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Southeastern Regional Planning and Economic Development District (SRPEDD) would like to acknowledge the following groups whose support and participation made this report possible.

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**Executive Office of Housing and Economic Development (EOHED)**  
Secretary Greg Bialecki  
Victoria Maguire, State Permitting Ombudsman

**SRPEDD’s Comprehensive Planning Team**  
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Sandy Conaty, Comprehensive Planning Manager  
Bill Napolitano, Environmental Program Director  
Don Sullivan, Economic Development/Community Development Director  
Grant King, Principal Comprehensive Planner/Information Specialist  
Katie Goodrum, Senior Comprehensive Planner  
Karen M. Porter, GIS Specialist/IT Manager

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*This South Coast Rail Corridor Plan Community Priority Area Five-Year Update was completed with the assistance of SRPEDD, with funds provided by the Commonwealth of Massachusetts, MassDOT South Coast Rail project and with support by EOHED.*
### 2013 Mansfield Community Priority Area List

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

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

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

What are Priority Development Areas (PDAs)?

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

What are Priority Protection Areas (PPAs)?

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

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

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

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

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

Regional and State Priority Areas

The Community Priority Areas are essential to the process of determining the Regional and State Priority Area Maps. Local designations determined to be of regional significance through a regional screening process, including public input received at regional public workshops, make up the Regional Priority Areas map. In turn, the Community and Regional Priority Areas are the basis for the State Priority Area Map.

Executive Order 525 (E.O. 525)

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

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

The process included a series of three meetings:

#1: Introductory meeting: A Regional Planning Agency staff member visited with Boards of Selectmen and Mayors to reintroduce the land use planning process that took place in 2008 and the reasons for conducting the Five-Year Update of Priority Area designations.

#2: Preliminary Meeting: SRPEDD staff facilitated a 2-3 hour working session with municipal staff and/or board and committee/commission members to review each priority area. Staff incorporated interactive GIS maps depicting various data layers (see Appendix) to inform discussions and decision-making. This preliminary process of updating the 2008 Priority Area designations had the following general guiding principles in mind:

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

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

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

TOWN OF MANSFIELD RESULTS

On January 16, 2013, SRPEDD staff met with the Board of Selectmen (BOS) to re-introduce the Priority Area planning exercise. The BOS designated the Town Planner, Shaun Burke, as the contact person for this work. The preliminary municipal meeting was held on March 12, 2013 at the SRPEDD offices. Participants reviewed the purpose and the boundaries of each 2008 Priority Area. In discussions, they clarified the purpose of each and adjusted the respective boundaries to coincide with the stated purpose.

The town of Mansfield held a public meeting to seek input from town residents on the revisions recommended by the municipal representatives on May 15, 2013 at the Mansfield Town Hall. A few revisions were requested for two of the priority areas. The consensus of the meeting attendees was that, with the noted revisions, the 2013 Priority Area map depicts the boundaries of areas deemed to be priorities for development and for preservation. The result of this work is the 2013 Mansfield Community Identified Priority Area Map, which can be found on page 2 of this document.

PRIORITY AREA ADJUSTMENTS

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

Airport Development District [167-01]

*Purpose:* Continued economic development associated with the Mansfield Airport.

*Boundaries:* Boundaries correspond to the Airport Zoning District.

*Changes from 2008:* Community representatives added parcels fronting on Access Road and adjusted the boundaries to correspond to the zoning district.

Cabot Business Park [167-02]

*Purpose:* Continued economic development in selected parcels within the Planned Business District, including the existing Economic Development Area (EOA).

*Boundaries:* Boundaries correspond to selected parcels within the Planned Business District, excluding undisturbed parcels adjacent to Hodges Brook PPA.

*Changes from 2008:* Community representatives included selected parcels rather than the whole business park.

*Future Action:* Develop a program as outlined in the Strategic Plan, including interacting with major employers and landowners, examining regulatory reform that would enable more flexible structural arrangements and land uses, and possibly creating a Business Improvement District.

Comcast Center for the Performing Arts [167-03]

*Purpose:* Economic development associated with the event and concert venue (which was formerly known as the Great Woods Center for the Performing Arts).

*Boundaries:* Boundaries correspond to parcels within the Industrial Park Zoning District, excluding BioMap 2 Core Habitats and Critical Natural Landscapes contained in the Hodges Brook PPA.

*Changes from 2008:* In 2008, this priority area was named Great Woods Redevelopment. The community renamed the PA to reflect the change in the name of the venue. Boundaries were refined to follow parcel lines and undisturbed land north of the venue was removed.
**Downtown Revitalization District [167-04]**

*Purpose:* General business, transit-oriented development and housing development associated with the Downtown.

*Boundaries:* Boundaries correspond to the North Main Street Business Overlay Zoning District.

*Changes from 2008:* Community representatives separated this area from the larger 2008 Downtown Station Area Redevelopment PDA and altered its boundaries to more clearly follow the zoning district.

*Future Action:* In accordance with the Strategic Plan, implement the recommendations of recent traffic flow and parking studies using state highway funds and parking enterprise accounts.

**Ryan Elliott Industrial Park [167-05]**

*Purpose:* Continued economic development in selected parcels within the Industrial Park District.

*Boundaries:* Boundaries correspond to selected parcels within the Industrial Park District, excluding undisturbed parcels adjacent to Canoe River Zone II Aquifer PPA.

*Changes from 2008:* Community representatives included selected parcels rather than the whole business park and expanded the area north.

**Station Revitalization District (TOD) [167-06]**

*Purpose:* General business, transit-oriented, and housing development associated with the Downtown and the existing MBTA Commuter Rail Station.

*Boundaries:* Boundaries correspond to the proposed TOD Overlay District.

*Changes from 2008:* Community representatives separated this area from the larger 2008 Downtown Station Area Redevelopment PDA.

*Future Action:* In accordance with the Strategic Plan, use federal and state grants and enterprise funds towards several objectives, including addressing a crossing of the rail tracks, improving pedestrian access to the commuter rail station, and removing zoning inconsistencies.
PRIORITY PROTECTION AREAS

Canoe River Greenway [167-07]

Purpose: To preserve open space and passive recreation along the Canoe River.

Boundaries: Boundaries correspond to a 200’ buffer from wetland features and water bodies associated with the Canoe River.

Changes from 2008: In 2008 this was named the Canoe River Corridor. Community representatives rename this PA to more clearly identify its purpose. Boundaries were slightly refined to follow the buffer.

Future Action: Acquire additional land by various strategies including taking advantage of the Land and Water Conservation Fund.

Canoe River Zone II Aquifer [167-08]

Purpose: To preserve the Canoe River Sole Source Aquifer, public drinking water resources, and associated habitats.

Boundaries: Boundaries correspond to a recent Zone II Aquifer boundary produced by DEP for the Town.

Changes from 2008: The community added “Zone II” to the name for greater clarity, refined boundaries as noted above, and excluded the Canoe River Greenway PPA.

Future Action: Maintain the high quality of the aquifer through monitoring and regulations. Acquire additional land by various strategies, including taking advantage of the Land and Water Conservation Fund.

Hodges Brook [167-09]

Purpose: To preserve habitats associated with Hodges Brook, including BioMap 2 Core Habitats and Critical Natural Landscapes and NHESP Vernal Pools.

Boundaries: Boundaries correspond to a combination of BioMap 2 Core Habitats and Critical Natural Landscapes and a 200’ buffer from wetland features and water bodies associated with the brook. Two parcels (13-24, 14-55) that are a high priority for open space acquisition are also included.

Changes from 2008: The community refined the boundaries to follow environmental features described above.
Future Action: Acquire additional land by various strategies, including taking advantage of the Land and Water Conservation Fund. Parcels 13-24 and 14-55 are a top town priority.

Wading River [167-10]

Purpose: To preserve open space and natural resources associated with the Wading River, including BioMap 2 Core Habitats and Critical Natural Landscapes, DEP Outstanding Resource Waters, DEP Zone II Aquifers, and NHESP Vernal Pools.

Boundaries: Boundaries correspond to a combination of BioMap 2 Core Habitats and Critical Natural Landscapes, DEP Outstanding Resource Waters, DEP Zone II Aquifers, and NHESP Priority Habitats.

Changes from 2008: The community slightly expanded the area to correspond to environmental features described above and added specific natural resource designations to the purpose.

Future Action: Acquire additional land by various strategies, including taking advantage of the Land and Water Conservation Fund.
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South Coast Rail
Priority Area
5-Year Update

Subregion 1: Attleboro, Mansfield, North
Attleborough, Norton, Plainville

Map 1: Community Priority Area Designations, 2008-09

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

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February 2013

1 mile
South Coast Rail
Priority Area
5-Year Update

Subregion 1: Attleboro, Mansfield, North Attleborough, Norton, Plainville

Map 2: Open Space & Developed Land

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

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February 2013
South Coast Rail
Priority Area
5-Year Update

Subregion 1: Attleboro, Mansfield, North Attleborough, Norton, Plainville

Map 3: Economic Development and Infrastructure

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

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Map 4: Water Resources

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

Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Commuter Rail Stations
- MBTA Commuter Rail Lines
- MBTA Proposed Stations
- MBTA Proposed Rail Lines

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South Coast Rail
Priority Area
5-Year Update

Subregion 1: Attleboro, Mansfield, North Attleborough, Norton, Plainville

Map 5: Biodiversity & Natural Resources

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

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South Coast Rail Priority Area 5-Year Update

Subregion 1: Attleboro, Mansfield, North Attleborough, Norton, Plainville

Map 6: Housing and Environmental Justice (EJ)

EOEEA 2010 EJ Block Group (Minority)
EOEEA 2010 EJ Block Group (Income)
EOEEA 2010 EJ Block Group (English Isolation)
EOEEA 2010 EJ Block Group (Minority and Income)
Municipal Boundaries
Interstates
Arterials and Collectors
Local Roads
MBTA Commuter Rail Stations
MBTA Commuter Rail Lines
MBTA Proposed Stations
MBTA Proposed Rail Lines
HPP Current Housing Production Plan

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

35% HPP

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