awarded a \$1.67 million Public Works Economic Development (PWED) grant, which includes projects that make transportation infrastructure improvements which will spur economic development, job creation, smart growth and better pedestrian access. The North Abington Business District PWED grant includes funding for resurfacing the roadway, installing a traffic signal at the intersection of Route 58 & 139, building a parking lot for the nearby Arnold Park, and making sidewalk and streetscape improvements through the District.

##### **ROUTE 123 CORRIDOR**

The Brockton Avenue (Route 123) Corridor extends from the Brockton city line to Elm Street in Abington. This area is represented by a mix of residential, commercial and industrial uses. The commercial uses along the corridor include a Walmart, commercial/retail plazas and a number of auto dealerships/repair shops. There is vacant land available along the corridor, including land at the intersection of Brockton Avenue and Mill Street adjacent to Walmart.

##### **ROUTE 18 CORRIDOR**

The Bedford Street (Route 18) corridor extends from the Weymouth city line to Ashland Street in the southern part of Abington. This corridor is a heavily traveled road in Abington and is represented by a mix of commercial and residential uses. The recent construction of a Lowe's home improvement store, apartment complex and two new retail/commercial plazas join an already highly visible commercial area that boasts numerous restaurants, a supermarket, lumber and garden center, as well as number of other businesses and professional offices.

##### **ABINGTON TRANSIT ORIENTED DEVELOPMENT DISTRICT (TOD)**

This TOD around the Abington commuter rail station includes both residential and commercial uses. The residential development in the TOD is made up of single family homes and a large Chapter 40B apartment complex. Commercial development in the TOD includes an industrial shelving company, wholesale flooring distributor and auto repair shop. The Town of Abington also houses its Senior Center and Sewer Department offices within this TOD as well.

##### **MIXED-USE MULTI-USE PLANNED DEVELOPMENT DISTRICT (MUPDD) ON CHESTNUT STREET**

This approximately 112 acre area of undeveloped mixed pine and hardwoods and small fields serves as a visual extension of the State Park even though it is privately-owned and zoned for development. It was previously zoned for industry, but in accord with the 2009 Master Plan, it is now in the MUPDD District. As summarized in the 2009 Master Plan, this district "provides for the overall planned development of land with mixed uses within the designated area. It attempts to accommodate low-impact activities in an overall low-density but with intensive use clusters, making use of natural features and vegetation, screening and setbacks to have a minimal impact on surrounding land uses" (especially the Park). An ideal development would be a campus style office park or research center built behind a screen of natural woodlands, offering seclusion to its occupants and preserving the Park's natural setting.

##### **NORTH QUINCY STREET**

This area of North Quincy Street on the Brockton city line has development on the Abington side of North Quincy Street, and includes a variety of commercial and residential uses such as restaurants, convenience store, truck dismantling facility, auto dealership, gas station, and large condominium complex.

**INDUSTRIAL ZONED LAND ON OAK STREET AND ROUTE 58**

This area adjoins the rail line and is located near the Weymouth city line and houses several businesses, including a precast modular building firm, driveway sealer distributor, motorcycle repair business and mattress dealer. The rest of the land in this area is on the former South Weymouth Naval Air Station side of the railroad tracks and is not accessible from Abington. The only way this area would be accessible from Abington is if a grade crossing was built, which would have to be negotiated with the MBTA. The area could be accessed from Weymouth if a road was constructed from the site of the former Naval Air Station.

**TECHNOLOGY-BUSINESS ZONED LAND NEAR THE FORMER NAVAL AIR STATION**

This area has not been heavily developed to date. However, this area is in close proximity to the Southfield development (the former South Weymouth Naval Air Station) and may see some spillover development once the former base begins to be redeveloped.

**COMMERCIAL ZONED LAND ON ROUTE 18 SOUTH OF VERNON STREET AND SUMMER STREET**

Area businesses include two auto repair shops, a gas station, convenience store, a wholesale bakery, nursing home, and professional offices.

**TRANSITIONAL COMMERCIAL ZONED LAND ALONG NORTH AVENUE AND ROUTE 139**

This area consists primarily of dense residential development, with only a few business located within this area, including a doctor’s office and daycare center.

**Priority Protection Areas**

**POHORECKY FARM**

The Pohorecky Farm, previously owned by the late Michael Pohorecky, is a 115.15 acre parcel that includes a good portion of the scenic Cushing Pond as well as a long, narrow strip running about half-a-mile into Ames Nowell State Park. There is also a portion of the land that runs into Holbrook that is near land owned by the Holbrook Sportsmen’s Club. Acquisition of this site is one of the recommendations of the 2009 Abington Master Plan and the 2006 Abington Open Space Plan.

Various proposals for multi-agency and public-private solutions involving the Department of Conservation and Recreation, the town, owners of adjacent land in Holbrook and the Sportsmen’s Club in Holbrook have been made. The one definitive act was a town meeting vote to allocate \$1,400,000 to purchase the farm, but closure of the sale has been delayed by legal issues not directly involving the town. Optimally, the holdings within the State Park will be made part of the Park; the land north of Chestnut Street will be combined with nearby Conservation holdings, and use of the land in Holbrook will be planned by stakeholders in that town.

**VINEYARD ROAD**

This 60.5 acre site (also referred to as the Carista site) of former Chapter 61A land was acquired with the help of the Massachusetts Farm Bureau Federation. Combined with the adjacent 40 acre Blueberry Hill land and the adjoining 5.25-acre Thicket Street Conservation Area, there are 105.75 acres of largely wooded swamp, which include the headwaters of the Shumatuscacant River. However, these holdings are only connected at their northern ends, and they are otherwise divided by a large area of intervening wooded upland. The present holdings have considerable habitat and flood storage value and could accommodate a future trail system. They offer a permanent wooded backdrop to the relatively dense nearby neighborhoods. There is a need for a better access however, possibly from Bedford Street, Oakland Road or Beaver Lane.

**OAKLAND ROAD UPLANDS**

The Oakland Road Uplands area consists of approximately 49 acres of wooded uplands between the Blueberry Hill and Vineyard Road wetlands. Its acquisition and protection would complement these habitats and provide a major wildlife corridor connection between them. Protection of this land would also continue the wooded backdrop for the surrounding houses and continue this valuable block of varied habitat.

**NORTH QUINCY STREET ACCESS TO AMES NOWELL STATE PARK**

The Ames Nowell State Park has over 600 acres with almost all of its frontage on Chestnut Street in Abington and only 298 feet of frontage on North Quincy Street in Brockton. Yet with all of that frontage on those two major streets it is essentially invisible, with the only signed entrance to the Park being on Linwood Street, located well within Abington. This proposed Priority Protection Area would give the Park over 700 more feet of frontage on North Quincy Street, running from its present boundary to the rear of three houses facing Chestnut Street. Even without this acquisition an identifying sign would let nearby residents know that this land is available for use. This



acquisition would also protect the Park from incompatible uses along its edge.

**DIANE CIRCLE AREA**

This area includes house lots and graded roads on the unbuilt portions of the foreclosed, town-owned Diane Circle subdivision and land along Beaver Brook to the north and south. This land offers opportunities for open space use on the lower portion of the land along the unbuilt, streamside section of Diane Circle, and a possible town sponsored housing development on the higher ground along Jeremiah Sullivan Drive. The use of open space would complement Brockton's Beaver Brook Reservation to the west, possibly with foot bridges to allow for hiking on either side. The idea of planning and laying out a nature trail within and in conjunction with the Beaver Brook Conservation land is one of the recommendations of the 2009 Abington Master Plan.

**CENTRAL WILDLANDS AREA**

This area was intended to be the southern end of the north-south Town Forest/greenbelt proposed in the 2004 Community Development Plan. Subsequent developments have blocked the northern, narrower portion of the proposed corridor, but this extensive, varied area south of the Town Hall/Library/High School municipal complex remains.

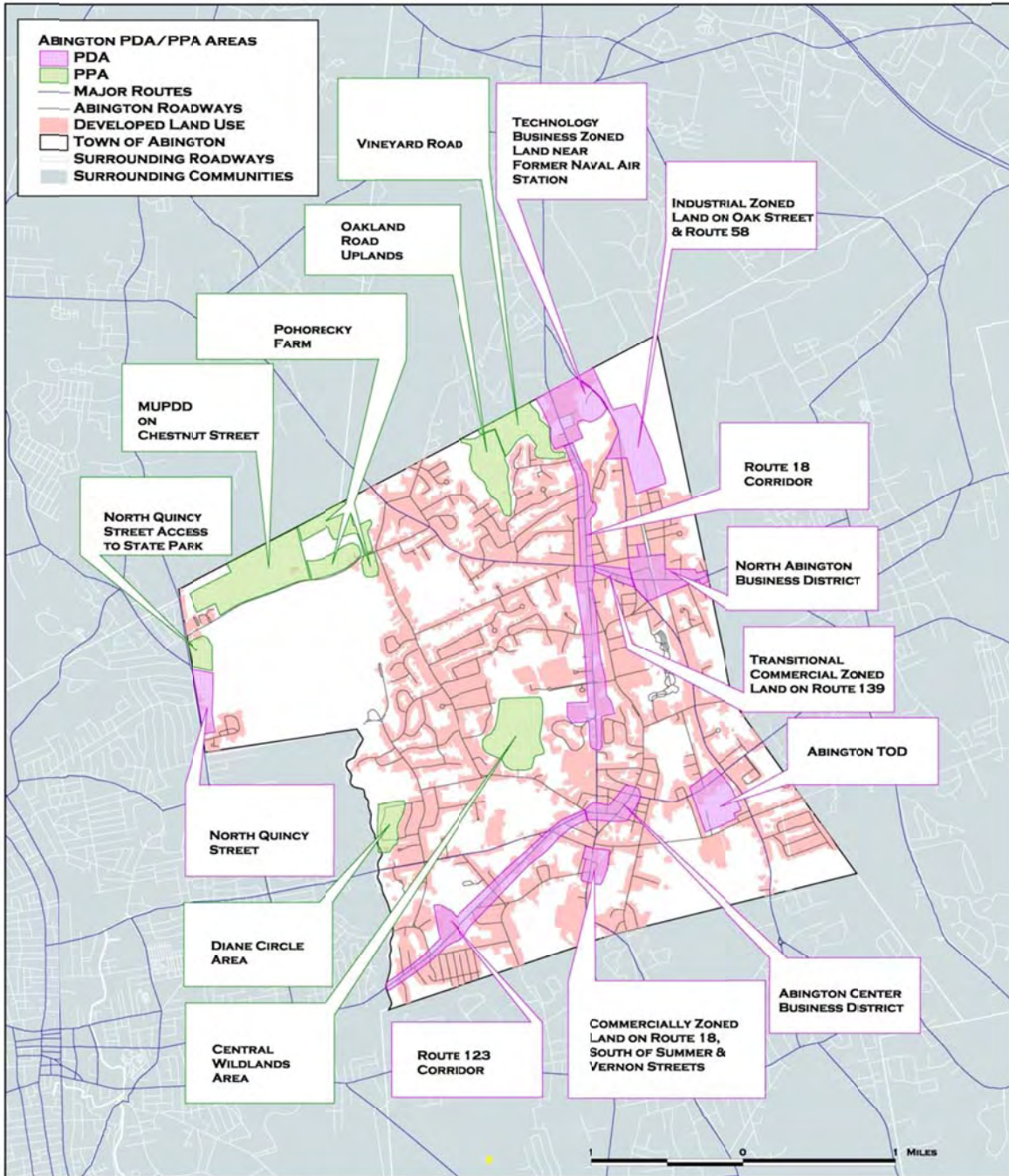
Despite the nearby development, this extensive, undeveloped area offers a possible open space oasis in the center of the community. The construction of trails could possibly link the municipal complex to neighborhoods just west of the complex.

# TOWN OF ABINGTON

## PRIORITY DEVELOPMENT AREAS PRIORITY PROTECTION AREAS



FIGURE 3.2



OLD COLONY PLANNING COUNCIL, 70 SCHOOL STREET, BROCKTON, MA 02301  
GIS DATA SOURCES: MASSGIS, MASSDOT, OCPC, TOWN OF ABINGTON

SEPTEMBER, 2010

## 3.2 Town of Avon

<b>Priority Development Areas</b>
<b>OPEN LAND WEST OF CENTRAL STREET</b> This area south of Russell Road and Old Pond Street is currently zoned Residential-B and could be developed as additional housing.
<b>UPPER PAGE STREET</b> This area is currently zoned Residential-B and additional housing could be developed in this area.
<b>SOUTHEAST QUADRANT OF THE ROUTE 24 INTERCHANGE</b> This vacant potentially developable area of about 10 acres has great access, as it is adjacent to Route 24. In the past development proposals for the site have included a Pace Outlet store and an outdoor amphitheater.
<b>ROUTE 28 CORRIDOR</b> The Route 28 Corridor is the major north-south route in Avon. Development along the corridor is important, as it could give the town additional revenue and possibly revitalize business in Avon's traditional town center.

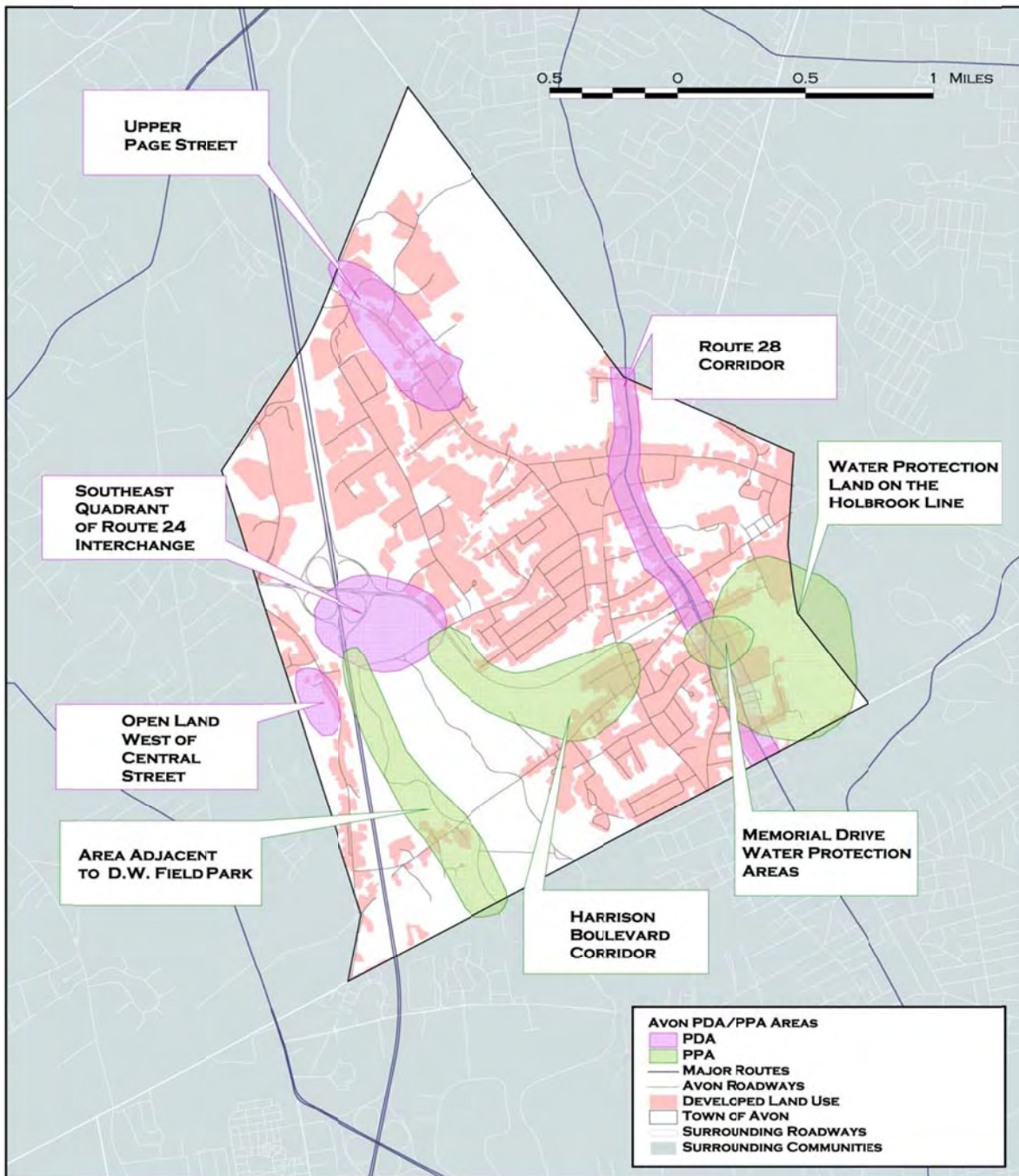
<b>Priority Protection Areas</b>
<b>HARRISON BOULEVARD CORRIDOR</b> This approximately 170 acre area from West Main Street to Pond Street on Harrison Boulevard is considered the town's scenic entrance and the area should be preserved, as development along the boulevard would change its character.
<b>WATER PROTECTION LAND ON THE HOLBROOK TOWN LINE</b> Protection of this land would include the protection of the Trout Brook wells from potentially contaminating uses, particularly on industrial zoned land in Holbrook.
<b>MEMORIAL DRIVE WATER PROTECTION AREA</b> Protection of this land would include the protection of the Trout Brook wells near Memorial Drive from nearby development and potentially contaminating uses.
<b>AREA ADJACENT TO D.W. FILED PARK</b> This area along the western edge of D.W. Filed Park is vital as both a water protection area, as it is in the town's Water Supply Protection District and as a wildlife habitat, as a majority of this area is in an Estimated or Priority Habitat.

# TOWN OF AVON

## PRIORITY DEVELOPMENT AREAS PRIORITY PROTECTION AREAS



FIGURE 3.3



OLD COLONY PLANNING COUNCIL, 70 SCHOOL STREET, BROCKTON, MA 02301  
GIS DATA SOURCES: MASSGIS, MASSDOT, OCPC, TOWN OF AVON

SEPTEMBER, 2010

### 3.3 Town of Bridgewater

#### Priority Development Areas

##### DOWNTOWN BRIDGEWATER

This area has redevelopment opportunities and close proximity to Bridgewater State University and train station. Sites such as the Spring Street parking lot, currently being used for college commuter parking and the industrial buildings on Hale Street are potential candidates for redevelopment. The historic downtown has some available retail/commercial space and enhanced mixed-use and TOD potential could be realized with better pedestrian access, connecting to the nearby college population.

##### ROUTE 104 INTERCHANGE

The Elm Street 43D site is located in Bridgewater, with proposals for a recreation complex and a church already in the works. The Lakeshore Commons mixed use development will include retail, office space and a hotel. Near this site in the town of Raynham is a midsize residential complex. There have been discussions in the past about providing better transit connections to the downtown area.

#### Priority Protection Areas

##### HOCKOMOCK SWAMP ACEC

Areas of Critical Environmental Concern (ACECs) are places in Massachusetts that receive special recognition because of the quality, uniqueness and significance of their natural and cultural resources. These areas are identified and nominated at the community level and reviewed and designated by the Secretary of Environmental Affairs. ACEC designation creates a framework for local and regional stewardship of critical resources and ecosystems.

- Hockomock Swamp (16,950 acres, 1990) Bridgewater, Easton, Norton, Raynham, Taunton, and West Bridgewater.
- Surface Water Resource
- Medium-/High-Yield Aquifer
- Significant 100- and 500-Year Floodplain
- IWPA/Public Water Resources
- Globally Rare Species, Living Waters, Priority, Estimated, BioCore Habitat, Natural Communities of Significance and Certified Vernal Pools
- Significant Historic and Prehistoric Significance
- Scenic Resource and Recreational Resource

##### ELM STREET-BRIDGEWATER

While the higher elevations have fairly intensive development, the area flows into the Hockomock ACEC. This area has many wetlands and expanded protection of these areas will help preserve the integrity of the Hockomock ecosystem.

##### TAUNTON RIVER CORRIDOR

The Taunton River is the longest undammed coastal river in New England, and supports 45 species of fish and many species of shellfish. The watershed is the habitat for 154 types of birds, including 12 rare species. The Taunton River is now designated as a Wild and Scenic River.

- Globally Rare Species, Priority, Estimated, BioCore Habitat, Living Waters and Natural Communities of Significance
- 100- and 500-Year Floodplain
- Historic and Prehistoric Significance (Camp Titicut)
- Scenic Resource and Recreational Resource
- The confluence of the Nemasket River

##### SOUTH BRIDGEWATER/CUMBERLAND FARM LAND/TAUNTON RIVER

Many large, open space parcels are located along the north side of the Taunton River and along the Town River. Acquisitions in this part of Bridgewater would help protect the rivers' water quality and knit together large blocks of high value conservation land.

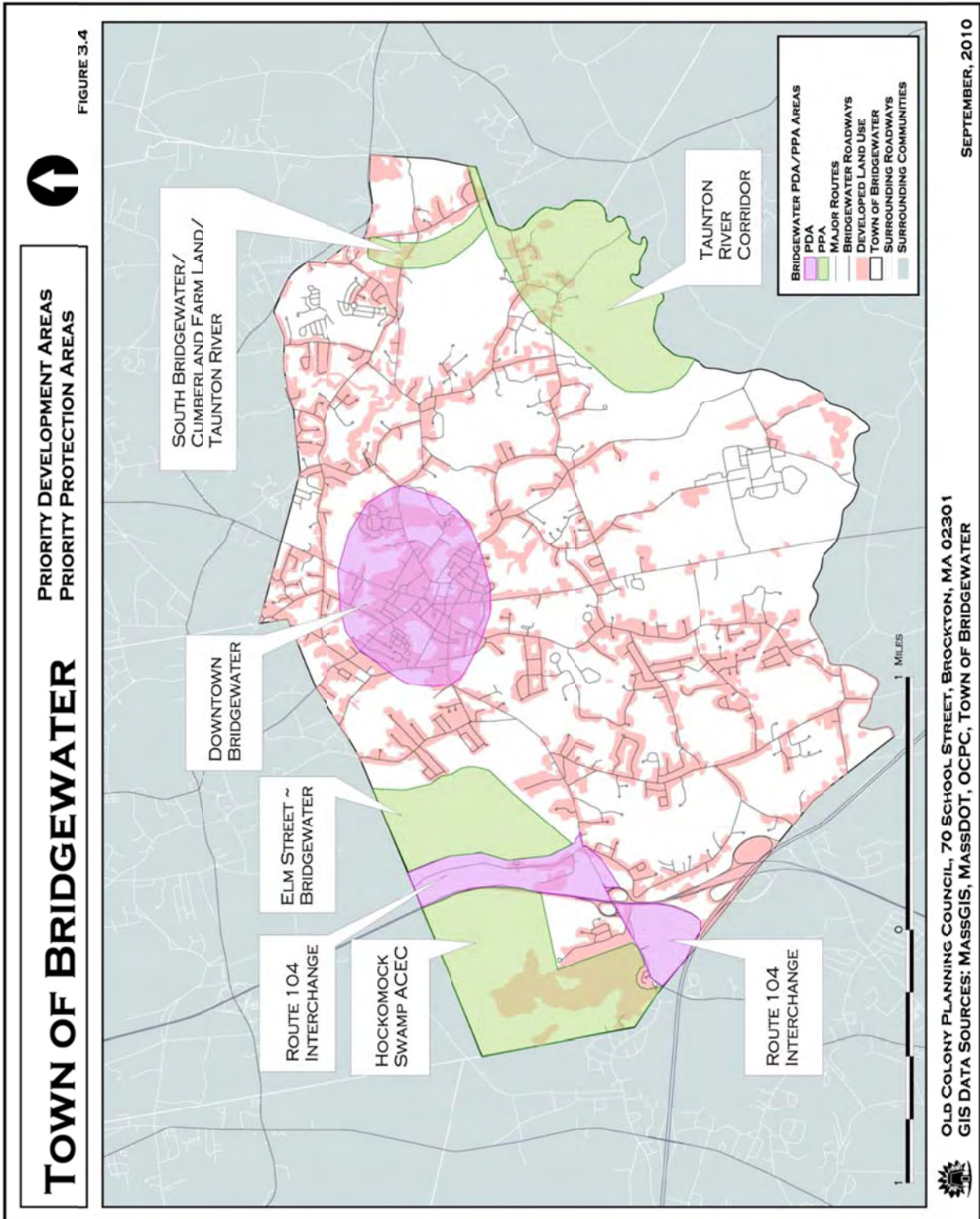


FIGURE 3.4

### 3.4 City of Brockton

<p><b>Priority Development Areas</b></p>
<p><b>FAIRFIELD FARMS CHAPTER 43D SITE</b>  This 21 acre site off of Oak Street is listed as a high priority site for the City of Brockton. It has quick access to Routes 24, 27, 28 and 123. The plant itself has been demolished except for a large freezer building.</p>
<p><b>VACANT LAND ADJACENT TO WALMART ON OAK STREET</b>  It would be in the best interest of the city to encourage the development of this piece of open land and continue to cluster business around Route 24 and Oak Street.</p>
<p><b>CSX INDUSTRIAL PARK</b>  This 33.1 acre vacant rail yard is located adjacent to the Old Colony Rail Line on Elliot Street. Being zoned General Industrial this site could be developed by a manufacturer of goods or a user of raw materials that can be shipped on the rail line.</p>
<p><b>BROCKTON FAIRGROUNDS</b>  This land has been vacant for the past century, as it hosts the annual Brockton Fair for two weeks in late June and early July as well as other miscellaneous events throughout the year. This area could be developed for a more intensive use as it has great access, as it is located on Route 123 and is only one mile from the Route 24.</p>
<p><b>VETERANS ADMINISTRATION MEDICAL CENTER</b>  This land is currently owned by the federal government, which operates a Veterans Administration Hospital on the site, but much of the campus is open. The Veterans Administration has no short-term plans on abandoning the site, so development plans for this property are in a holding pattern.</p>
<p><b>FORMER THOM MCCANN SITE ON CAMPANELLI INDUSTRIAL DRIVE</b>  This 18 acre site includes a 334,800 square foot distribution building and is centrally located near Route 24 and the Westgate Mall.</p>
<p><b>THE FORMER CORCORAN BUILDING ON MONTELLO STREET</b>  The existing site has multiple buildings on multiple private parcels, and is located directly next to the Old Colony Rail Line and is zoned for General Business. The site is also zoned as a 40R TOD site.</p>
<p><b>FORMER BARGAINEER SITE NORTH OF EAST BATTLES STREET</b>  This vacant rail yard is located directly next to the Old Colony Rail Line. Being zoned General Industrial it could be developed as a manufacturer of goods or user of raw materials that can be shipped by rail line.</p>
<p><b>COWEESSETT BROOK AREA</b>  This area is shared by three communities-Brockton, Easton and West Bridgewater and is adjacent to Route 24 and other light industrial activity. It would be in the best interest of the three communities to continue to cluster this type of development in their respective corners and not encourage development in other areas of open space.</p>

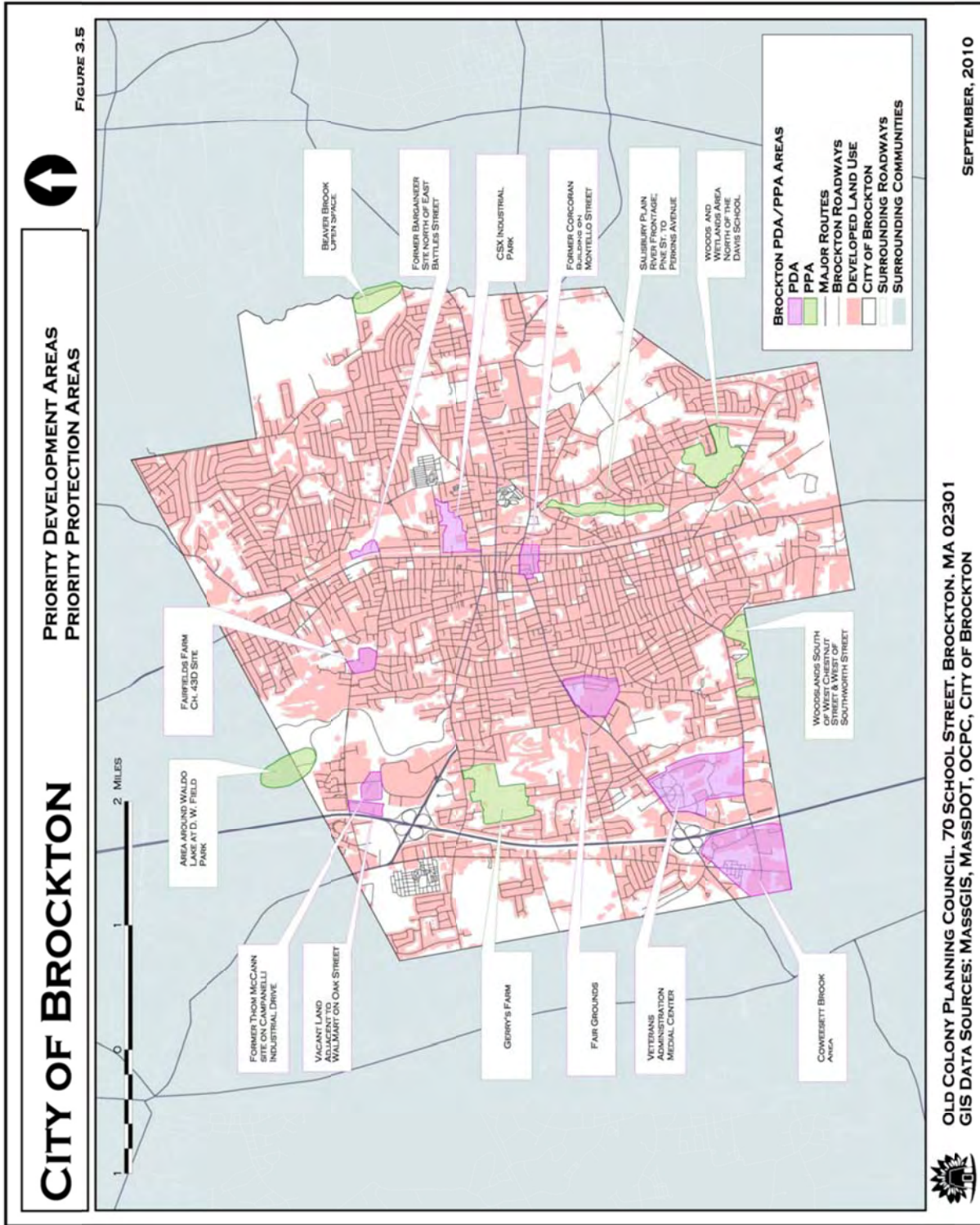
<p><b>Priority Protection Areas</b></p>
<p><b>AREA AROUND WALDO LAKE AT D.W. FIELD PARK</b>  The west side of the lake is suggested as a swimming area in the Avon Open Space Plan. This area would replace the popular area reportedly lost to the sedimentation of Ellis Brett Pond from upstream construction.</p>
<p><b>BEAVER BROOK OPEN SPACE CORRIDOR</b>  There exists a possibility of filling the gap between the Beaver Brook Reservation and the Washburn Meadow to create a continuous area of open space.</p>
<p><b>SALISBURY PLAIN RIVER FRONTAGE;PINE STREET TO PERKINS AVENUE</b>  This piece of private property on Pine Avenue near the northern end of North Leyden Street, which is mostly wetland, has been identified as a possible acquisition for the city by the Conservation Commission. The property would conveniently link in with the Salisbury River.</p>
<p><b>WOODS AND WETLAND AREA NORTH OF THE DAVIS SCHOOL</b>  This approximately 40 acre site is mostly wet and has a diverse habitat. This site is noted in the Open Space Plan as being valuable because it is located near the Salisbury River, and could provide further protection to water resources and serve to connect other open space areas in the city.</p>
<p><b>GERRY'S FARM</b>  Gerry's Farm is working agricultural land and is one of the few large open spaces left in Brockton. The land is currently privately owned, but should remain of interest to the city throughout its open space planning and</p>

conservation efforts. The farm extends westward towards Rockland Street and southward to the Thorny Lea Golf Club. It was noted that the operator's family will probably ultimately sell it for development unless protective actions are taken. Prior to changes in use such as development, it may be in the interest of the City to classify the land under the M.G.L. Chapter 61 program, where municipalities have the opportunity to purchase land under a right of first refusal process.

**WOODLANDS SOUTH OF WEST CHESTNUT STREET AND WEST OF SOUTHWORTH STREET**

This wooded area adjacent to a number of Brockton neighborhoods could potentially give residents hiking access to the West Bridgewater State Forest in the south.





**FIGURE 3.5**

**CITY OF BROCKTON**  
**PRIORITY DEVELOPMENT AREAS**  
**PRIORITY PROTECTION AREAS**

OLD COLONY PLANNING COUNCIL, 70 SCHOOL STREET, BROCKTON, MA 02301  
 GIS DATA SOURCES: MASSGIS, MASSDOT, OCPC, CITY OF BROCKTON  
 SEPTEMBER, 2010

### 3.5 Town of East Bridgewater

<b>Priority Development Areas</b>
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<b>FORMER EASTERN STATES STEEL SITE</b>
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This site on Union and Cook Streets has been cleared and cleaned up for limited use. It remains a high priority site for industrial or heavy commercial (rather than retail) use. In addition to the 4.22 acre site, there is a 1.15 acre parcel bridge to the west on the railroad right-of-way.
---

<b>FORMER SHAW'S DISTRIBUTION CENTER</b>
--

The former Shaw's Supermarket distribution complex is a large complex, as the main parcel accommodating the building is listed as 37.66 acres, while the surrounding vacant land totals 129 acres. Railway access to the site also gives this property considerable potential.
--

<b>HIGHLAND STREET/HARTE HANKS INDUSTRIAL AREA</b>
--

Since the creation of the Compass Southeast Medical Center on Bedford Street much of this site is committed. However, there is still some land immediately behind the two facilities. To the north, the long-proposed Highland Industrial Park was originally listed as 16.78 acres, but with a proposed extension into 45.98 land-locked acres, it would increase for a total of perhaps 62.76 acres. It does however, has serious septic limitations according to town officials.
---

<b>Priority Protection Areas</b>
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<b>STANDISH SPORTSMAN'S CLUB LAND</b>
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The Standish Sportsman's Club maintains the wooded swamp wildlife habitat between Union and Central Streets, and is always looking to acquire adjacent property when available.
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<b>NORTHWEST SECTION OF ROBBINS POND</b>
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Part of this area is used as a private commercial beach, but if it could be combined with adjacent town owned land, it would create permanent public access to the pond. In the interim residents will continue to have to rely on informal access directly off of Pond Street.
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<b>OSCEOLA ISLAND ON ROBBINS POND</b>
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This small island on Robbins Pond is a popular swimming destination and informal recreation area and it would be in the community's best interest to protect it as public land.
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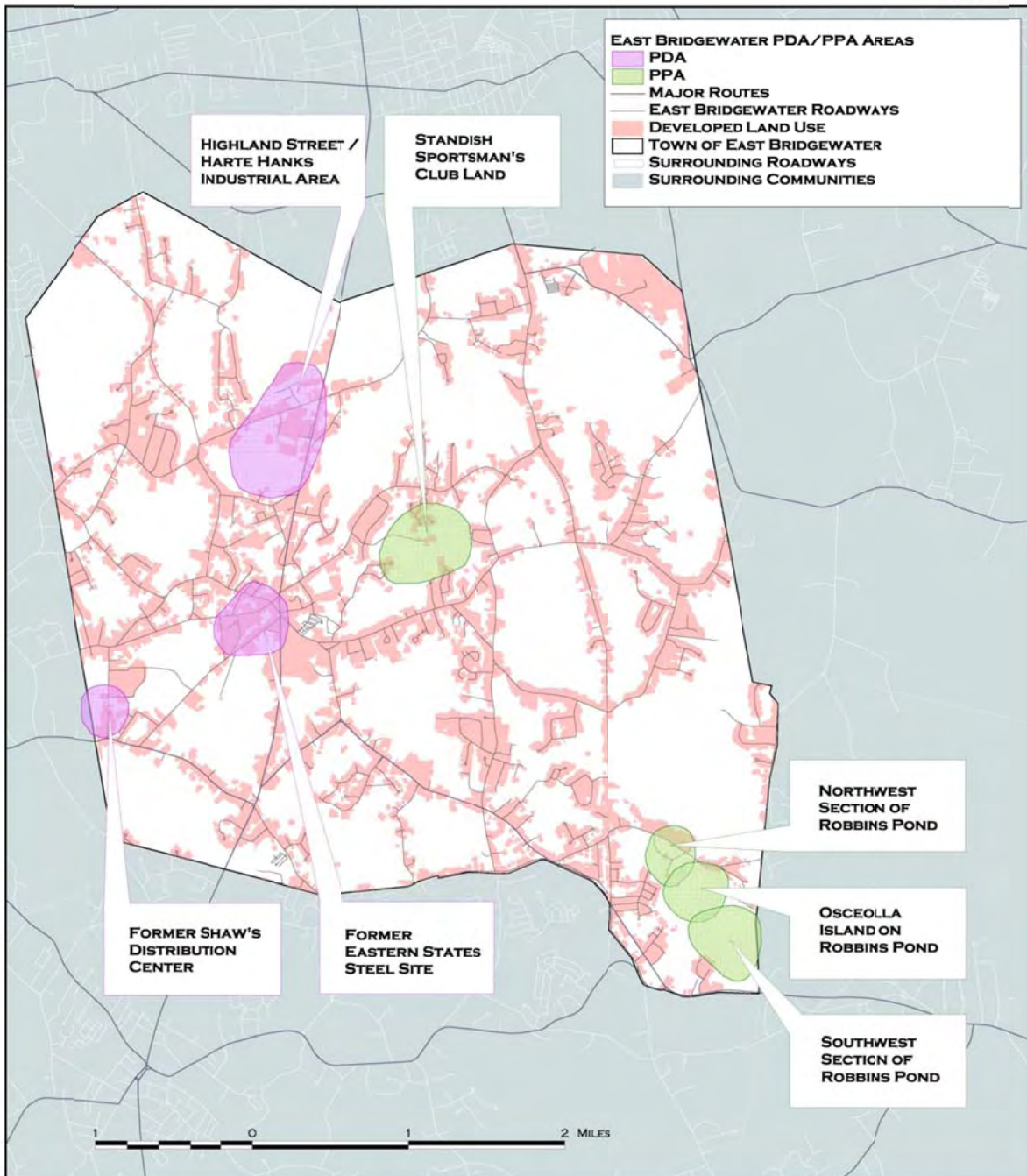
<b>SOUTHWEST SECTION OF ROBBINS POND</b>
--

The southwestern part of Robbins Pond serves as a woodland buffer between two neighborhoods adjacent to the pond. Also the nearby isthmus between Robbins Pond and South Pond has potential for inclusion in a scenic trail tying into the South Pond dike.
---

**TOWN OF EAST BRIDGEWATER** PRIORITY DEVELOPMENT AREAS  
PRIORITY PROTECTION AREAS



FIGURE 3.6



OLD COLONY PLANNING COUNCIL, 70 SCHOOL STREET, BROCKTON, MA 02301  
GIS DATA SOURCES: MASSGIS, MASSDOT, OCPC, TOWN OF EAST BRIDGEWATER

SEPTEMBER, 2010

### 3.6 Town of Easton

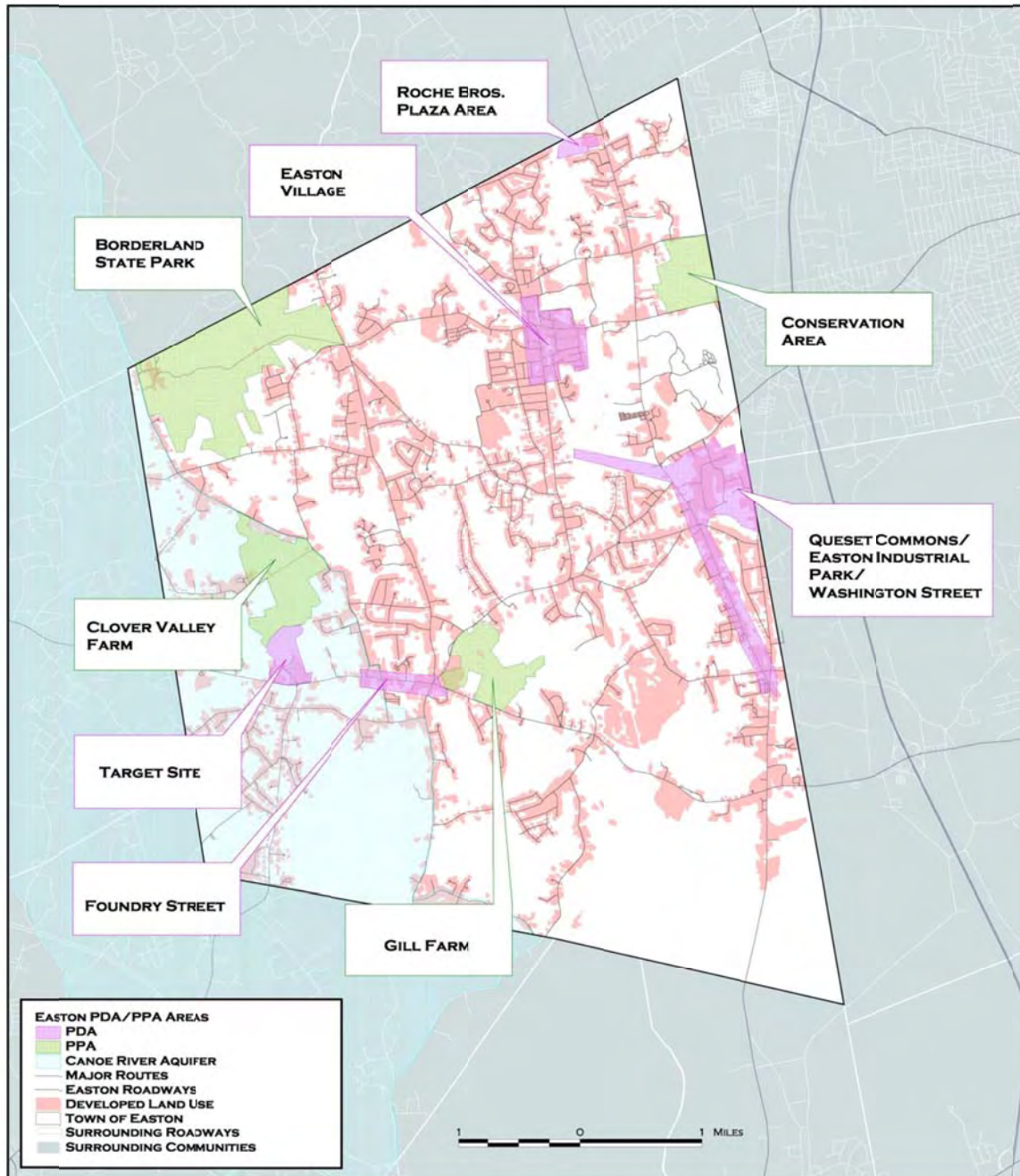
<p><b>Priority Development Areas</b></p>
<p><b>ROCHE BROS. PLAZA</b>            This area in North Easton at the Stoughton border contains a grocery store, retail shops and medical office buildings. A new commuter rail station is proposed for the site, should the Stoughton alignment be selected as the preferred alternative for the South Coast Rail Project, which could bring some potential for TOD.</p>
<p><b>EASTON VILLAGE</b>            This small village center is primarily residential and is home to many historic and architecturally significant properties. A commuter rail station is proposed for the village, should the Stoughton alignment be selected as the preferred alternative for the South Coast Rail Project. The Ames Shovel Shop property is also located here. Opportunities exist for historic preservation and context-sensitive mixed-use developments. This area has a high septic failure rate, and provision of waste water treatment would help to unlock development potential in this area.</p>
<p><b>QUESET COMMONS/EASTON INDUSTRIAL PARK/WASHINGTON ST.</b>            Quset Commons is a mixed-use 40R district. The industrial park has the potential to expand with wastewater service. Washington Street is characterized by primarily low-density commercial development. Redevelopment opportunities exist, especially with access to sewer.</p>
<p><b>FOUNDRY STREET</b>            Foundry Street in Easton has redevelopment opportunities and a 43D priority development site. The area has historic buildings and streetscapes, so context sensitive development should be considered.</p>
<p><b>TARGET SITE</b>            The Target site at Highlands Plaza is currently at capacity, but could support additional development with sewer access.</p>

<p><b>Priority Protection Areas</b></p>
<p><b>CANOE RIVER ACEC</b>            Areas of Critical Environmental Concern (ACECs) are places in Massachusetts that receive special recognition because of the quality, uniqueness and significance of their natural and cultural resources. These areas are identified and nominated at the community level and reviewed and designated by the Secretary of Environmental Affairs. ACEC designation creates a framework for local and regional stewardship of critical resources and ecosystems.</p> <ul style="list-style-type: none"> <li>▪ Canoe River Aquifer (17,200 acres, 1991) Easton, Foxborough, Mansfield, Sharon, and Taunton</li> <li>▪ Surface Water Resource</li> <li>▪ Medium-/High-Yield Aquifer</li> <li>▪ Significant 100- and 500-Year Floodplain</li> <li>▪ IWPA/Public Water Resources</li> <li>▪ Globally Rare Species, Living Waters, Priority, Estimated, BioCore Habitat, Natural Communities of Significance and Certified Vernal Pools</li> <li>▪ Significant Historic and Prehistoric Significance</li> <li>▪ Scenic Resource and Recreational Resource</li> </ul>
<p><b>BORDERLAND STATE PARK</b>            This state park, which is part of the Canoe River ACEC, is an active recreational destination with historical importance. It could be expanded through the acquisition of adjacent properties.</p>
<p><b>CONSERVATION AREA</b>            This potential conservation area located south of Elm Street and east of Washington Street has wetlands and streams and is near protected water resource lands owned by the Water Department.</p>
<p><b>GILL FARM</b>            This farm in Easton has value for its conservation, farmland, and historic and cultural resources.</p>
<p><b>CLOVER VALLEY FARM</b>            This farm, also in Easton, has historical and conservation value and is within the Canoe River ACEC.</p>

# TOWN OF EASTON PRIORITY DEVELOPMENT AREAS PRIORITY PROTECTION AREAS



FIGURE 3.7



OLD COLONY PLANNING COUNCIL, 70 SCHOOL STREET, BROCKTON, MA 02301  
GIS DATA SOURCES: MASSGIS, MASSDOT, SRPEDD, OCPC, TOWN OF EASTON

SEPTEMBER, 2010

### 3.7 Town of Halifax

<b>Priority Development Areas</b>
<b>COMMERCIALLY ZONED LAND AROUND ROUTES 58 &amp; 106</b> The intersection of Routes 58 and 106 is located in the center of Halifax and essentially functions as the town's commercial center. The commercial area is anchored by a Walmart and Stop & Shop, both of which have been constructed within the past 15 years. In addition to these two larger stores, there are four retail/commercial plazas with varying degrees of vacancy and several freestanding businesses in the area as well as the Halifax Country Club. This area is zoned "Commercial-Business," which allows most retail, service and office uses as-of-right and requires special permits for wholesaling, automotive uses, drive-through businesses, veterinary uses, light industrial uses, transportation uses, public utility uses and miscellaneous residential dwellings.
<b>HALIFAX INDUSTRIAL PARK</b> The 35.4 acre Halifax Industrial Park is located on Plymouth Street (Route 106) on the East Bridgewater town line. The Park is essentially a peninsula of open upland surrounded on three sides by emergent wetlands, open water and cranberry bogs. The upland is clearly developable and is supported by gas, electric and municipal water utilities. The area is currently occupied by a mix of industrial and retail businesses with Liddell Brothers Traffic Safety Systems equipment company, a hair salon and dance studio all located within the Park.. There are currently two lots within the Park available for development: Lot 6A at 151,200 square feet and Lot 7 at 141,500 square feet.
<b>COMMERCIALLY ZONED LAND NEAR FROMER LANDFILL</b> This 46.8 acre area is located just south of the former landfill between housing in the Highland Woods subdivision off of Thompson Street, powerlines, the aforementioned closed landfill and the Bridgewater town line. About 30% of this area is mapped as wooded swamp, but the rest is shown as wooded uplands. To fully develop the potential of this space, the area would require appropriate access. A possible solution would be a potential access road along the alignment of the powerline from Route 106 or Thompson Street.
<b>FORMER HALIFAX GARDEN COMPANY SITE</b> This site off of Route 36 is adjacent to the Halifax MBTA commuter rail station. In the past the Halifax Board of Selectmen has encouraged thoughts by the owner of the site to develop a 40R (Smart Growth Zoning and Housing Production) Project at the site. A 40R project would create a special zoning district that allows for as-of-right higher density residential development. This is a feasible concept, as the MBTA has stated that they do not expect to use this site to expand commuter rail lot parking.

<b>Priority Protection Areas</b>
<b>FRANKLIN STREET MARSH &amp; WET MEADOWS</b> An estimated 214 acres of open wetlands exists between Franklin Street in Halifax and Monponsett Street/Palmer Road on the Plympton town line. These former wooded swamp lands that were cleared for cornfields are nearly treeless and provide a varied open field habitat and an open scenic view rarely seen in Southeastern Massachusetts. The current plans for this site include the conversion of croplands to cranberry production.
<b>WOOD STREET WET MEADOWS</b> This is an area of extensive wetlands (about 530 acres) that offers a dramatic scenic view, which was formerly used as a munitions testing area. Current uses include a cornfield and use by a model airplane club. Plans are currently underway to develop this site into a solar farm.
<b>FURNACE POND</b> The 12.5 acre Furnace Pond at the junction of Elm and Furnace Streets is owned by the Massachusetts Department of Fisheries and Wildlife. Although it is small in size, it is an important key in the linking of the Monponsett Pond, Stump Brook and Robbins Pond chain of streams, wetlands and ponds.
<b>HALIFAX COUNTRY CLUB</b> The approximately 110 acre country club is a well-established entity which has developed a strip of housing along its northwest corner. The soils are mapped with few development constraints except for some septic limitations in the northeast corner of the course. The Agriculture-Residentially zoned club is a major recreational and visual asset for the community.
<b>PETERSON'S SWAMP</b> This 247 acre state holding is in the form of a figure eight configuration and is owned and managed by the Massachusetts Department of Environmental Management and Division of Fisheries and Wildlife. It is a low-

wooded swamp that is currently used as a wildlife preserve.

**STUMP BROOK WILDLIFE SANCTUARY**

The Stump Brook Wildlife Sanctuary is owned by the Massachusetts Audubon Society and is located along the Stump Brook within the Great Cedar Swamp. This sanctuary serves as a vital piece in the linkage of multiple preservation areas within the Great Cedar Swamp.

**BURRAGE POND WILDLIFE MANAGEMENT AREA**

The Burrage Pond Wildlife Management Area (BPWMA) is a massive 1,625 acre state holding that stretches between both Halifax and Hanson. The BPWMA is owned and managed by the Mass. Department of Fish and Wildlife.

As part of the Great Cedar Swamp the BPWMA consists of swampland, woodlands, former cranberry bogs and a number of small streams. Recreation activities include hunting, fishing, birdwatching and hiking. The BPWMA is a critical parcel of open space in Halifax, as when it is combined with the Stump Brook Sanctuary, it creates the largest area of protected open space in town.

**HALIFAX HISTORIC DISTRICT**

The approximately 170 acre Halifax Historic District includes the northernmost sections of Thompson Street and South Street extending along Plymouth Street to Country Club Drive. This area is essentially Halifax's civic center, as it includes the town hall, elementary school, police station, library, the Halifax Congregational Church, historic Pope's Tavern, the Brockton Store as well as some of the town's oldest homes.

It should be noted that while the easternmost and westernmost sections of the District are zoned Commercial-Business, the central portion is zoned Residential and that a certified vernal pool is mapped just north of Plymouth Street.

As this area is already largely developed, little future development is expected, but public acquisition or other forms of protection of the remaining buildable land would further protect these cultural and historic resources.

**LYONVILLE HISTORIC DISTRICT**

The approximately 24 acre Lyonville Historic District is primarily developed as low-density housing with some vestigial commercial buildings. Although little further development is expected in this area, public acquisition or other forms of protection of the remaining buildable land would further protect this historic area.

**WINNETUXET RIVER LANDS NORTHEAST OF WOOD STREET**

This estimated 560 acre site includes parts of the Winnetuxet River and the tributary Raven Brook that drains the Great Cedar Swamp. This area also consists of intervening low-lying hardwoods and pines, and further swamp land just west of South Street. The site is also crossed by powerlines which may have trail potential in the future.

It should be noted that this site is zoned Residential, while the nearby *Wood Street Wet Meadows on the Middleboro Town Line PPA* is zoned Industrial. Although this land is less dramatic than the Wood Street Wet Meadows, it has much greater habitat diversity.

This proposed site would extend the Wood Street Wet Meadows and complement the extensive Thompson Street/River Street Wetlands. Together when combined they would protect the natural heart of the community.

**THOMPSON STREET/RIVER STREET WETLANDS**

This estimated 995 acre area includes the lower Winnetuxet River, swaths of wooded swamp, low-lying areas of mixed pines and hardwoods and extensive active cranberry bogs to the north. This site is bordered by housing along much of the surrounding roadways and by the Halifax Historic District along Plymouth Street to the north.

This area includes the 153 acre Striar Conservancy land east of Thompson Street along the river and also the 68 acre Randall-Hilliard Reserve to the south. The Striar Conservancy is owned by the Wildlands Trust of Southeastern Massachusetts (WTSEM), while the Randall-Hilliard land is owned by the town, but both are managed by the WTSEM.

**SOUTH POND**

The reservoir and wetlands area located north of Route 106 is adjacent to the Halifax Industrial Park and is identified in the 2002 Master Plan as "land with related scenic water and wildlife value." It is downstream of the town's Elm Street/Stump Brook land, the Wildlands Trust of Southeastern Massachusetts Elm Street Wildlands Preserve and Furnace Pond. Protection could involve safeguarding the remaining views from Route 106 and the

site's habitat value, and possibly opportunities to manage the water level of the pond, which remains consistent with the rights and needs of affected cranberry growers.

**NESARELLA'S FARM ON THE SOUTHERN END OF HEMLOCK ISLAND**

This approximately 80 acre truck farm occupies the southern half of Hemlock Island and is located just south and east of the Audubon Society's Stump Brook Sanctuary. Though surrounded by wetlands, flood plains and cranberry bogs, it is mapped in the Master Plan as septicallly-limited, meaning that it is potentially developable to perhaps 75% of the one unit/40,000 sq. ft. allowed as of right. It is zoned Agriculture-Residential while the surrounding land is in the more protective Conservancy District, which requires a special permit for housing. This land is under Chapter 61A protection, which gives the town the first right of refusal before a change in use or sale of the land. The acquisition of this property should be a priority by either the Town of Halifax or the Audubon Society.

**ACQUIRE/CREATE A LAKE STREET/STETSON BROOK PARK CONSERVATION AREA**

This area just past the Lake Street neighborhood would connect the northeast corner of Monponsett Pond to Stetson Brook. Although this area would provide pond access to people not living on waterfront lots, it is important to keep in mind that the undeveloped land is predominantly a wetland resource area and any type of development would be limited.

**LAND EXTENDING THE WILDLANDS TRUST OF SOUTHEASTERN MASS. LAND TO PINE WOODS**

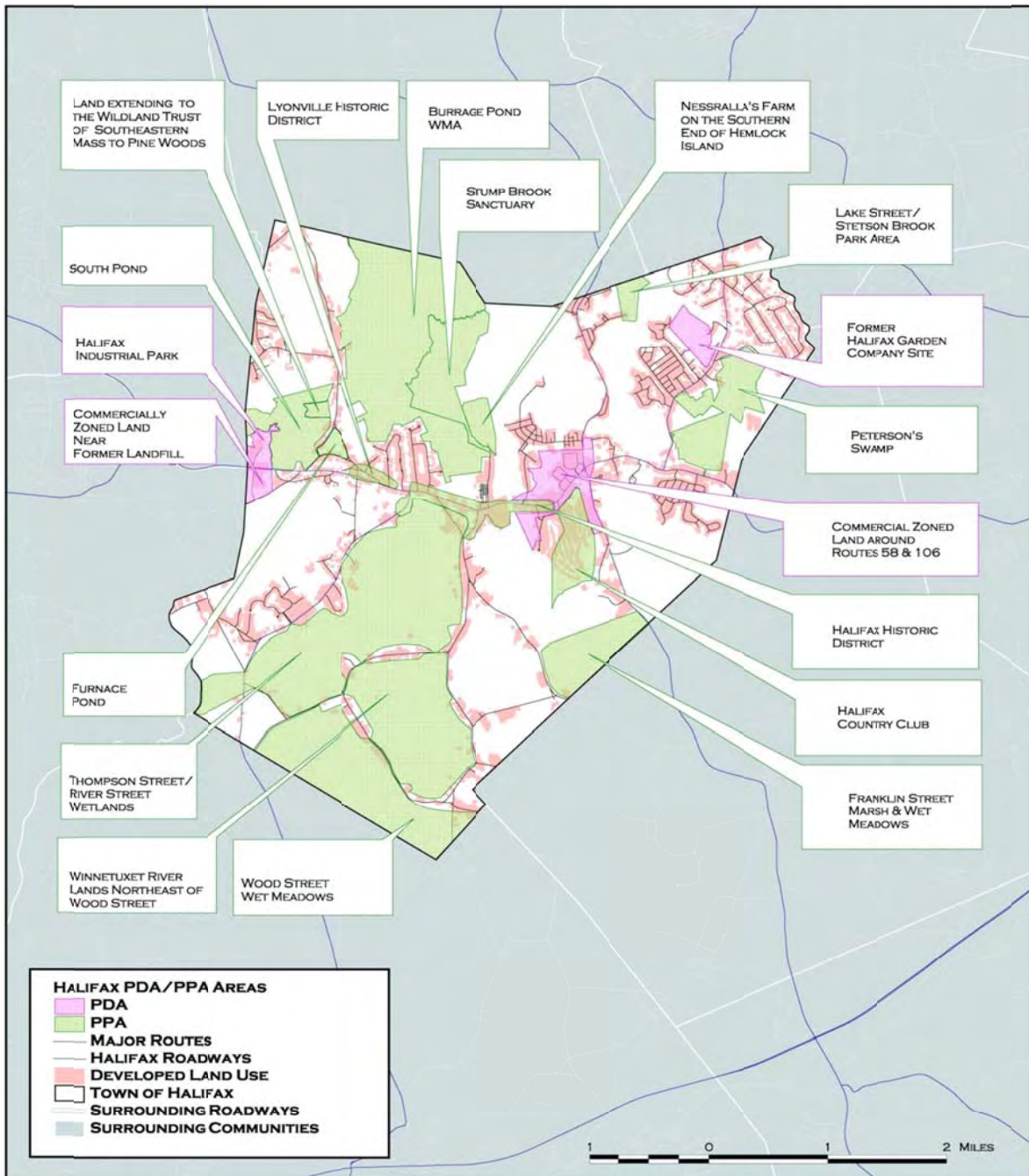
This approximately four acre site fills a gap in scenic protected land. The Halifax Master Plan recommends "working with the Wildlands Trust of Southeastern Massachusetts to expand its Elm Street property to include the adjacent pine covered Chapter 61A land sloping to the open water."



# TOWN OF HALIFAX PRIORITY DEVELOPMENT AREAS PRIORITY PROTECTION AREAS



FIGURE 3.8



OLD COLONY PLANNING COUNCIL, 70 SCHOOL STREET, BROCKTON, MA 02301  
GIS DATA SOURCES: MASSGIS, MASSDOT, OCPC, TOWN OF HALIFAX

SEPTEMBER, 2010

### 3.8 Town of Hanson

<p><b>Priority Development Areas</b></p>
<p><b>SOUTH HANSON STATION AREA</b></p> <p>The South Hanson Station area is located on Main Street (Route 27) adjacent to the Hanson MBTA Commuter Rail Station. The area was the former home of the Ocean Spray Cranberry cooperative. In the years following the restoration of the Old Colony Commuter Line, the area has seen some new businesses locate to the area, but the town hopes to restore South Hanson’s prominence by building on the potential offered by the restored rail service, potentially reusable buildings and the surrounding developable land. In recent years, there has also been an effort to develop the area as a Transit-Oriented Development (TOD) site to assist in bringing additional housing and commercial activity to the area.</p>
<p><b>HANSON COMMERCE CENTER</b></p> <p>The 34 acre Hanson Commerce Center is an industrial park that is largely developed and is used for industrial manufacturing, distribution and storage activities. The uses of the Center are slightly limited however, by zoning regulations that protect the town’s Crystal Springs well field at the southern end of the park (far from any potentially contaminating issues.) Access to the Commerce Center has been much improved by the reconstruction of the nearby West Washington Street (Route 14) and Franklin Street (Route 27) intersection, which was funded through the Old Colony Transportation Improvement Program (TIP).</p>
<p><b>STATION STREET INDUSTRIAL PARK</b></p> <p>The approximately 39 acre Station Street Industrial Park is located just north of the Hanson Commuter Rail Station and Route 27. Current tenants of the industrial park include light manufacturing and industrial firms. Additional opportunities exist within the industrial park for infill as well as the possible expansion of the current tenants.</p>
<p><b>FORMER PLYMOUTH COUNTY HOSPITAL</b></p> <p>The former Plymouth County Hospital sits on a 56 acre town-owned site in the heart of Hanson. The hospital has been abandoned since it was closed in 1992. In 1999, the town bought the property from Plymouth County, in the hopes of attracting a developer to build elderly housing on the site. Although there have been a few redevelopment proposals since the town has purchased the land, nothing yet has come to fruition. Since the hospital has been closed, it has been subject to vandalism as well as a fire that left many of the original structures severely damaged.</p>
<p><b>ROUTE 58 AT THE HALIFAX TOWN LINE</b></p> <p>This area is located on Monponsett Street (Route 58) just south of the railroad tracks to the Halifax Town Line. The area has an existing mix of single family residences, commercial, retail and other business uses. Additional opportunities exist for infill within this area.</p>
<p><b>LIBERTY STREET (ROUTE 58)</b></p> <p>The Liberty Street portion of Route 58 that is zoned “Business,” contains a number of businesses in Hanson. The upper part of Liberty Street is a mix of small businesses and residences, but further south on Liberty Street is the major retail/town center of Hanson. This area contains a large commercial plaza anchored by a Shaw’s Supermarket, as well as a CVS, Dunkin Donuts, gas station and a number of other business establishments.</p>
<p><b>INTERSECTION OF ROUTES 27 &amp; 58</b></p> <p>The intersection of Main Street (Route 27) and Indian Head Street/Monponsett Street (Route 58) is a high traffic area that houses a gas station, carpet gallery, convenience store as well as few restaurants. Further development potential exists in this area for additional retail and commercial establishments.</p>
<p><b>BRYANTVILLE BUSINESS AREA</b></p> <p>The Bryantville area is represented by a small segment of Route 27 at the Hanson and Pembroke town line and has a few small business establishments, including a gas station, pizza shop and karate studio. The town has identified this area for continued business development and infill opportunities.</p>
<p><b>INDUSTRIAL ZONED LAND ON ROUTE 27 NEAR THE EAST BRIDGEWATER TOWN LINE</b></p> <p>This part of Route 27 in the southwestern corner of Hanson is currently a mix of industrial and residential activity. This section of Route 27 has been identified for increased commercial and industrial development.</p>
<p><b>INDUSTRIAL ZONED LAND SOUTH OF THE RAILROAD TRACKS</b></p> <p>This strip of industrially zoned land is situated adjacent to the railroad and north of both the Burrage Pond Wildlife Management Area and Great Cedar Swamp. The land is currently undeveloped and is a mix of swampland and forest, and as a result there may be limitations on the types of developments there are in this area.</p>

## **Priority Protection Areas**

### **ELM STREET BOGS AND FOREST**

This 125 acre area consists of cranberry bogs and managed upland forest between Burrage Pond and Elm Street. This area is part of a larger 250 acre holding that brackets the Hanson/Halifax town line. This site includes the southern end of the Indian Crossway trail that runs southwest through the bogs from Cooker Place off of Route 27. The site also abuts the Burrage Pond Wildlife Management Area to the east and almost connects with the town's Smith-Nawazeleki Conservation area that abuts the Poor Meadow Brook in the southwestern part of town.

### **LAND AROUND INDIAN HEAD POND**

This area consists of approximately 102 acres of bogs and upland that is situated just south of Camp Kiwanee, north of Indian Head Pond, and close to the Pembroke Town Forest. The acquisition of this land would protect both the Camp and the Pond from nearby development. The upland area could be held as open space and for resource protection purposes, with the bogs leased to private growers as market conditions allow.

### **AREA NORTH OF THE BURRAGE POND WILDLIFE MGMT. AREA**

The acquisition of this estimated 40 acre site would complete an area of protected public holdings that contain a significant wetland and wildlife area. Development is unlikely except on the uplands at the eastern and western ends of the site.

### **RESTORED WAMPATUCK BOGS**

A major agricultural and scenic resource, the previously inactive Wampatuck Bogs are now being restored and returned to production. The estimated 220 acres of bogs and bog reservoirs run from Route 27 to Indian Head Brook, and west to the former Plymouth County Hospital off of High Street. Although the town was unable to purchase this site when it became available a few years ago, there is still value to protecting the land.

### **AREA NEAR FORMER COUNTY HOSPITAL & WAMPATUCK POND**

This area contains two mapped parcels, at an estimated 4 acres, which could offer a connection between the former Plymouth County Hospital and the Fern Hill Cemetery between High Street and Wampatuck Pond. It may be possible to obtain pond-side easements along the back of the lots connecting the former hospital and cemetery.

### **RAINBOW CAMP HOLDINGS**

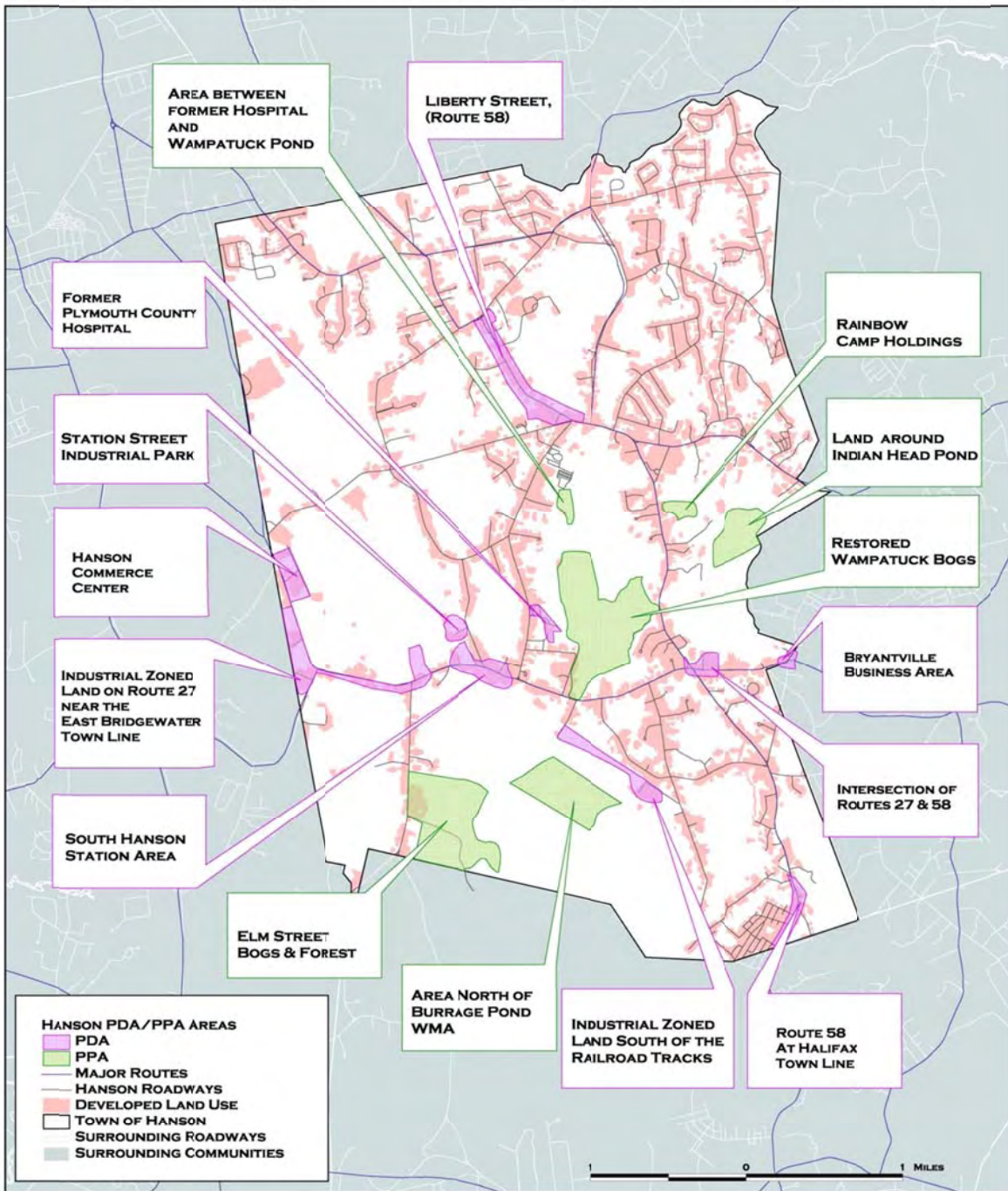
The acquisition of this 18 acre camp prior to any possible change in ownership or use would protect the southwest shore of Maquan Pond and existing town open space resources. When combined with Camp Kiwanee, it would protect about half of Maquan Pond's frontage.

# TOWN OF HANSON

## PRIORITY DEVELOPMENT AREAS PRIORITY PROTECTION AREAS



FIGURE 3.9



Old Colony Planning Council, 70 School Street, Brockton, MA 02301

GIS DATA SOURCES: MASSGIS, MASSDOT, OCPC, TOWN OF HANSON

SEPTEMBER, 2010

### 3.9 Town of Kingston

#### Priority Development Areas

##### **BASSETT BROOK PARK**

The Bassett Brook Park is located in the northern part of Kingston just off of Route 53 near the Duxbury town line. The Park currently houses a self-storage facility, a health and fitness facility as well as lumber yard and construction company. The Park has great access as it is located on the well-travelled Route 53 and is also located near the Exit 10 Interchange off of Route 3. As of July 2010, there are only six acres at this site available for development.

##### **COMMERCIALLY ZONED LAND FROM THE DUXBURY TOWN LINE TO BREWSTER ROAD**

This area is located on Summer Street (Route 53) from Brewster Road to the Duxbury town line. This area is the site of three major retail/commercial plazas in Kingston including Kingsbury Plaza, RK Crossing and the Summerhill Plaza. Between these three shopping plazas, there are two supermarkets, and a variety of other small, medium and larger sized businesses. The area also benefits from great highway access, as it is minutes from Route 3.

##### **TOWN CENTER AROUND EVERGREEN STREET & SUMMER STREET**

This area is located on Summer Street (Route 3A) from Green Street to Maple Street and encompasses the area around the traditional town center. This very walkable area is made up of restaurants and shops as well as a bank, gas station and a few auto repair facilities. This area is also the only area in Kingston zoned as Town Center. The area is also split by a grade crossing for the MBTA Commuter Rail. There remains room for infill development and areas around the center are also being considered for affordable housing developments.

##### **ROUTE 3A EAST OF ROUTE 3 TO THE PLYMOUTH TOWN LINE**

This area of Main Street (Route 3A) is located east of the Exit 8 interchange off of Route 3 to the Plymouth town line. The area is a mix use of residential, commercial, retail and industrial businesses. There remains room for infill development and areas along this road are being considered for affordable housing developments.

##### **INDEPENDENCE MALL/GALLEN ROAD AREA**

The Independence Mall/Gallen Road area is located near the Exit 8 interchange just off of Route 3. The Independence Mall is a one story structure that covers over 800,000 square feet and features over 80 stores, a 14 screen cinema and a large food court area. With the recent downturn the economy, some stores have closed and there remains retail space available within the Mall. As identified, the site has excellent transportation access, with its close proximity to Route 3 as well as being serviced as a stop on the Liberty Link of the Greater Attleboro Taunton Regional Transit Authority (GATRA).

Also located near the mall on Gallen Drive a Lowe's Home Improvement store and the Sullivan Brothers Auto Mall, which features four auto dealerships which sell both new and used vehicles.

#### Priority Protection Areas

##### **PRATTS POND PARCEL**

This area consists of an 11.8 acre pair of parcels of mixed woodlands that is located at the northern end of Pratt's Pond and adjacent to Camp Nekon. One parcel would provide a permanent open space setting for the Meeting House Road and Pond View Drive neighborhoods. The second parcel to the immediate northeast would fill an in-holding surrounded by Camp Nekon land on three sides. The acquisition/protection of this site would also help protect the natural habitat of the site, as it is in an Estimated & Priority Habitat and has one Certified Vernal Pool just to the south.

##### **MAPLE STREET POND**

This secluded approximately 3.5 acre "L-shaped" site is located adjacent to the town-owned Mill Pond on the Jones River Brook next to Briarwood Court.

##### **MR. LEE'S MILL SITE**

This estimated 19.3 acre former mill site on the Jones River is located north of Grove Street and south of Water Department owned land. The majority of the site is zoned Residential with only the eastern edge located in the Conservancy District. The land is covered with pines and scattered hardwoods and rises toward the east and drops steeply towards the Jones River. The acquisition of this land would increase the town's frontage on the upper part of the Jones River.

**JONES RIVER FRONTAGE ALONG THE RAILROAD TRACKS**

At an estimated 66.7 acres, this long strip of river frontage is located from just west of Route 3 to Howlands Lane at Rocky Nook. The area consists of streamside salt marsh except for three partially wooded portions; one 5.6 acre parcel just south of Route 3, a 3.6 acre parcel in an area south of the curve in Jones River Drive, and 4 acres that runs from the railroad tracks to Howlands Lane.

A majority of the area is zoned within the Conservancy District, except for small pockets of wooded upland which are zoned residential. Additionally, the 15 acre partially wooded easternmost portion is mapped as Chapter 61 land.

**STONEY BROOK PARK AREA**

This estimated 31.6 acre site consists largely of wooded swamp along Halls Brook and Stoney Brook. This site is located between ballfields to the south and west, conservation land to the east, wooded swamp to the west and Blackwater Pond to the north. The preservation or acquisition of this site would give protected frontage on the southeastern end of Blackwater Pond, complementing a long, thin access strip from the western end of the pond to Winthrop Street.

**DUKE’S HOLE**

This approximately 126 acre site is currently used as the Indian Pond Country Club within the Indian Pond Estate development. The site is surrounded by housing to the north and south along Country Club Way and it is currently under Chapter 61B protection.

**CAMP NEKON/ROUTE 44 TO MUDDY POND AND CAMP NORSE**

This extensive area, which is estimated to be around 550 acres, is essentially the whole southern tip of town. This area is remote from the rest of the town and is difficult to provide with public services and is almost entirely in one of several Water Resource Protection Districts in this general area.

The site is generally upland and ranges from rolling land to the east and very rough terrain with pockets of swamp along the western and southern edges. The area is bounded by Sacred Heart High School land to the east, the Whistler Clearing Farm subdivision to the west and the Bavarian Way/Alpine Run subdivision to the south. This site also abuts the extensive Commerce Way commercial complex at the edge of West Plymouth as well as the relative open Camp Norse and nearby bogs in Plymouth.

**INDIAN POND**

This scenic area is an estimated 182 acres and includes an approximately 15.5-acre low-density residential parcel. It is bound by Route 44, Route 80 (Bishops Highway) and developed land to the north. Acquisition of the Plympton portion of the pond is recommended in the current Plympton Open Space Plan, and the acquisition of the residential parcel is indicated as a 5 Year Action Plan Item in the 2001 Kingston Open Space and Recreation Plan. It is one of the town’s few natural ponds (as opposed to man-made impoundments) and is mapped as an Estimated and Priority Habitat.

The pond supports a community very much like a Coastal Plain Pond shore community. It has an outlet which true coastal plain ponds lack, but it supports a NHESP (Natural Heritage & Endangered Species Program) Priority Natural Community type. It is worth protecting the pond’s shoreline for the rare species habitat it provides on and around the pond. The NHESP notes that “For all (that) these species appear to be somewhat common in Massachusetts (for rare species), they are all close to their global centers of distribution, and all their habitats are important for global biodiversity.”

**BOUNDARY STREET**

This approximately 2.7 acre area of woods, salt marsh and shoreline is located on the Plymouth town line, just south of Grays Beach and next to Cordage Park in Plymouth. There are several houses between this site and Grays Beach which may offer an opportunity for a shoreline walkway. Similarly, a connection might also be possible to the proposed Chapter 40R project at Cordage Park.

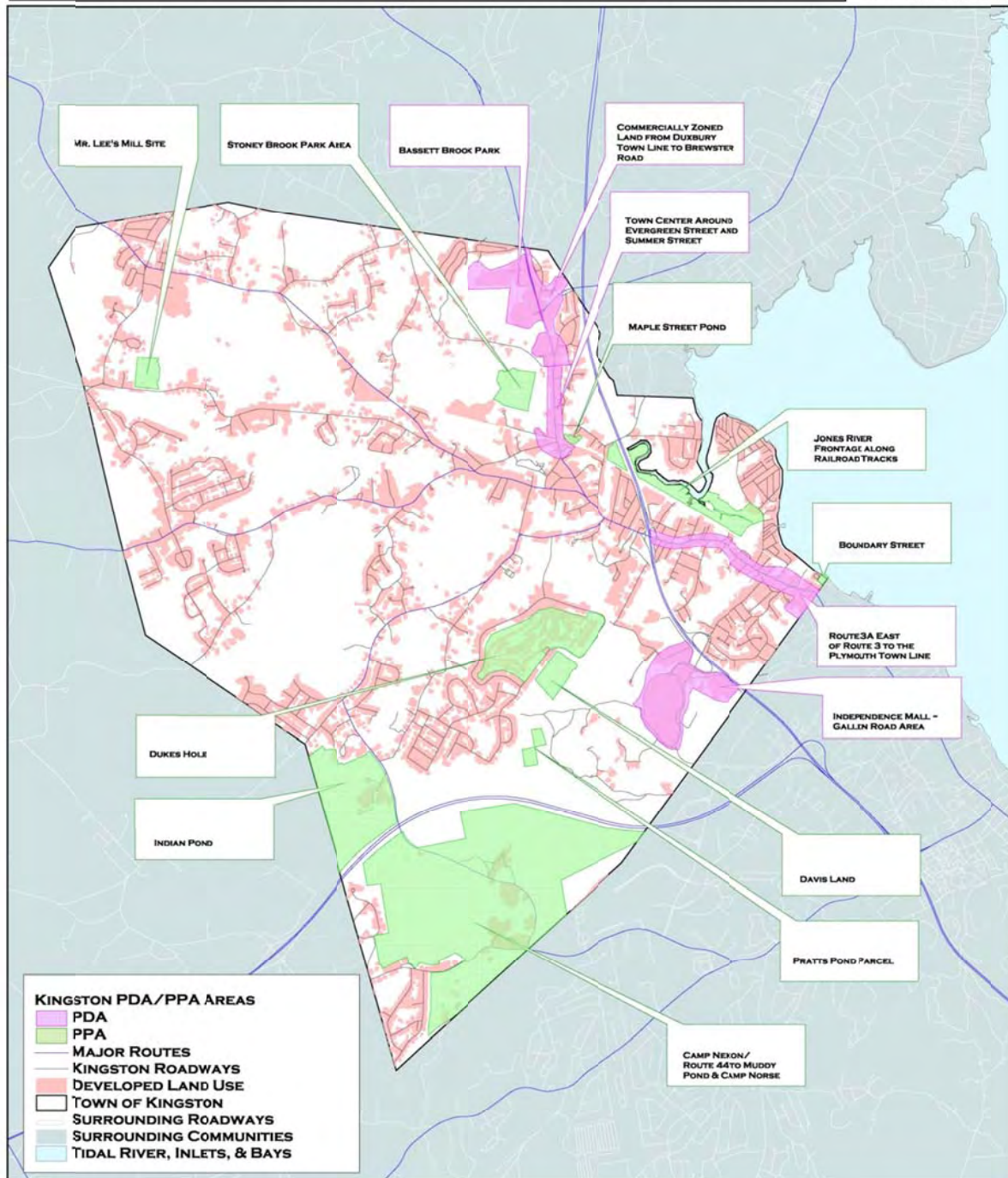
**DAVIS LAND**

This 31 acre site is situated entirely within the Wind Turbine Overlay District that is south of Country Club Way and east of the former Chapter 40R site and the Kingston Commuter Rail Station. The acquisition or protection of this site would add to the proposed northwest/southeast open space corridor, particularly with easements or acquisitions on Country Club Way connecting to the Duke’s Hole site.

# TOWN OF KINGSTON PRIORITY DEVELOPMENT AREAS PRIORITY PROTECTION AREAS



FIGURE 3.10



OLD COLONY PLANNING COUNCIL, 70 SCHOOL STREET, BROCKTON, MA 02301  
GIS DATA SOURCES: MASSGIS, MASSDOT, OCPC, TOWN OF KINGSTON

SEPTEMBER, 2010

### 3.10 Town of Pembroke

<b>Priority Development Areas</b>
<b>MATTAKEESETT STREET (ROUTE 14)</b> This area of Route 14 stretches from Mattakeesett Street at the southern end of Oldham Pond to Grove Street, just before Pembroke Center. The area consists of a mixed-use variety of residences and commercial enterprises adjacent to each other. A few businesses are located around Oldham and Furnace Ponds and there is a large lumber yard and a few auto repair facilities, just north of the ponds.
<b>ROUTES 14/53 FROM BRIGGS CEMETERY TO THE DUXBURY TOWN LINE</b> This area of Washington Street (Routes 14/53) stretches from the Briggs Burial Ground in the north to the Duxbury town line in the south. This corridor is a mixed use of commercial enterprises and residences, including a number of newer townhouse/condominium complexes located just off Washington Street. The northern end of the corridor is also zoned as a historic district. Commercial enterprises along the road include a number of auto repair facilities, industrial buildings and a few retail establishments, including a restaurant, garden center, coffee shop, daycare center and professional offices.
<b>PEMBROKE CENTER</b> Pembroke Center serves as the traditional downtown area for the town of Pembroke. The Center is located from Route 14 at Grove Street to the Town Hall and Route 36 from Mountain Street to the Town Hall. At the northern end of the Center, the town hall, police department and library are located in the Center's Historic District. The southern end of the Center is commercial, anchored by the Pembroke Shopping Plaza. This plaza is currently being redeveloped, and will include a CVS Pharmacy that is currently being constructed. Pembroke's traditional town center has the charm of a traditional New England downtown with modern-day shopping conveniences.
<b>ROUTE 139 CORRIDOR</b> The Route 139 Corridor in town can be divided in to three separate areas. The area from the Hanover town line to Brick Kiln Road has commercial development in the form of three retail/commercial plazas, an auto dealership, and a few other stand alone retail establishments. The area between Brick Kiln Road and Cross Street is a mix of residential and limited commercial development with the presence of the Robinsons Creek wooded area. The area of the corridor around Route 3 is the commercial hub of the town, anchored by the North River Shopping Plaza, which has a Kohl's Department Store and a Super Stop & Shop, as well as a number of other commercial and retail businesses.
<b>INDUSTRIAL AREA NORTH OF ROUTE 139</b> This area is home to the North River Commerce Center which hosts industrial and commercial businesses as well as a number of professional offices.
<b>INDUSTRIAL AREA SOUTH OF ROUTE 139</b> This area is home to two industrial parks, the 96 acre Corporate Park and 118 acre Pembroke Business Park. The industrial parks are located almost adjacent to each other and offer great highway access, as they are both located less than ½ mile from Exit 12 off of Route 3. Further development may be limited in the Pembroke Business Park due to the presence of the Pudding Brook and Huldah Brook that both pass through the area, as well as by the adjacent Alexan Pembroke Woods Chapter 40B housing complex.

<b>Priority Protection Areas</b>
<b>HILL-GUMMERUS FARM</b> This 96.3 acre site, abutting the Town Forest, is north of Birch Street, west of Pine Brook and Upper Chandler Pond and east of the new Crossroads subdivision. It is located largely in wetland wooded swamp and upland forest with cranberry bogs and a cranberry bog reservoir. This varied holding goes a long way to extend the open space belt created by Duxbury's adjacent Upper Chandler Pond Preserve and provides a permanent open space setting for the new Crossroads subdivision and other surrounding neighborhoods. These values led to a 2005 Town Meeting vote to match a private offer to buy this Chapter 61A land, but the sale was not completed due to subsequent unresolved litigation.
<b>CAMP HERITAGE</b> This 29.79 acre site is home to the inactive Camp Heritage, situated on Indian Head Pond. The site can be considered very valuable because of its lakefront access and small beach. The site could also be used for boating and recreation activities for town residents or could be restored as a camp, as there are vacant buildings already



there. The site is also in close proximity to the Shepherd Town Forest, which also adds to the value of this site.

**LAND BETWEEN PLEASANT STREET & TAYLOR STREET AROUND THE RESERVOIR**

The extensively linked Pleasant Street site, Swan Conservation holding and Taylor Street site is approximately 290 acres and includes a scenic pond, a former cranberry bog reservoir, and a range of woodlands and marsh that run along Pudding Brook to within a parcel's depth of Route 53.

These sites nearly connect the eastern edge of Pembroke to the Wildlands Trust of Southeastern Massachusetts' Willow Brook Farm holding along Pudding Brook west of Route 53. The protected lands then go on through the town's Great Cedar Swamp holdings along the Indian Head River almost to the northwest corner of the town and the 201 Dwelley Street Farm. The acquisition of an easement and development of a trail along the intervening few hundred feet of private brookside land from the edge of the Swan Conservation land to Route 53 would connect this chain of major holdings.

**GOULD PROPERTY**

The strategic 49.5 acre Chapter 61B Gould Property abuts Mill Pond, Hockomock Elementary School and Pembroke High School. The site could potentially be used for recreational purposes. The site is a diverse open grassland and upland woodland habitat with pockets of bog that provides a wildland background to the schools, unless used for active recreation. This site also crosses powerlines, which could offer potential trail opportunities.

**201 DWELLEY STREET**

This 118.03 acre Chapter 61A farm abuts both the Rocky Run Brook and Indian Head River.

**LAND AROUND THE NORTH PEMBROKE ELEMENTARY SCHOOL**

This approximately 160 acre site is adjacent to the North Pembroke Elementary School and is nearly surrounded by the circuitous Robinson Creek. The area contains wooded swamp and wooded upland, which could serve as nature trails and permanent open space to the school and nearby neighborhoods. It should be noted that this area includes many lots from the unbuilt Hillvale Road/Creshore Drive subdivision.

**LAND BETWEEN FAIRWOOD DRIVE & FIELDSTONE WAY**

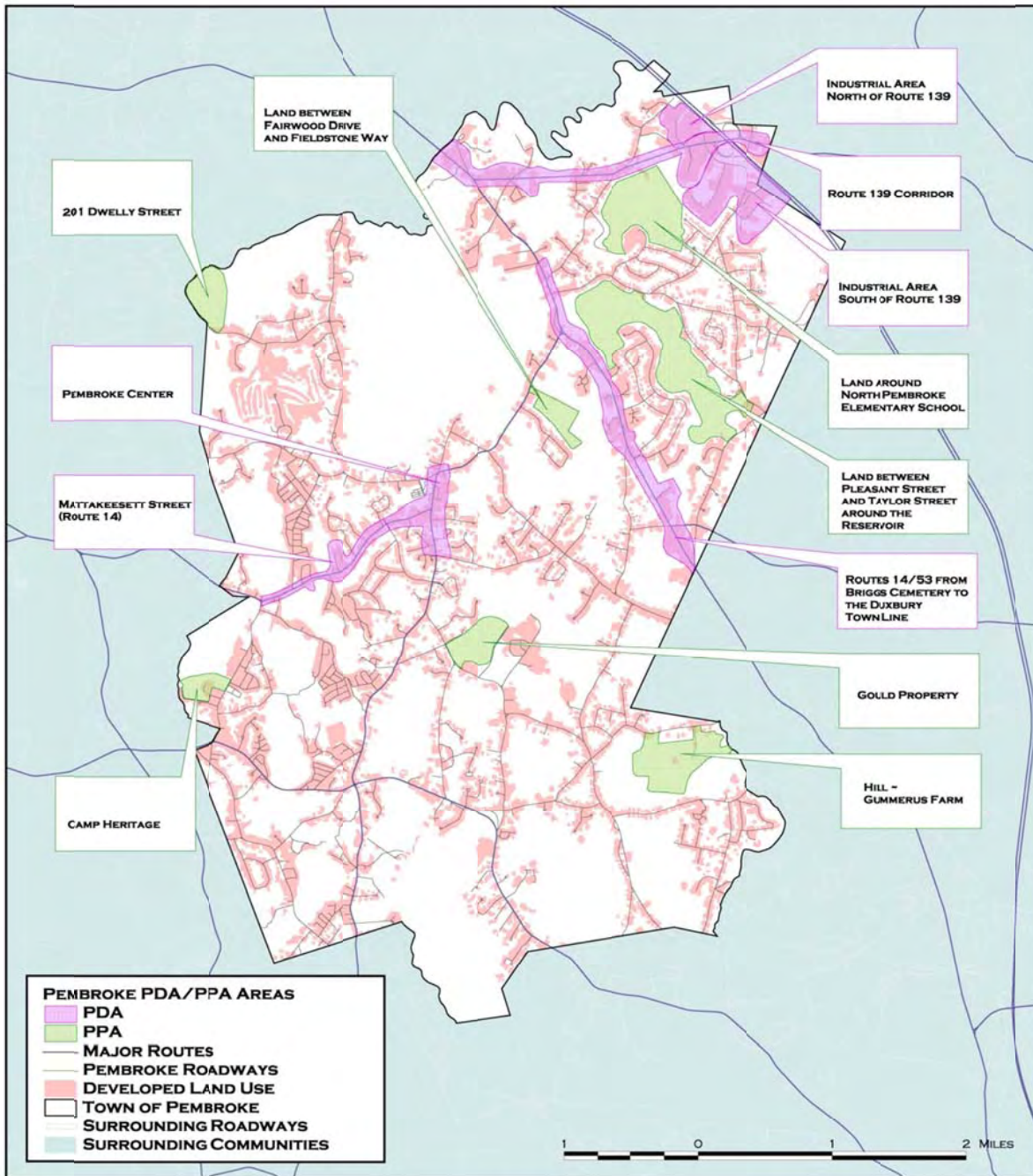
The approximately 89.6 acres situated between the Fairwood Drive subdivision and the Fieldstone Way condominium development could serve as wooded backdrop to these neighborhoods. The acquisition of this site would expand the town's continuous open space system, since the Barker Street frontage is just across from the northern entrance to the Wildlands Trust of Southeastern Massachusetts' Willow Brook Farm. Its acquisition would add more than a half a mile of potential trails to the combined holdings.

# TOWN OF PEMBROKE

## PRIORITY DEVELOPMENT AREAS PRIORITY PROTECTION AREAS



FIGURE 3.11



Old Colony Planning Council, 70 SCHOOL STREET, BROCKTON, MA 02301  
GIS DATA SOURCES: MASSGIS, MASSDOT, OCPC, TOWN OF PEMBROKE

SEPTEMBER, 2010

### 3.11 Town of Plymouth

#### **Priority Development Areas**

##### **CORDAGE PARK**

Cordage Park is home to the former Plymouth Cordage Company, which at one time was the largest rope maker in the world. Since the former rope making company ended operations in the 1960's, a portion of the 45 acre site has been transformed from empty mill space into the Cordage Commerce Center that is home to a variety of restaurants, offices and stores. Institutional uses at the Commerce Center include the Jordan Hospital Rehabilitation Center, Quincy College's Plymouth Campus, and the University of Massachusetts-Boston satellite campus.

Cordage Park's location on Plymouth's waterfront is within walking distance to public transportation, as both the commuter line and GATRA transit service have stops adjacent to the Park. This site is also located close to local highways, as it is minutes from Route 3 and Route 44.

The site is currently a state-designated 40R area and town designated Economic Opportunity Area. When combining the appealing location and conveniences of this site, the current developer is in the process of permitting the remainder of the site into a full lifestyle center that will include 675 residential units and the expansion of the current 54 slip marina.

##### **COLONY PLACE**

The recently constructed Colony Place on Commerce Way is located directly off Route 44 and is minutes from Route 3. At 865,000 square feet it is currently the largest open air lifestyle center in New England. The site is a popular retail establishment with more than 35 retail establishments. Colony Place is made up of two sections, "The Plaza", a collection of larger retail "big box" stores and "The Village," a collection of smaller specialty shops and restaurants.

##### **ROUTE 3 AT EXIT 5 (LONG POND ROAD/OBERY STREET AREA)**

The area north and south of Exit 5 off Route 3 is one of the industrial and commercial hubs of Plymouth. In the area south of Exit 5 on Long Pond Road, there are a number of retail establishments and commercial/retail plazas which are anchored by the recently constructed Shops at Five lifestyle center. The 425,000 square foot facility boasts 19 stores and is the second largest retail complex in Plymouth. Also off of Long Pond Road are two industrial parks, the 110 acre Camelot Industrial Park and the smaller 30 acre Cooks Pond Industrial Park. Both the town's Highway Department and sewage treatment plant are located within the Camelot Industrial Park.

The area north of the Exit 5 on Obery Street has seen a construction boom in recent years with the Plymouth County Courthouse and Plymouth County Registry of Deeds both constructed recently and the new Plymouth North High School being built across the street. Also in this immediate area is Plymouth's only hospital, Jordan Hospital.

##### **DOWNTOWN/WATERFRONT AREA**

The downtown and waterfront area is the main historic and cultural destination in Plymouth as well as the traditional economic center of Plymouth. With world-renowned attractions like Plymouth Rock, Plimoth Plantation and the Mayflower II, more than 500,000 people from around the world come to the waterfront area in Plymouth to explore these attractions each year. Surrounding these historical attractions are a number of hotels, restaurants, shops and boutiques that cater to residents and tourists alike.

##### **AIRPORT INDUSTRIAL PARK**

The 10 acre Airport Industrial Park is located on South Meadow Road and is adjacent to the Plymouth Municipal Airport. The industrial park is zoned Airport Commercial with several small airport related and non-airport related business located there, with possibilities existing for infill development.

##### **"1,000 ACRES" OFF BOURNE ROAD**

The state's finance and development authority, Mass Development has said that approximately one half of the "1,000 Acres" site of town owned land is developable. Large scale development at the site is currently limited due to significant title issues and the need for significant infrastructure improvements. Current development in the area is largely residential at this time. Any development of this area would have to take into account the impacts on the existing residential development in the area.

##### **SAMOSSET STREET COMMERCIAL AREA**

This section of Samoset Street is located directly off Route 3 at Exit 6, west of Route 3 to Pilgrim Hill Road. This

Arterial/Commercial zone of Samoset Street is a heavily commercial area that includes the Pilgrim Hill Marketplace, Shaw's Plaza, Standish Plaza, Tracy Chevrolet/Cadillac and Colonial Ford.
<p><b>WAVERLEY OAKS GOLF COURSE</b></p> <p>This area is currently occupied by the 240 acre Waverly Oaks Golf Course, which is slated to be the site of the proposed Plymouth Rock Studios complex. The Studio which will be a \$400 million project will include 14 sound stages, a 10 acre back lot, a 300 room hotel, a small village center and an education center. The project is currently on hold while the proponents seek construction funding. The area surrounding the golf course is residential and development of this area would have to take into account the impacts on the existing residential development in the area.</p>
<p><b>MANOMET COMMERCIAL AREA</b></p> <p>Plymouth's Manomet neighborhood serves as a commercial area for the far eastern and southern end of the town, and is easy accessible via the well-travelled Route 3A. The economic activity in this commercial area is concentrated along Route 3A between Beaver Dam Road and Manomet Point Road. Included in this area are a supermarket, drug store as well multiple gas stations, banks, restaurants and coffee shops. The area serves as a walkable commercial area for the surrounding residential neighborhoods and is a heavily visited area in the summer months as the nearby White Horse Beach attracts thousands of residents and tourists alike each summer.</p>
<p><b>PLYMOUTH INDUSTRIAL PARK</b></p> <p>At 450 acres the Plymouth Industrial Park is the largest industrial park in Plymouth. There are more than 120 businesses located within the park and include a variety of industrial, retail and professional offices. The park has municipal sewer service and is a town-designated Economic Opportunity Area.</p>
<p><b>PROPOSED RIVER RUN DEVELOPMENT</b></p> <p>The proposed mixed use River Run development in South Plymouth will contain approximately 1,175 homes and up to 900,000 square feet of commercial space on 1,320 acres, with construction taking place over a period of twelve years. In addition, the developer, A.D. Makepeace will put a permanent conservation restriction on approximately 1,600 acres of land that is adjacent to Myles Standish State Forest.</p>

<p><b>Priority Protection Areas</b></p>
<p><b>EASTERN END OF THE PINE HILLS</b></p> <p>This estimated 1,600 acre area is an opportunity to preserve part of the yet undeveloped highest point on the Atlantic seaboard. This area excludes the Entergy property and its protective radius and housing along the northwestern shore. The Plymouth Open Space Plan proposes the central and northern shoreline portions of the site to be utilized as part of the Wishbone trail system.</p>
<p><b>DARBY POND AREA</b></p> <p>This estimated 316 acre area of woodlands, cranberry bogs and two ponds (Darby Pond and Little Clear Pond) contrasts with the suburban development to the south and east. The two ponds are mapped as Estimated and Priority Habitats and are also in a Zone II area. The site also includes the Town's 11.5 acre Darby Pond Well protection area.</p>
<p><b>PINEWOODS LAKE AREA</b></p> <p>This area of approximately 297 acres would limit further suburban development if acquired and provide a major open space and recreation backdrop for the surrounding neighborhoods. The main feature is Pinewood Lake and the 136 acre Pinewood Lodge and Campground. The Lodge's current owners plan to continue to operate the site as a campground and it is currently under Chapter 61B protection. These holdings are a major relief from the suburban tracts, shopping malls and retail/commercial plazas in West Plymouth. They also provide a de-facto safety zone for the runways at the Plymouth Municipal Airport.</p>
<p><b>TOWN FOREST/GREAT SOUTH POND AREA</b></p> <p>At an estimated 1,548 acres this extensive varied area fills the gap between West Plymouth and the pond communities along Federal Furnace Road, Billington Sea, the Little South Pond/Great South Pond/Boot Pond system and the State Forest. All of these areas except for the northernmost part of the site just south of the Billington Sea are in the Nature Conservancy's "Priority Areas for Protection of Pine Barrens, Coastal Plain Ponds and Associated Species." Much of the land west of the Little and Great South Ponds is in a Zone II area for water supply wells. Additionally much of the land around the ponds is mapped as an Estimated and Priority Habitat and approximately two-thirds of the land is under Chapter 61A protection.</p>
<p><b>PINE HILLS PRESERVED LAND</b></p> <p>This estimated 591 acre area consists of steep pine and oak woodlands that slope upward to the top of the Pine</p>

Hills. This area is the undeveloped Pine Hills property east of the Seton Highland and Five Lanterns neighborhoods. The northern portion of the site and part of the eastern-most portion are mapped as Estimated or Priority Habitats. All or most of the undeveloped land is understood to be preserved as open space under the Pinehills Master Plan.

The Plymouth Open Space Plan proposes that the eastern portion of this sit be utilized as part of the Wishbone trail system.

**CHILTONVILLE FIELDS**

This approximately 460 acre area is a uniquely beautiful part of Plymouth and is an iconic scene with mowed fields framed by wooded rail fences and rows of trees, bracketed by Hayden Mill Pond, Howland Pond, Eel River Pond and Forge Pond. Most of the land, except for an area just east of Hayden Mill Pond is mapped as Estimated or Priority Habitat. Most of this open land is under Chapter 61A protection and other conservation restrictions.

**REMAINING PRIVATE PINE BARRENS ON THE VACANT PINE HILLS**

This area of an estimated 995 contiguous acres is the remaining separately owned unbuilt pine barren land west of Route 3A. It abuts the Pinehills preserved land and fills a gap between the northern most portion of the Pine Hills and the preserved privately owned portion of the Pine Hills to the south. The Plymouth Open Space Plan proposes the central ridge portion of this site be utilized as part of the Wishbone trail system.

**CEDARVILLE OPEN SPACE**

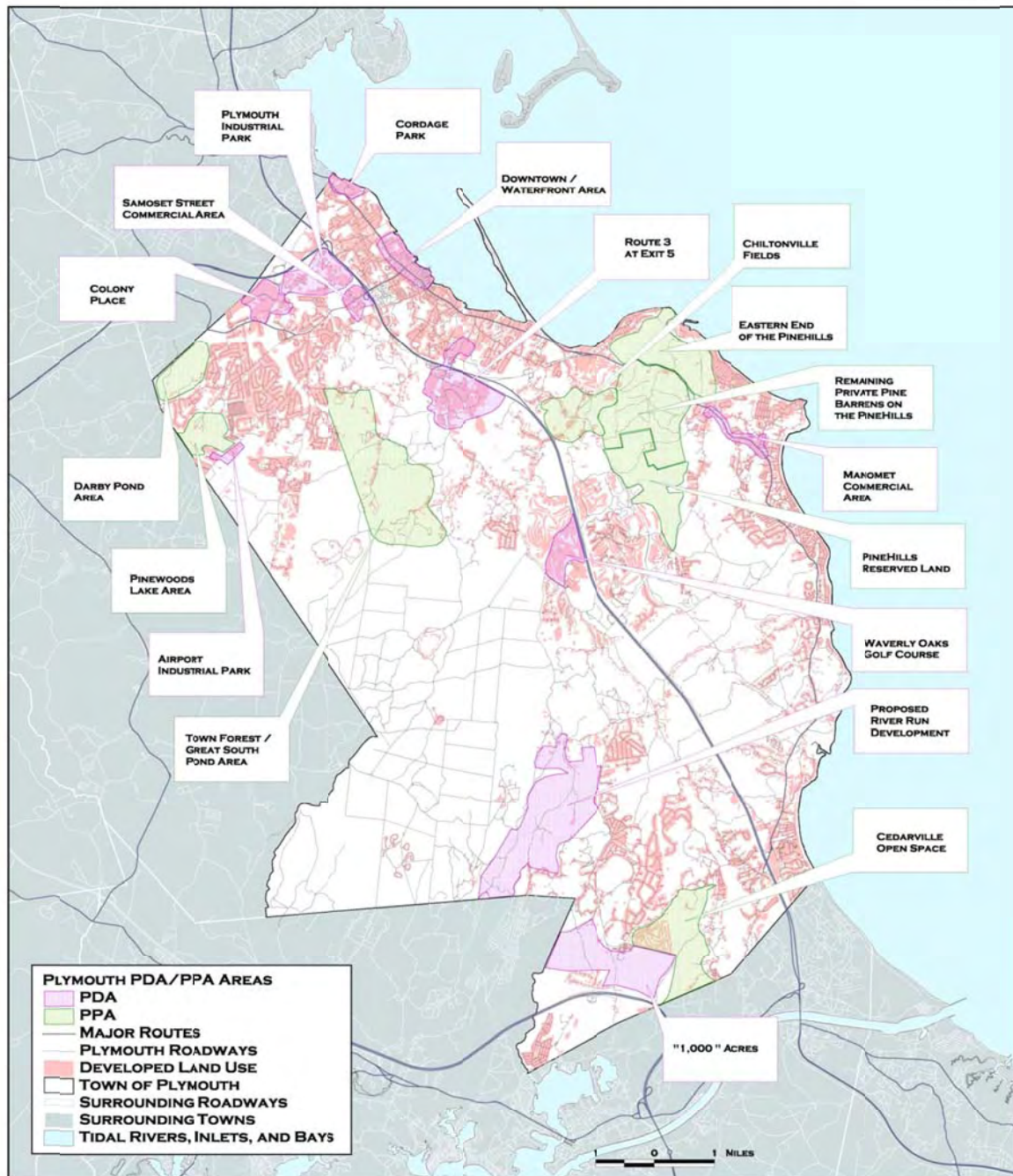
This estimated 800 acre area of very irregular woodlands has only one major pond, Elbow Pond within Camp Massasoit, and also includes the Atlantic Golf Course. This area also abuts the portion of the town’s “1,000 Acre” property that was proposed as a “Priority Habitat and Mitigation Area” under the original Plymouth Rock Studios plan. Most of this site is located within the Great Herring Pond Area of Critical Environmental Concern (ACEC) and the southern portion is mapped as Estimated and Priority Habitat and is in two Zone II well recharge areas.

All but the northern portion of the site around Elbow Pond and the southeastern corner near Great Herring Pond are in the Nature Conservancy’s “Priority Areas for Protection of Pine Barrens, Coastal Plain Ponds and Associated Species.” This holding would provide a permanent open space refuge, balancing the growing commercial and residential development in the Cedarville area and the extensive economic development long-proposed for the “1,000 Acre” development site. This would also be a step towards implementing the goals of the Town’s Cedarville Region Connectivity Plan which includes linking Camp Massasoit with the Elmer Raymond Playground at the end of Long Pond Road.

# TOWN OF PLYMOUTH PRIORITY DEVELOPMENT AREAS PRIORITY PROTECTION AREAS



FIGURE 3.12



OLD COLONY PLANNING COUNCIL, 70 SCHOOL STREET, BROCKTON, MA 02301  
GIS DATA SOURCES: MASSGIS, MASSDOT, OCPC, TOWN OF PLYMOUTH

SEPTEMBER, 2010

## 3.12 Town of Plympton

### Priority Development Areas

#### PLYMPTON BUSINESS PARK

The proposed 130 acre Plympton Business Park will be located on Spring Street in Plympton and have direct frontage on Route 44 and be accessible from Route 44 via an interchange with Spring Street. The site also abuts a 38.54 acre sand and gravel pit. If the aforementioned sand and gravel pit along with another nearby 50 acre site is acquired, it would bring the Park's total land area to more than 200 acres, which then it could be considered as a possible biotech location. Recently, an access road to the proposed site has been constructed off of Spring Street.

#### LAND ON MAIN STREET AT THE CARVER TOWN LINE

This site is immediately north of a developed commercial area on Route 58 in Carver. It is easily accessible, as it is in very close proximity to the intersection of Route 44 and Route 58.

### Priority Protection Areas

#### WEST STREET/RIVER LAND

This 25 acre property is located just south of West Street and has frontage along the Winnetuxet River. The property was once used as a logging road and is currently forested, but has wildlife value and is used sporadically for hunting and hiking. The owner recently proposed a residential development on the site, but the deal did not materialize, and the land remains vacant.

This land can be characterized as upland forest on a shallow drumlin sloping to fresh marsh along the edge of the river. 25% of the property is along the Winnetuxet River and the associated floodplains are subject to regulation by the Massachusetts River and Wetland Protection Acts.

This site is valuable in itself and even more so as a possible key section of a future Winnetuxet River Corridor based on the non-cultivated riparian portions of the adjacent Chapter 61A land.

#### PARSONAGE ROAD LAND

This 31.64 acre former horse farm consists of an over-grown pasture and woodlands and is located between Parsonage Road and Main Street and abuts the town's former swimming area. The area has frontage on the Winnetuxet River and offers important scenic and environmental value. In addition to the pastures, woodlands and river frontage, the site also includes a small area of business-zoned land along Main Street.

#### CATO'S RIDGE/RIDGE HILL

This area of approximately 28 acres of irregularly privately-owned land is south of the Gravel Pit and Ring Road. This area has the potential for filling the gap between the Gravel Pit and Dennett Pond holdings. The acquisition of this site would add rare high ground to any trails between Dennett Pond and the Gravel Pit and keep this portion of Ring Road natural as well as protect this historic area.

#### LAND SURROUNDING THE DEBORAH SAMPSON HOUSE

This site contains several parcels of land on either side of Elm Street and was the birthplace of Revolutionary War hero Deborah Sampson. The main parcel is the 34.9 acre Sampson Farm itself. This Chapter 61A parcel runs from Elm Street to the south, almost to the Town Forest.

#### CRESCENT STREET FARM

This 18.4 acre landmark farm consists of hay fields that abut cranberry bogs, woodlands and Dennett School land. The farm contributes to the town's agricultural/rural character and is a strong component of a larger contiguous open space area in town.

#### THE GRAVEL PIT

This area consists of 77 acres of unprotected town-owned woodlands and a former gravel pit. This diverse area has a variety of terrain and is adjacent to Cato's Ridge in the northern, less-agricultural part of Plympton. The Gravel Pit's close proximity to Cato's Ridge gives it strategic potential in linking these two pieces of land together forming one large preserved site.

#### DENNETT SCHOOL "CONSERVATION LAND"

This 82 acre area of extensive upland woodlands and wooded swamp runs from just south of the Dennett School to just north of Upland road. This land is adjacent to Chapter 61A holdings of general farmland (the Crescent Street Farm) to the west, extensive cranberry bogs to the east, and private housing to the south along Upland Road.

The area is currently used as multi-purpose “conservation land” and fills a major gap in a potential green belt from the power lines to Upland Road. It has value for recreational use in the form of hiking/walking trails that could be expanded in the future. Its close proximity to the Jones River also makes it an important wildlife habitat.

**PALMER ROAD WETLANDS**

This approximately 140 acre area of ditched wet meadows, marsh, and meadows creates a rare open vista from Palmer Street to Center Street to Franklin Street in Halifax. Private clearing for crops, subsequent State Wetland Act enforcement and the town’s Floodplain and Watershed Protection District status have all contributed to creating and preserving the present conditions. To date, little or no forest has returned to the wetland. While the White Cedar Swamp may be restored someday, the present rare open landscape is valuable in itself and may be worth preserving.

**HARRUB’S CORNER/JONES RIVER HEADWATERS**

At approximately 76.6 acres, Harrubs Corner, at the intersection of Lake Street and County Road (Route 106), is Plympton’s only locally-regulated Historic District, where external building modifications must be approved by the local Historic District Commission. Protecting this area would maintain the District’s historic setting, protect the headwaters of the Jones River, and expand/extend the emerging Upland Road-Gravel Pit north-south greenway to the unnamed bog reservoir north of County Road.

**FAMILY-OWNED FARM ON COUNTY ROAD**

This almost 200 acre property on County Road (Route 106) at the Halifax town line contains a vast amount of open space and abuts hundreds of acres of open space to the east.

**HARRY JASON PARK**

The Harry Jason Park is one of Plympton’s largest protected properties at 53.2 acres, but it is not used to its full potential, due to the incomplete construction of the ball fields, limited signage and overall lack of publicity. The Park does have a high value for recreation, open space and wildlife. It is also important ecologically for its frontage on Colchester Brook, which is one of the most important and significant perennial streams in Plympton.

**LAND ON MAIN STREET, SOUTH OF PLEASANT STREET**

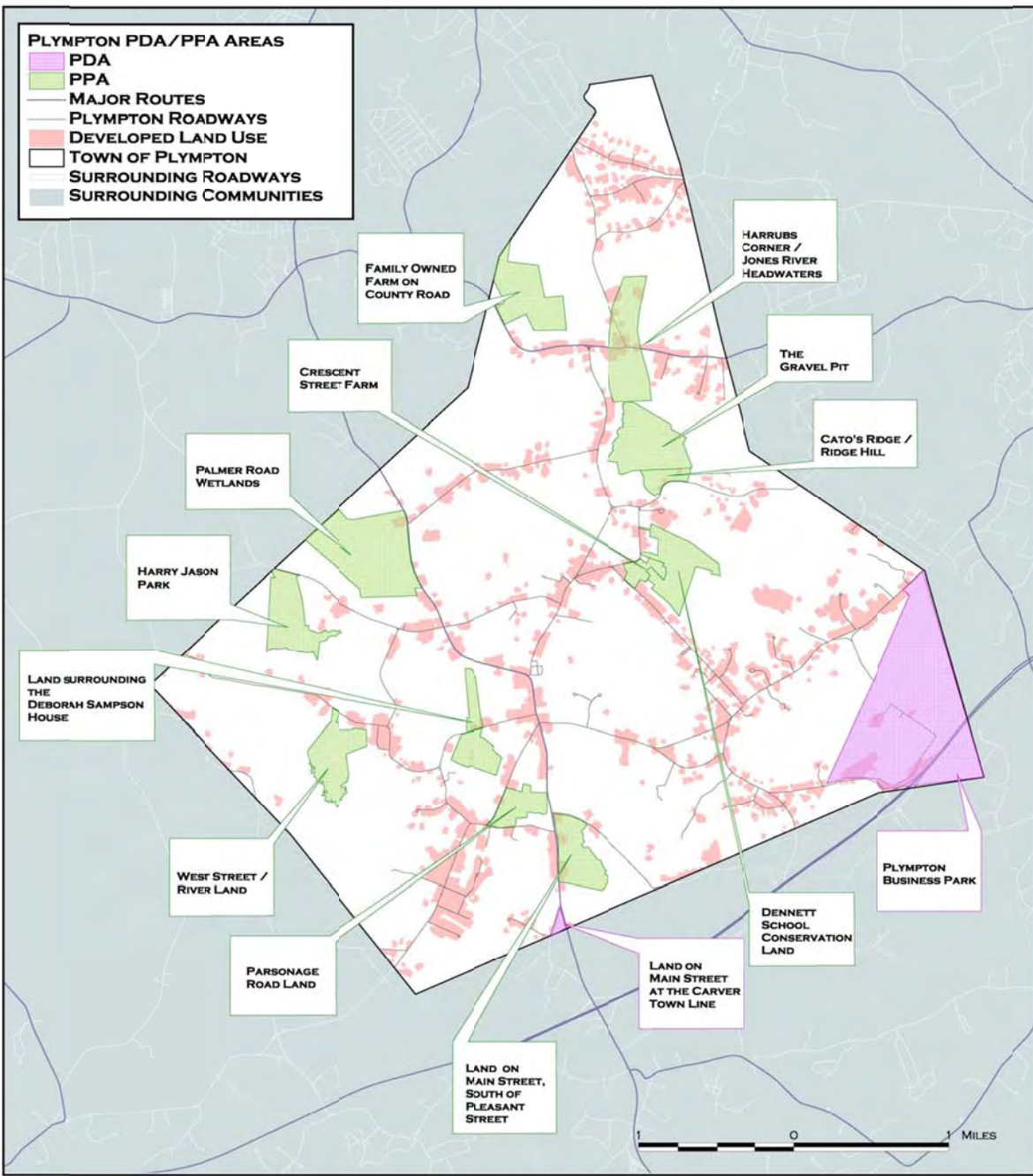
This estimated 41.8 acre area is protected under the Wetlands Protection Act and the Rivers Act, and is a well-defined area that is situated between active bogs, uplands and a horse farm. The addition of this site would complement any protection of the horse farm as well as the Estimated & Priority Habitat located within this area.



# TOWN OF PLYMPTON PRIORITY DEVELOPMENT AREAS PRIORITY PROTECTION AREAS



FIGURE 3.13



OLD COLONY PLANNING COUNCIL, 70 SCHOOL STREET, BROCKTON, MA 02301  
GIS DATA SOURCES: MASSGIS, MASSDOT, OCPC, TOWN OF PLYMPTON

SEPTEMBER, 2010

### 3.13 Town of Stoughton

<b>Priority Development Areas</b>
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<b>DOWNTOWN STOUGHTON</b>
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This mixed-use center is already served by an existing commuter rail station. There are significant redevelopment opportunities around the station.
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<b>NORTH STOUGHTON</b>
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To further develop this area of Stoughton, it would be beneficial to develop a coordinated plan for future development and circulation, including developing a connection from Page Street to Stockwell Drive, as well as redeveloping underutilized sites.
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<b>Priority Protection Areas</b>
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<b>GLEN ECHO POND</b>
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Echo Pond in Stoughton could be acquired for public recreation and conservation purposes. This conservation area is adjacent to open space opportunities in Canton.
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<b>AMES LONG POND EAST</b>
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This area could expand the conservation and open space holdings adjacent to Stoughton's already protected Bird Street Sanctuary.
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<b>BENSON ROAD</b>
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This area could be preserved as a Conservation Area.
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<b>BIRD STREET SANCTUARY</b>
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This area is a significant open space resource. Additional preservation of adjacent open space would foster habitat connections and links to abutting conservation lands.
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<b>BRITTON'S POND</b>
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Located off School Street, this 7.8 acre site contains open water and woodlands that are mostly wet. The objective is to preserve this area and connect habitats and wetlands.
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<b>SOUTHWORTH POND AND LIPSKY FIELDS</b>
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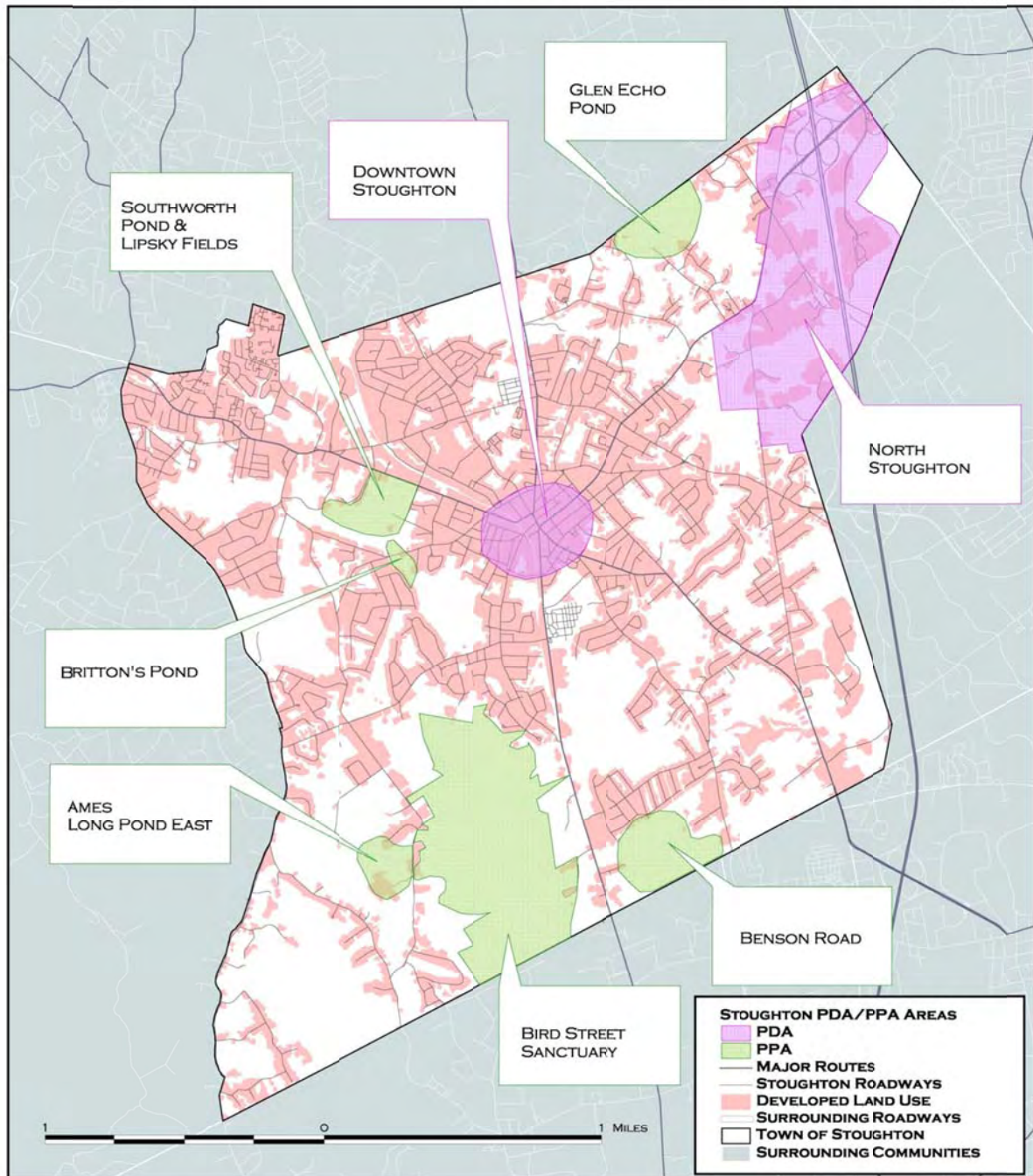
This approximately 80 acre site in Stoughton consists of woodlands and open fields as well as a mill structure and mill pond. Goals for this area include preservation of key natural resources, protection of agricultural areas and scenic views from public roads, ensuring public access to mill pond, and providing connections to adjacent conservation areas.
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# TOWN OF STOUGHTON

## PRIORITY DEVELOPMENT AREAS PRIORITY PROTECTION AREAS



FIGURE 3.14



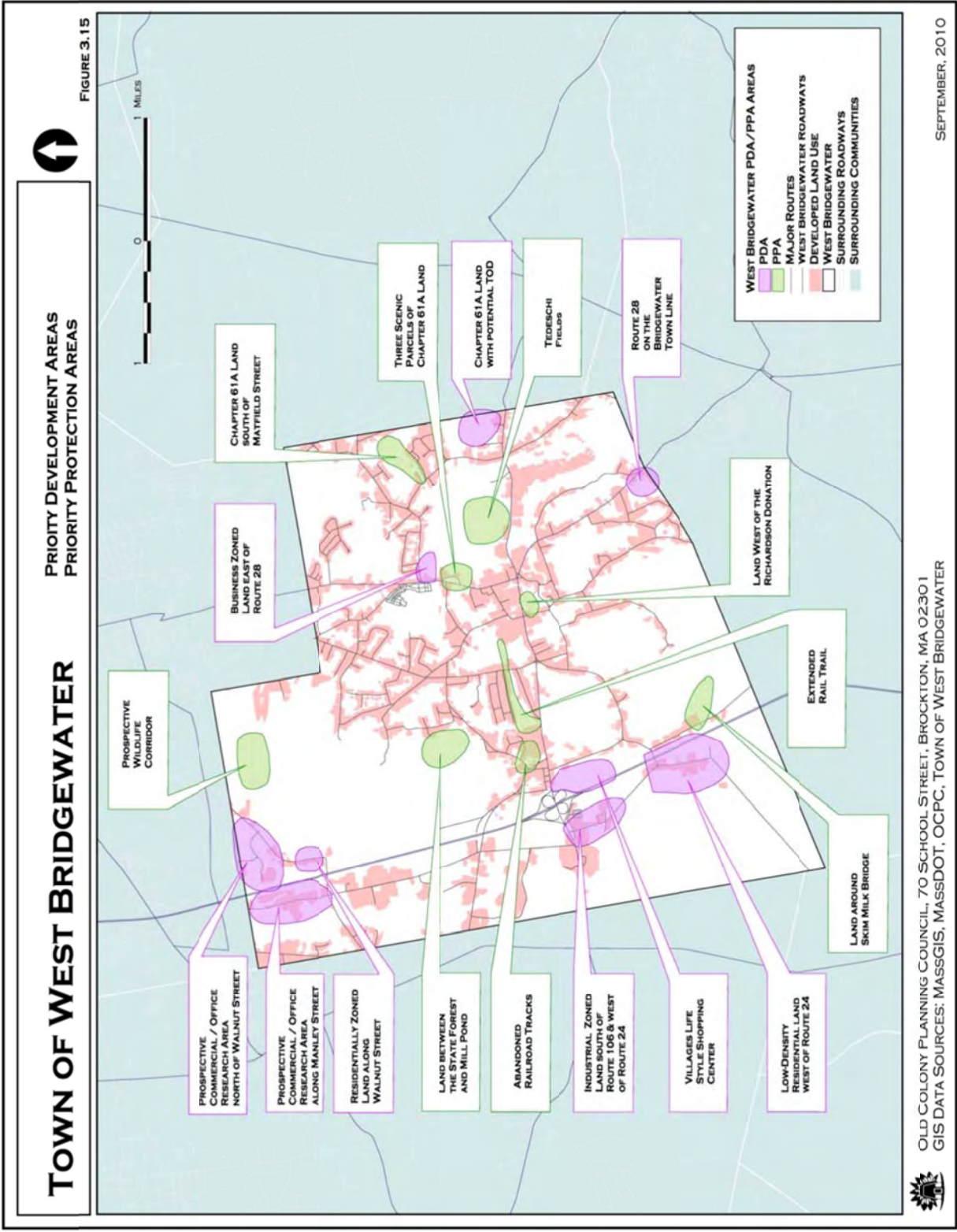
OLD COLONY PLANNING COUNCIL, 70 SCHOOL STREET, BROCKTON, MA 02301  
GIS DATA SOURCES: MASSGIS, MASSDOT, OCPC, TOWN OF STOUGHTON

SEPTEMBER 2010

### 3.14 Town of West Bridgewater

<p><b>Priority Development Areas</b></p>
<p><b>PROPOSED COMMERCIAL OFFICE/RESEARCH AREA ABOVE WALNUT STREET AND ALONG MANLEY STREET</b></p> <p>The area along Manley Street in the northern part of town that borders the City of Brockton is along a residentially-zoned existing neighborhood and could be zoned for commercial use, as an office/research business setting. The close access to Route 24 and Brockton makes this an attractive location. The area along Manley Street is already home to numerous commercial businesses and it is sensible to continue to cluster business around this area.</p>
<p><b>PROPOSED COMMERCIAL OFFICE/RESEARCH AREA NORTH OF WALNUT STREET AND EAST OF ROUTE 24</b></p> <p>In a similar area to the location above, this area is also located near Route 24 in the northern part of the town bordering Brockton and is an industrial zone for commercial use, such as an office/research business setting. Again the close access to Route 24 and the City of Brockton makes this an attractive location. The area along Manley Street and some parts of Walnut Street already house numerous types of commercial businesses and it is sensible to continue to cluster business around this general area.</p>
<p><b>RESIDENTIALLY ZONED LAND ALONG WALNUT STREET JUST NORTH OF THE RIGHT ANGLE BEND</b></p> <p>This area is a residentially-zoned area and it is proposed to be left residential, as there are two neighborhoods in this specific part of Walnut Street. The area's close access to Route 24 and existing neighborhood makes it an attractive place for housing.</p>
<p><b>WEST BRIDGEWATER VILLAGES LIFE STYLE SHOPPING CENTER ON LINCOLN STREET, EAST OF ROUTE 24 AND SOUTH OF ROUTE 106</b></p> <p>This area was recently re-zoned from Residential-Farming to Business. The location is less than one mile from Exit 16 of the Route 24 interchange and on the heavily travelled east-west Route 106. This area on Route 106 near the Route 24 interchange has seen dramatic commercial growth within the past few years and is a great opportunity to continue to cluster business around this general area.</p>
<p><b>THE AREA EAST OF ROUTE 28 AND SOUTH OF MATFIELD STREET THAT IS PRESENTLY THE HOME OF ASACK'S FOOTWEAR, TWO VACANT RESTUARANTS AND A DRIVING RANGE</b></p> <p>This area is on located along the heavily travelled Route 28 that leads from the southern part of Brockton towards West Bridgewater Center and the Route 28 and 106 intersection. The location is currently under-utilized with a driving range, two vacant restaurants and a free standing footwear store. There could a more intensive use of this property, such as with a solar farm or more intensive businesses.</p>
<p><b>CHAPTER 61A LAND NORTH OF ROUTE 106 ON THE EAST BRIDGEWATER LINE WITH POTENTIAL TRANSIT ORIENTED DEVELOPMENT (TOD) NEAR THE PROPOSED COMMUTER RAIL STATION</b></p> <p>The West Bridgewater Board of Selectmen sent a letter to the Massachusetts Bay Transit Authority (MBTA) requesting that a commuter rail station be constructed just north of Route 106 on the West Bridgewater/East Bridgewater town line. The area in question is currently categorized as Chapter 61A land. The station would be on the Old Colony Rail Line. Transit Orientated Development is the creation of a pedestrian friendly mixed-use residential and commercial area designed around a public transit system. This would bring in additional tax revenue from new business and residences constructed in the general area.</p>
<p><b>ROUTE 28 ON THE BRIDGEWATER TOWN LINE</b></p> <p>This area on the heavily travelled Route 28 is near the former Miskinis Auto Dealership on the Bridgewater town line. There are businesses dotted along this section of Route 28, but not much housing, so it is logical to continue to cluster businesses together in this area.</p>
<p><b>ROUTE 106, WEST OF ROUTE 24</b></p> <p>This location is less than one mile from Exit 16 off of the Route 24 and is also in close proximity to the north-south Route 138 in Easton. This area on Route 106 has seen dramatic commercial growth within the past few years and has great potential to continue to cluster businesses and industry around this general area.</p>
<p><b>LOW-DENSITY RESIDENTIAL LAND WEST OF ROUTE 24</b></p> <p>This residentially-zoned area south of Scotland Street has close access to Route 24, which makes it an attractive place for residents.</p>

<b>Priority Protection Areas</b>
<b>THREE PARCELS OF CHAPTER 61A LAND LOCATED SOUTH OF THE RAIL TRAIL</b> These three parcels of Chapter 61 land located south of the rail trail and east of Bedford Street could be preserved for their scenic views.
<b>LAND WEST OF THE RICHARDSON DONATION</b> This wet meadow is under Chapter 61A protection and is adjacent to the Richardson donation.
<b>TEDESCHI'S FIELDS</b> These very scenic wet meadows and fields back onto wetlands that abut the forthcoming rail trail. This site is being offered for sale by Tedeschi's Markets and is being explored by the Open Space Committee.
<b>ABANDONED RAILROAD TRACKS FROM CRESECNT ST. TO WEST MEADOW BROOK</b> Acquiring this land and the accompanying abandoned railroad tracks could possibly create a Rail Trail extension.
<b>PROSPECTIVE WILDLIFE CORRIDOR</b> There is a prospective wildlife corridor in the northeast corner of town that abuts the West Bridgewater State Forest, the White Pines Golf Course and the Brockton Country Club.
<b>LAND BETWEEN THE STATE FOREST AND MILL POND</b> Acquiring this land would fill a key gap between the State Forest and Mill Pond area.
<b>CHAPTER 61A RAILROAD R.O.W. THAT WOULD EXTEND THE EAST STREET R.O.W.</b> This former railroad right-of-way is now Chapter 61A land, and extends from the recently acquired right-of-way ending at East Street. It has the potential to extend the future trail to Matfield Street and to any prospective commuter rail station.
<b>EXTENSION OF RAIL TRAIL FROM ROUTE 28 TO WEST MEADOW BROOK</b> This area consists of a series of former railroad right-of-way parcels east of North Main Street and bracketing the 2.33-acre town parcel 31 (38/98) and totals 19.42 acres. This area may have the potential for continuing the rail trail west to West Meadow Brook and then down to West Center Street.
<b>LAND AROUND SKIM MILK BRIDGE</b> Obtaining the land around the Skim Milk Bridge would give residents better access to this historic bridge, which was the original crossing of the Town River before the extension of Scotland Street in West Bridgewater to Elm Street in Bridgewater.



### 3.15 Town of Whitman

<p><b>Priority Development Areas</b></p>
<p><b>WHITMAN CENTER</b>  Whitman Center is a traditional town center with a variety of business and government offices. A unique development opportunity currently exists in the Center in the form of a closed church at the corner of Temple Street, South Avenue and Washington Street.</p> <p>One opportunity the town would like to further explore to support the businesses in the Center is to expand the supply of public parking in the area. The town would like to address that need by purchasing and demolishing a former gas station near the Town Center.</p>
<p><b>INTERSECTION OF ROUTES 18 &amp; 27</b>  There is a heavy concentration of business at the intersections of Bedford Street (Route 18) and Temple Street (Route 27). Businesses around the intersection include a supermarket, retail/commercial plaza, gas station, and two restaurants in addition to a number of other small businesses.</p> <p>There are however some environmental contamination concerns at the former Décor Novelties site on Route 18, south of Route 27. While the current occupant indicated that they would like to purchase the site, the deal is being held up by these concerns, which are currently being addressed by the Massachusetts Department of Environmental Protection.</p>
<p><b>INTERSECTION OF RAYNOR &amp; SOUTH AVENUES</b>  This is an area of industrial and commercial activity. The former anchor of this commercial/industrial area was the Regal Shoe Factory. The former shoe factory store now houses a few businesses, but there are environmental concerns there. According to Town Administrator Frank Lynam, old leather findings from the former shoe factory are still found along the nearby Shumatuscasant River. The town is currently looking at some of the undeveloped land on the shoe factory site for possible 40B housing, but any environmental issues must be resolved before a project moves forward.</p> <p>On Raynor Street, Whitman Castings serves as a specialty castings plant and Whitman Tool &amp; Die manufactures precision tools and dies. Additionally there are a myriad of retail and service related businesses dotted all along South Avenue.</p>
<p><b>WHITMAN INDUSTRIAL PARK</b>  The Whitman Industrial Park is a former mill that has been converted to an industrial park. Current tenants of the Park include a variety of industries, including T&amp;K Asphalt and Orkin Pest Control. Although it is one of the smaller industrial parks in the region at 6 acres, it is currently fully occupied. The area surrounding the Industrial Park is also occupied by a number of businesses.</p>

<p><b>Priority Protection Areas</b></p>
<p><b>CHAPTER 61A LAND EAST OF BEDFORD STREET</b>  This 6.5 acre site is situated across the street from the Peaceful Meadows Farm Ice Cream Stand and retail store on Route 18. This is only a small portion of the farm’s holdings, most of which are west of Route 18. According to Whitman Town Administrator Frank Lynam, if the Peaceful Meadows land becomes available, the state would be interested in acquiring it for preservation purposes.</p>
<p><b>LAND SOUTHEAST OF AUBURN &amp; BEAVER STREETS</b>  This Chapter 61A 9 acre site of a former dairy farm could be considered a key agricultural holding when combined with land fronting on Auburn Street and other adjacent Chapter 61A land.</p>
<p><b>LAND SURROUNDING SMITH FARM</b>  The land around the Smith Farm is approximately 20.2 acres. If this land was acquired there could be a chance to aggregate this local farm land for scenic reasons, and for possible future use by one operator.</p>
<p><b>LAND ON THE FRINGES OF BEAR MEADOW</b>  These 68 acres of privately held land consist of wooded swamp and uplands on the eastern, southern and northern fringes of the 101.4-acre Bear Meadow. If this land were acquired it would complete the public holdings of the swamp between the railroad tracks and Washington Street.</p>

**LAND AT THE END OF JACOB LANE**

This privately-owned site provides access and great views of the Hobart Meadow. The site was previously proposed for a town well, but it was determined to be too close to the Abington-Rockland Joint Water Board's Meyers Avenue wells to be used for a supply. It does however, offer rare views and access to the Hobart Meadow which should be protected.

**AREA SOUTH & EAST OF HARDING'S POND**

These two small parcels south and east of Harding's Pond could be acquired for integration with a 1.9 acre stream-side town-owned parcel. The pond is a narrow, almost three-acre impoundment of a Meadow Brook tributary at the end of Beale Street. There are almost five wooded acres to the south adjoining the town-owned 1.9 acres. This addition could preserve a little more usable open space for the growing Meier Farm and Priscilla Road neighborhoods west and northeast of the pond.

**LAND ABUTTING THE WHITMAN TOWN FOREST**

Acquiring the land north, south and east around the Whitman Town Forest represents a significant opportunity to expand the Forest to the Abington and Rockland town lines. If all the land were acquired it would expand the reported 10 acre forest and surrounding woodlands by 50 acres. It was noted by a town official that there is no direct public access to the Forest, requiring residents to use private property to access it. In any case, an expanded Town Forest would be a significant asset to the adjacent neighborhoods in all three towns.

**LAND SOUTH OF SPORTSMANS TRAIL**

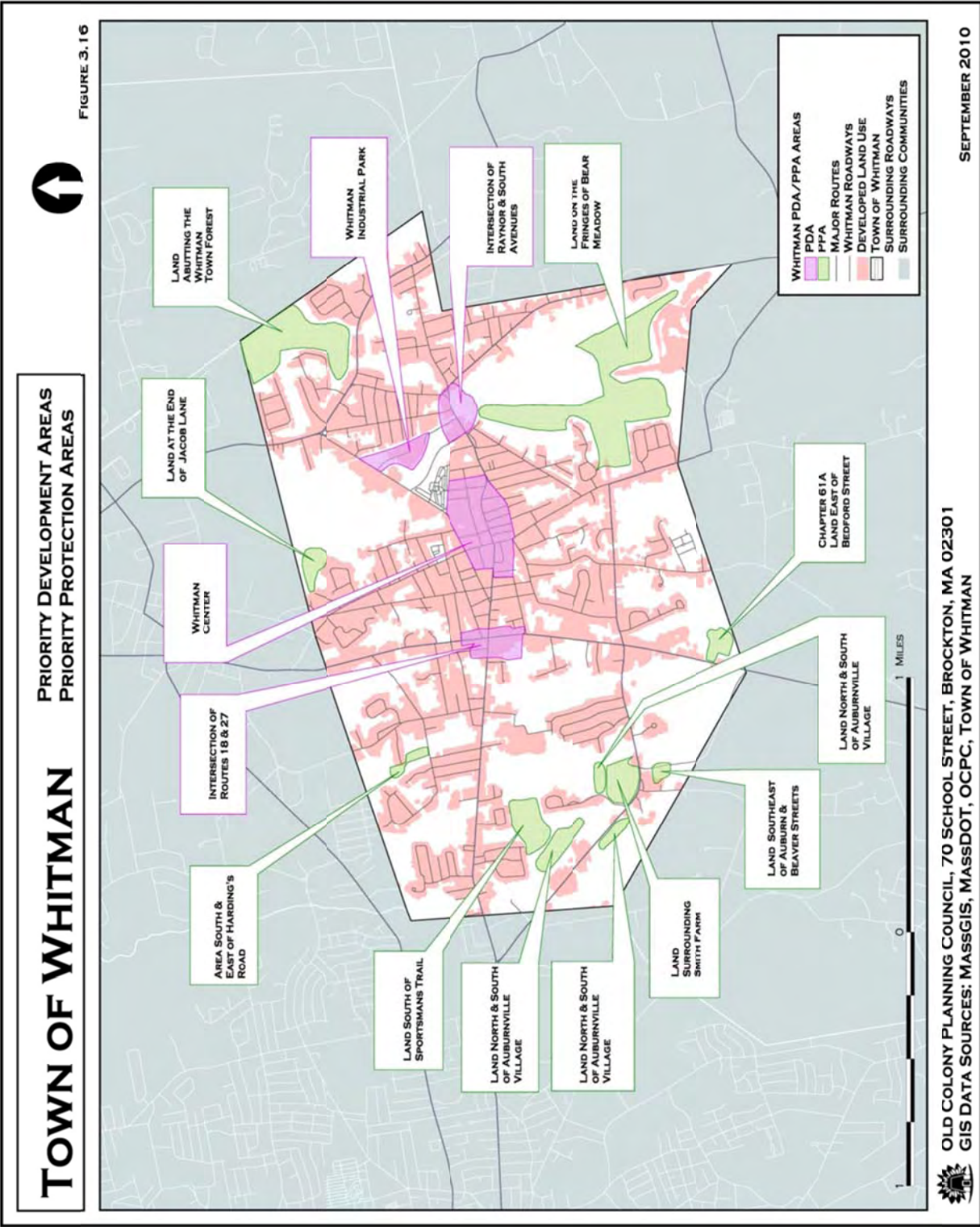
This 40.1 acre site of woodlands is owned by the Town of Whitman and sits just south of three residential neighborhoods in town. This site could serve as a permanent open space reserve between those neighborhoods.

**LAND NORTH & SOUTH OF AUBURNVILLE VILLAGE**

The land along Auburn Street consisting of woodlands, grasslands and occasional houses has long-served as a green belt between industry on the Brockton line and the more developed parts of Whitman. The recent additions of new industrial buildings scattered along the road have undermined this character. These industrial buildings may be better sited if located near similar uses at the northern end of the road.

The most recent addition along Auburn Street is the new Auburnville Village 55+ condominium development, which is set back behind the major powerlines and leaves about 11 acres of the frontage along Auburn Street open. The same developer also intends to build another multi-unit dwelling on Auburn Street just north of Auburnville Village.





## 4.0 Next Steps

Many communities in the Old Colony Region have developed a Master Plan. These Master Plans specify the visionary goals and how the community intends to implement them. There are several common ideas or themes that the towns have in their goals to assist with their development issues. Towns like Plymouth have even gone as far as creating intricate village centered smart growth master plans to guide their development in the spirit of the proposed regional goals. Towns are beginning to take the initiative to improve growth management and strategically use their resources.

One of the goals many communities have set is land conservation and natural resource preservation. As many of the larger land parcels are going quickly, the smaller parcels remain that have environmental constraints on possible development. Therefore, towns like Avon, who have limited space for development, have been working to create environmentally sensitive plans with focused development, commercial in particular, around already established centers. Both Plymouth and Bridgewater have adopted goals to concentrate more on infill development to slow sprawl into what land still remains. One of West Bridgewater's major points in the master plan is the expansion and preservation of the open space green belt. The goal is to enhance the quality of commercial uses while in turn creating environmentally sensitive plans reducing the negative affect of development. This would focus on the issues of Manley Street and Route 24 with "resource sensitive zoning districts."

Communities are growing at a rate that exceeds possible infrastructure adjustment resulting in many strains on storm water drainage, sewerage, and water quality and supply. As a result of their limited ability to support excessive and sprawled development, towns such as Easton, Pembroke, and Kingston, and Bridgewater have recognized the need to ensure that land use is compatible with past development and is consistent with local water supplies. This also requires recognition of the importance of low impact development. There has been an effort to protect water quality and supply as pressure on the infrastructure increases with a growing population.

However, a common objective of the past has been separation of land uses, residential, government, commercial, and industrial, some communities have begun to see this can be counterproductive to growth. Some have gone as far as to pin point exactly where mixed-use zoning would be a possibility such as the further development of Elm Street in Bridgewater or expanding upon the already designated "Village Centers" in Plymouth. West Bridgewater established mixed-use CBDs and has considered the development of others. Mixed-use development would greatly cut down on automobile trips and traffic issues.

Mixed-use housing is another development pattern being considered in communities like Hanson where 94.7% of residences are single-family houses. There are multi-family projects, existing or prospective, in South Hanson; the existing multi-family development, the proposed Depot Village, and the partially built Durham Farms. Such developments provide some relief to demands on infrastructure and to excessive land consumption. Another prospective mixed-use housing project is planned for off Center Street in Bridgewater.

Towns are also pursuing the conservation of the “downtown” feel New England is so well known and appreciated for and boosting the economy of their centers. Retaining their character and reusing historic buildings, makes the centers an appealing place to conduct everyday business for the people in the community. Whitman has a vision of seeing historic buildings in the downtown as civic buildings that could be utilized as office space, and one small mixed-use (education and housing) building has been completed.

While some towns have a very clear vision of where and how they want to see development affect their community, most have the same ideas stemming from issues they are now confronting as the population increases. Zoning is a big topic with concern as to where it should be changed and how land could be efficiently developed. As for now, communities are beginning to turn development into livable and smart growth, a positive vision to improve quality of life here in the Old Colony Region.

Through the adoption of a variety of planning and regulatory tools at the local level, communities can ensure that development and preservation advance in ways that are economically sustainable and environmentally responsible. Below are examples of tools and strategies that can be used by municipalities to accomplish their specific goals. If your community would like assistance with developing or implementing any these tools and strategies, or have other ideas your community would like to pursue, please contact the Old Colony Council for further assistance. OCPC will continue to develop the Regional Policy Plan and draw upon the communities’ preferences for preferred Priority Development Areas and Priority Protection Areas.

Adoption and Implementation of a Master Plan: Master Plans reflect the vision of a community for its physical development, including goals for development and preservation and strategies for achieving these goals. These plans are based on a thorough assessment of existing conditions and opportunities. Typically, such a plan will address land use, economic development, housing, infrastructure, natural and cultural resources, open space and recreation, services and facilities and circulation.

Adoption and Implementation of an Open Space and Recreation Plan: These plans provide a more detailed analysis of natural resources and lands that require permanent protection, as well as opportunities for providing active recreation for opportunities for its residents. Communities that produce plans accepted by the Massachusetts Division of Conservation Services are eligible for grants to fund the purchase of land for passive and active recreation.

Adoption and Implementation of a Housing Production Plan: These plans are adopted in conformance with guidelines established by the Massachusetts Department of Housing and Community Development. Housing production plans provide communities with guidance in meeting each community’s unique housing needs, including the provision of low- and moderate-income housing options. Communities with certified plans are eligible for additional consideration of their obligations to meet affordable housing targets under the 40B program.

Adoption and Implementation of Water and Sewer Plans: These plans identify where new services should be provided, as well as areas that should not be connected to municipal sewer

and water systems. These can be a powerful tool for guiding development and protecting sensitive areas.

#### **4.1 Strategies and Tools for Development**

Adoption and Implementation of Chapter 43D (Expedited Permitting): This allows communities to designate sites as Priority Development Sites, where all development permits are guaranteed to be issued within 180 days of submittal of a development application. In return, the state provides grants for planning, as well as marketing assistance. Developers are attracted to 43D sites because they eliminate the uncertainties that typify the local development process.

Brownfield Redevelopment: Communities interested in cleaning up contaminated sites for redevelopment can contact either the state Department of Environmental Protection or the federal Environmental Protection Agency for site assessments, cleanup strategies and funding for cleanup. Brownfield programs can help preserve some of the older mill buildings that contribute to the character of many Southeastern Massachusetts communities.

Adoption and Implementation of Tax-Increment Financing (TIF): Providing TIFs give communities a mechanism for funding the infrastructure improvements necessary to support private investment in more distressed commercial districts.

##### Adoption and Implementation of Housing Related Policies:

- Inclusionary Zoning: Requires developers to include a specified number of affordable units in any housing development over a designated site.
- Mixed-Use or Village-Center Zoning: This encourages denser developments that mix housing and commercial uses, either in the same building or adjacent to one another. Mixed-use zoning can be used to create a more pedestrian-friendly environment with opportunities to live, work, shop and pursue recreation in a single geographic area.
- Multi-Family Housing Zoning: This type of zoning provides opportunities to meet the housing needs of people who want an alternative to a single family home.
- Accessory Dwelling Zoning: This type of zoning can help meet the needs of housing for people just entering the work force as well as retirees.

#### **4.2 Strategies and Tools for Protection**

Adoption and Implementation of the Community Preservation Act (CPA): The CPA allows communities to adopt a surcharge on property taxes, matched by the state, which can be used for open-space protection, historic preservation, affordable housing and recreation. Communities can use the CPA to purchase assets outright, or to purchase conservation restrictions on open

space, agricultural-preservation restrictions on farmland, or historic-preservation restrictions on historic assets.

Right to Farm Bylaw: This bylaw encourages the pursuit of agriculture, the promotion of agriculture-based opportunities and protection of farmlands within a community by allowing agricultural uses and related activities to function with minimal conflict from abutters and Town Agencies.

Conservation Subdivision Bylaws: These can be used to encourage developers to cluster new housing on a smaller portion of a parcel while retaining the important natural areas as permanent open space.

Scenic Road Bylaws: These are designed to protect the scenic qualities of rural roads, such as rock walls and mature trees.

Demolition-Delay Bylaws: These are designed to provide a window of opportunity to save historic structures threatened by demolition. Further protection can be provided by designating historic districts or landmarks. Historic districts give communities some control over the types of alterations that can be made to historic structures within the district.

Local Wetlands Protection Bylaws: There are a number of bylaws are designed to protect local wetlands through low-impact development techniques and stormwater management plans to reduce runoff and erosion.