

SECTION 3 – COMMUNITY SETTING

A. Regional Context

A suburb of Boston and part of Norfolk County, Foxborough is located in southeastern Massachusetts equidistant between Boston and Providence. It is bordered by the towns of Plainville and Wrentham to the west, Norfolk to the northwest, Walpole to the north, Sharon to the east, and Mansfield to the south. Located at the intersections of Interstates 95 and 495, Foxborough is known by its residents as “the Gem of Norfolk County.” Foxborough is a member of the Three Rivers Interlocal Council (TRIC), one of eight Metropolitan Area Planning Council subregions, that includes 11 communities.

Relatively large at 21 square miles compared to its population of around 16,900, Foxborough has a relatively low overall population density of around 805 people per square mile. Residents take pride in Foxborough’s small town image and strong sense of community. The Town also takes pride in hosting Gillette Stadium, the home venue for the New England Patriots and the New England Revolution soccer team.

Foxborough is a member of MAPC, as well as the Three-Rivers Interlocal Council (TRIC) sub-region of Metropolitan Area Planning Council (MAPC). The MAPC’s official regional plan for Greater Boston *MetroFuture* (2008) was adopted consistent with the requirements of Massachusetts General Law. The plan includes goals and objectives as well as thirteen detailed implementation strategies for accomplishing these goals. Among the major goals of *MetroFuture* are to focus on growth where it already exists, linked by efficient transportation choices and protecting natural resources. The recommendations of this Open Space and Recreation Plan are compatible with *MetroFuture*, as well as the Statewide Comprehensive Outdoor Recreation Plan (*SCORP*), Massachusetts Outdoors 2006 (referenced in Section 7). Foxborough’s boards, committees and town hall staff should become familiar with both of these plans by visiting www.mass.gov/eea/docs/eea/dcs/massoutdoor2006.pdf and www.metrofuture.org/.

B. History of the Community

The village green in Foxborough’s center rests on a flat plain, 300 feet above sea level, giving rise to swamps and streams that eventually reach Dorchester Bay. The Town’s swamps, streams and one natural pond (the spring-fed Lake Mirimichi, meaning “Laughing Waters”) were what first attracted the Ponkapoags and Wampanoags to the area.

The first white settlers arrived in 1670, when a dwelling built for Captain William Hudson was erected in the vicinity of Wading River. Other farms followed, including one built on land leased to Robert Calef. The Dorchester proprietors had leased the land to help fund what was then the first public school in the new settlement, hence the name Dorchester School Farm.

Being located equidistant between Boston and Providence, the future Foxborough was the halfway point for the first road to Bristol (now Rhode Island), which was cut through the wilderness in 1716. For the next 200 years, stately inns served travelers at what was once the halfway point in their 12-hour journey between the two cities.

In 1734, the Neponset River was impounded to form Crackrock Pond, which in Colonial days served as a power source for numerous water-driven mills. By 1738, after being harvested for peat and crude bog iron used to manufacture shot and canon (reportedly used by Paul Revere during the Revolutionary War) and iron tools, the Dead Swamp was impounded by another dam at the headwaters of the Neponset River, which created the current day Neponset Reservoir. Today, the Reservoir is an aesthetic and recreational focal point for the town, although it is slowly recovering from the pollutants and industrial waste that had been discharged into the Reservoir in the past.

The Cocasset River (near the current Route 1) sustained five major impoundments before flowing into the Wading River near the outfall of Lake Mirimichi. A thread mill, forge, cotton factory and furnace all flourished in these impoundments, which also yielded ice in winter and recharged wells in summer.

The first commercial straw braiding operation in Foxborough was established in 1805. Others quickly followed, with many small braiding and sewing operations set up. Specialty shops for bleaching and dying the straw quickly followed, and the first straw product manufacturing building was erected in 1843. By mid-century, straw was the community’s economic engine, and, in 1853, many small

operations were combined into the Union Straw Works, which quickly dominated the straw hat industry. The community's self-proclaimed title during this time was "Straw Hat Capital of the World."

Foxborough was composed of small neighborhood communities until the early 1900s. These included Foxvale/Paineburgh, which remained semi-independent until the mid-twentieth century; Quaker Hill in South Foxborough; and Lakeview/Donkeyville in West Foxborough. In 1857, the town erected its first municipal building, a Town House for municipal offices.

Toward the end of the century, the hat industry was in decline. The Van Choate Electric Company moved into newly built brick buildings on Neponset Avenue, intending to manufacture incandescent lighting products, but by February, was in receivership. In 1900, the Union Straw Works was consumed by fire and would never be rebuilt. Without the straw factory, much of the town's workforce became unemployed. In 1908, two Bristol brothers purchased the former Van Choate complex, moving the Standard Gauge Co. of New York, to Foxborough with a small number of key employees.

During the post-war building boom of World War II, the community doubled in size. During the 1960s, in addition to new schools, a Town Hall (the first town-owned facility since the fire of 1900), a new library and additional water wells were constructed. Plans for a major retail mall failed in the mid-1970s, preserving much of the character of the community. Although Gillette Stadium is located in one corner of Town, the cooperative working relationship between town officials and the Patriots organization has resulted in substantial benefits and limited impacts to the community; Foxborough is the smallest community to host a professional football franchise of New England Patriots' stature.

One constant, during Foxborough's 232 years of incorporation, has always been its sense of community.



View from Neponset Reservoir Dam, looking downstream.

C. Population Characteristics

Foxborough is one of the Metropolitan Area Planning Council (MAPC) communities, which continues to show a gain in population. From 1990 to 2000 the population increased 11%, from 14,637 to 16,246 (2000 census; 16,865 as of 1/1/10). The U.S. Census estimates that by the year 2030 the population of Foxborough will reach 18,235. Similarly, the MAPC community forecasts the population of Foxborough to reach 18,840 by the year 2030. During the same period the overall population of the region declined, mainly due to population loss within the inner Route 128-sub region.

The greatest percentage of Foxborough's employed population works in managerial and professional occupations, technical, sales, and administrative support positions (Table 1). Recent figures show 80% of the work force commuting to jobs outside of Foxborough (Table 3).

Table 1 – Employment

Industry Description	Establishments	Sales/Revenue (\$1,000)	Annual Payroll (\$1,000)	Number of Employees
Retail trade	69	252,960	27,443	812
Information	11	N	12,637	202
Real Estate, Rental, Leasing	24	39,361	8,293	128
Professional, Scientific, Tech	75	150,449	74,471	901
Administrative & Support, Waste Management Services	42	66,068	39,293	2,342
Educational Services	3	1,197	335	20
Health Care & Social Assistance	39	28,479	13,125	379
Arts, Entertainment, Recreation	13	D	D	Q
Accommodation, Food Services	40	53,019	15,849	826
Other Services (except admin)	36	13,852	5,026	144
<i>D: Withheld to avoid disclosing data for individual companies; data are included in higher level totals.</i>				
<i>N: Not available or not comparable.</i>				
<i>Q: Revenue not collected at this level.</i>				

Source: U.S. Bureau of the Census, 2007 Economic Census

Table 2 – 100 Largest Employers in Foxborough

Company Name	Address	Number of Employees	NAICS Code
Invensys Process Systems	Commercial St	1,000-4,999	3345
Advantage Sales & Marketing	Foxboro Blvd	100-249	4251
Ametex Fabrics	Foxboro Blvd	100-249	3133
Distribution Services-America	North St	100-249	4931
Foxboro Express	North St	100-249	4842
GE Co	Foxboro Blvd	100-249	4236
Gillette Stadium	Patriot Place	100-249	7113
Hockomock Area YMCA Foxboro	Mechanic St	100-249	6241
Invensys North America	Commercial St	100-249	4236
Maguire Group Inc	Commercial St # 1	100-249	5413
New England Patriots LP	Patriot Place	100-249	7112
New England Pottery	Washington St	100-249	4232
New England Revolution LP	Patriot Place	100-249	7112
Norcap Lodge	Walnut St	100-249	8133
Robert Allen Group Inc	Foxboro Blvd	100-249	3133
Rodman Ford Suzuki Sales	Washington St	100-249	4411
Stop & Shop Supermarket	Main St	100-249	4451
Amec Instruments	Foxboro Blvd # 300	50-99	8112
Axeda Corp	Forbes Blvd # 3	50-99	5182
Casey Engineered Maintenance	Panas Rd	50-99	4422
Christina's Fireside Grille	Washington St	50-99	7221
Foxboro Fire Dept	School St	50-99	9221
Foxboro Special Education	Carpenter St	50-99	6111
Foxborough Country Club	Walnut St	50-99	7139
Igo Elementary School	Carpenter St	50-99	6111
John J Ahern Middle School	Mechanic St	50-99	6111

Table 2 – 100 Largest Employers in Foxborough (continued)			
Company Name	Address	Number of Employees	NAICS Code
Lafayette House	Washington St	50-99	7221
Mass Premier Courts	Green St	50-99	7112
Ninety Nine Restaurant	Fisher St	50-99	7221
Ocean State Job Lot	Commercial St	50-99	4239
Piccadilly Pub Restaurant	Foxboro Blvd	50-99	7221
Re/Max Real Estate Ctr	Mechanic St	50-99	5312
Red Robin Gourmet Burgers	Patriot Place	50-99	7221
Renaissance-Patriot Place	Patriot Place	50-99	7211
Skip Jacks	Patriot Place	50-99	7221
Tree Tech Inc	Spring Brook Rd	50-99	5617
United Site Svc	E Belcher Rd	50-99	5629
YMCA	Mechanic St	50-99	6241
21st Century Roofing Systems	Leonard St	20-49	2381
Academy At Foxborough	Mechanic St	20-49	6111
American Anchor	Elm St # 3	20-49	2389
Automated Emblem Supplies Inc	Green St	20-49	3149
Bass Pro Shops	Patriot Place	20-49	4511
Boyden Library	Bird St	20-49	5191
Bright Horizons Family Sltns	Green St	20-49	6244
Chace Building Supply	Washington St	20-49	4441
Charles G Taylor Elementary	South St	20-49	6111
Comfort Inn	Fisher St	20-49	7211
Compu Med Inc	Cocasset St # 2	20-49	5412
Doolittle Homes Inc	Bird St	20-49	8133
Eastern Mountain Sports	Patriot Place	20-49	4511
Fire Chief's Office	School St	20-49	9221
Foxboro Furniture	Central St	20-49	4421
Foxboro Highway Dept	Elm St	20-49	2373
Foxboro Police Dept	South St	20-49	9221
Foxboro Professional Firefighters	Chestnut St	20-49	9221
Foxborough Fire Department	Chestnut St	20-49	9221
Foxborough Town Hall	South St # 1	20-49	9211
Foxfield Transportation Inc	Wall St	20-49	4853
Fusion 5 Sports Bar & Night	Washington St	20-49	7224
Gloves Inc	Foxboro Blvd # 240	20-49	4239
Gold's Gym	Lincoln Rd	20-49	7139
Iconics Inc	Foxboro Blvd # 130	20-49	4431
Insurance Partnership From Ma	Hampshire St # 100	20-49	5242
Integrated Security	Central St # 9	20-49	5616
International Forest Products	Patriot Place	20-49	4241
Invensys Process Systems	Neponset Ave	20-49	4236
Judy's Village Flowers	School St # 12	20-49	4531
Kaestle Boos Assoc	Foxboro Blvd # 100	20-49	5413
Kennedy-Donovan Ctr	Central St	20-49	6241
Leapfrogrx Inc	Hampshire St	20-49	5416
Mabelle M Burrell Elementary	Morse St	20-49	6111
Mc Donald's	North St	20-49	7222
Metropac Industries	Annette Rd	20-49	4239
MNB Vending Svc	Leonard St	20-49	4542
NAPA Auto Parts	Washington St	20-49	4413

Company Name	Address	Number of Employees	NAICS Code
New England Group	Cocasset St	20-49	5312
Normandy Farms Camp Ground	West St	20-49	7212
Papa Gino's	Commercial St	20-49	7221
Papa Gino's	North St	20-49	7221
Patrick Lyons Greenhouse	Central St	20-49	1114
Pediatric Billing	Mechanic St # 103	20-49	5412
Residence Inn-Foxborough	Foxboro Blvd	20-49	7211
Right At Home	Lincoln Rd # 116	20-49	6213
Sage School	Mechanic St	20-49	6111
Solo Slide Fasteners Inc	Spring Brook Rd	20-49	4243
Stadium Auto Sales	Washington St	20-49	4411
Staples	Patriot Place	20-49	4532
Star Engineering	Wall St	20-49	3344
State Police	Washington St	20-49	9221
Sturdy Memorial Hospital	Washington St	20-49	6219
Tastings Wine Bar & Bistro	Patriot Place	20-49	3121
TBR Marble & Granite	Spring Brook Rd	20-49	3279
TD Bank	Central St	20-49	5221
Trading Post Inc	Central St	20-49	4533
Vantel Pearls In the Oyster	Green St	20-49	4543
Verdolino & Lowey	Washington St # 101	20-49	5412
Victoria's Secret	Patriot Place	20-49	4481
Weston & Sampson Engineers Inc.	Foxboro Blvd # 250	20-49	5413

Source: Executive Office of Labor & Workforce Development (2012)

Table 3 – Labor Force and Commuting

Labor Force	
Residents working locally	1,510
Residents commuting outside town	6,997

Source: US. Census Transportation Planning Package, 2000

The median income for a household in the Town was \$64,323 (2000 Census), and the median income for a family was \$78,811. Although this is above the state average, there were 73 families making less than \$10,000 per year, 52 making less than \$15,000 and 132 making less than \$25,000. About 2.3% of families and 3.1% of the population were below the poverty line, including 2.0% of those under age 18 and 6.2% of those aged 65 or over. The rising housing costs of the Town, and the region, has had a significant negative impact on this segment of the population.

While the population in the majority of the communities surrounding Boston is forecast by the MAPC to remain stable, growth in population is forecasted within three sub regions: the South Shore, the West, and the Southwest, which includes Foxborough. The large amount of undeveloped land which still exists and the convenient transportation access, particularly to I-95 and I-495, are major factors which indicate that Foxborough will continue to attract growth. Managing the density and pattern of development in ways that preserve Foxborough's vital natural resources will be a continuing challenge. Current projections (below) are for continued but slow growth.

Table 4 – Population Projections

Year	Population	Change	% Change
2000	16,246		
2010	17,346	1,100	6.8
2020	18,518	1,172	6.8
2030	18,840	322	1.7

Source: MAPC Community Population Forecasts (1/31/2006)

The greatest population increase has occurred in the group from 10 to 14 years of age during 1990 to 2000. In addition, the median age increased from 34.3 to 38.1 during this same period. While there were decreases in the 20 to 34 years of age categories, there were solid gains in the 35 to 54 years of age categories.

Table 5 – Age Distribution

Age and Gender	1990	2000	% Change
<i>Total population</i>	14,637	16,246	11
Males (All)	7,200	7,949	10.4
Females (All)	7,437	8,297	11.6
Under 5 years	1,037	1,118	7.8
5 to 9 years	974	1,203	23.5
10 to 14 years	857	1,302	51.9
15 to 19 years	985	949	-3.7
20 to 24 years	1,077	546	-49.3
25 to 34 years	2,587	2,111	-18.4
35 to 44 years	2,385	3,102	30.1
45 to 54 years	1,778	2,393	34.6
55 to 59 years	736	908	23.4
60 to 64 years	649	681	4.9
65 to 74 years	927	1,102	18.9
75 to 84 years	493	644	30.6
85 years and over	152	187	23
<i>Median age (years)</i>	34.3	38.1	11.1

Source: Metro Boston Data Common; Community Snapshot (2008)

D. Growth and Development Patterns

1. Patterns and Trends

In many ways, Foxborough is a typical Route 495 belt suburban community. The Town still retains the traditional village center with the common, white church, and government buildings. Outlying the town center is a pattern of smaller village lots and multifamily dwellings, and outside this village residential district is the standard low-density one-acre residential district. Foxborough also contains two large commercial areas, predictably located at the intersection (Exit 7) of Route 95 and Route 495 and along Route 1.

This pattern of development is not uncommon for many communities located along Route 495, however, Foxborough is distinctly different than most of these other towns since its developments are older, having occurred over many decades. Foxborough developed earlier than many other Route 495 communities since it is located along Route 95, midway between Boston and Providence. This unique location spurred its transition from a small farming community to a suburban community several decades earlier than many other Towns.

Most of the Town's urban and residential development is concentrated in an area of flat to gently rolling terrain. In the 1940s and 1950s, 1,289 housing units were constructed, and in the 1960s, 1,061 homes were built (2000 Census). This construction amounted to more than 35% of the community's housing stock. Between 1999 and 2005, 281 housing units were built (Mass Audubon Losing Ground, 2005).

More homes were constructed during the 1960s than during the last three decades. As a result, Foxborough is a more mature suburban community with most of the available open residentially zoned land already developed. Since 1971, multi-family residential land use has tripled in acreage as a result of the Town permitting multifamily housing around its town center in the Residential R-15 and the General Business Zoning Districts.

Foxborough also is distinctly different in another way that enhances its desirability as a place to live: it contains a large amount of protected open space. The Conservation Commission has more than 2,000 acres of land and the F. Gilbert Hills State Forest has approximately 800 acres in Foxborough, providing a variety of passive use recreational opportunities. However, due to the

success of the land conservation efforts of the community and its longer pattern of development, there is now a limited amount of land available for development in the Town. There has been a general decline in the number of building permits issued for single family homes in the past 10-plus years, with the exception of the spike in 2006, due to the mixed use plan associated with the Chestnut Green development. The annual number of building permits issued for new residential units is as followed:

Table 6 – New Residential Units

Year – Units	Year – Units
1991 – 40-60	2001 – 20-40
1992 – 80-100	2002 – 20-40
1993 – 140-160	2003 – 40-60
1994 – 140-160	2004 – 40-60
1995 – 120-140	2005 – 20-40
1996 – 80-100	2006 – 60-80
1997 – 60-80	2007 – 20-40
1998 – 60-80	*2008 – 20-40
1999 – 20-40	*2009 – 20-40
2000 – 40-60	*2010 – 20-40

Sources: US Census Building Permits Survey, MetroBoston Data Common 7/2008
 *2008-2010 Data: Foxborough Building Inspector Figures

2. Infrastructure

- a. Transportation Systems - Situated between Routes 128 and 495, Foxborough has a diverse interstate and regional transportation network. Interstate Route 95, Route 1, Route 140 and the Mass Bay Transportation Authority rail line, provide convenient access to the employment and cultural centers of Boston and Providence, Rhode Island. Foxborough's easy accessibility to employment and cultural centers will continue to make the Town a desirable place to live. Given the Town's limited resources, it is essential to include the preservation of open space, with its inherent benefits of water quality protection, wildlife habitat preservation, and flood protection, within the context of growth.

Foxborough's roadway infrastructure is currently in dire need of repairs. According to the Highway Department's superintendent, the Town would need to spend approximately one million dollars per year, just to maintain its roadway infrastructure.

Foxborough's rail service began in 1834, after the completion of the Providence to Boston rail line. The addition of branch lines, connecting the center of Foxborough with points north and south, contributed significantly to the Town's development. Today, the rail line is part of Amtrak's Northeast Corridor. The Massachusetts Bay Transportation Authority (MBTA) uses this line to provide commuter service between Providence Station and Boston's South Station. In addition, special trains are run to Gillette Stadium during events. At the present time, the MBTA is studying the possible opening of a commuter rail station next to Patriot Place near the stadium. Population information, zoning and developmental requirements are being considered to determine the feasibility of this proposal.

In 2000, Amtrak's *Acela Express* began to provide high-speed rail service between Boston and Washington, D.C. (Northeast Corridor), with portions running through the eastern side of Foxborough. While the average speed of the Acela falls far short of common definitions of high-speed rail, spending much of its time on the route at less than 100 mph, it achieves its highest speeds of 150 mph on two sections of track in Rhode Island and Massachusetts.

- b. Water Supply Systems – Since Foxborough's water supply is one of its most valuable natural resources, significant measures have been taken to assure its protection. The Town has implemented an aquifer protection plan, which is incorporated in the current zoning bylaws. A Water Resource Protection Overlay District was established in 1989 to protect the public health, safety and general welfare of the community by regulating or prohibiting various activities or uses in significant aquifer resource areas. The Town currently treats the water for corrosion control, ph adjustment, disinfection and iron and manganese removal and sequestration. Concern has been expressed that additional treatment may be necessary to

meet more stringent regulations under the Federal Safe Drinking Water Act. Also under consideration is the issue of treatment for iron, manganese and radon removal and construction of additional wells. Acquisition of watershed parcels contributing to any future wells in addition to land around existing wells should figure prominently in the Town's open space goals.

The Water Department services about 99.9% of the Town's year-round residents. Included in the system, which the Town operates and maintains, are:

- thirteen gravel-packed groundwater wells located in seven well fields,
- seven pumping stations,
- two above ground storage tanks,
- one reuse water tank,
- one major booster pumping station and
- one water treatment plant at one well site.

The average demand on the system is currently around 1.7 million gallons per day (mgd) with maximum daily demand close to 3.725 mgd. The safe yield of Foxborough's current water supply network is estimated at 3.19 mgd. Maximum pumping capacity is more than 4.4 mgd; water quality is considered to be good.

- c. Sewer Service - Currently, approximately 20% of Foxborough is connected to the Town's sewer system, which discharges to Mansfield's wastewater treatment facility. Both Gillette Stadium and Patriot's Place have their own wastewater treatment plant, some of which discharges to a subsurface disposal system and some to a water reuse storage tank. The reuse water is supplied to the stadium and the mall for toilet and urinal flushing. Chestnut Green also has its own wastewater treatment plan with subsurface disposal. The remainder of the Town is on private septic systems.

Foxborough's soils are quite variable and some areas in Town have significant development constraints due to soil conditions. New development must be designed with onsite sewage disposal systems, which limits growth and economic development in commercial areas.

The Town recently completed a Comprehensive Wastewater Management Plan to address this issue. This Management Plan (2006 CWMP) identifies the so-called needs areas in the Community that require sewer service. One of the plan's options is to take over and expand the privately owned Gillette Stadium plant, but this was rejected by a vote at Town Meeting. The Town is currently pursuing another option identified in the plan; participation in the expansion of Mansfield's sewer plant.

- d. Public Facilities - During the past several years, Foxborough has been updating its aging municipal infrastructure, including its schools, public safety facilities, town hall, and library.
- 1) Schools – During the past 30 years, public school enrollment has ranged from a high of 3,184 in 1980 to a low of 2,441 in 1989. Between 2000 and 2010, enrollment has ranged from 2,892 to 2,867. In 2003, the Town completed the Ahern Middle School expansion-renovation project at a cost of \$25 million. The Igo Elementary School has also undergone major renovations to handle student population growth. During the summer of 2010, the \$20 million renovation of the High School began including accessibility upgrades and asbestos abatement.
 - 2) Public Safety Facilities – Foxborough opened its new Public Safety building in November 2008 at a cost of \$15.5 million. The structure houses the full operations of the Police Department, Fire Department and the Town's Emergency Management Center.
 - 3) Town Hall – The Town Hall is currently in dire need of renovation. The building formerly housed the police department's improperly vented firing range, resulting in lead dust infiltration throughout the building. The Town, under State orders to abate the lead dust contamination, is currently researching the feasibility of either renovating and expanding its current facility, or constructing a completely new Town Hall.
 - 4) Library – During late 2011 the Boyden Library renovation, which would double the building's size to 35,600 square feet, began. Foxborough voters supported a voluntary \$7.5 million, 20-year tax hike to repair and renovate the 43-year-old library. State Library Commissioners awarded a \$3.6 million grant to the Town for the \$11.7 million project.

3. Long-Term Development Patterns

Since 1971, land use in Foxborough has changed dramatically in the amount of land devoted to suburban use, primarily the development of multi-family residences. While multi-family residential use has tripled in acreage, agricultural use has declined by more than one-quarter and undeveloped land has decreased by about 13% over the same period. Developed land now represents approximately 35% of the Town's total acreage. There has been no negative change in wetland acreage since 1971, as a result of protective legislative regulations. According to Mass Audubon's "Losing Ground" 2005 report, 22.2% of the Town's land is now permanently protected (2,964 acres). Table 7 (below) shows the breakdown of land use categories in acreage in 1971 and 1999 (representing the most recent available data). For additional information, please refer to Map 3C.

Table 7 - Land Use Categories and Change

Land Use Type	1971 Acreage	1971 Area (% of town)	1999 Acreage	1999 Area (% of town)	Change (acres)	Change (% of town)
Agriculture	455	3.41	314	2.35	-141	-1.06
Open Undeveloped Land	508	3.81	443	3.32	-65	-0.49
Urban Open/ Recreation	621	4.65	708	5.31	87	0.66
Natural, Undisturbed Land	8,045	60.30	6,702	50.24	-1,343	-10.06
Water	443	3.32	471	3.53	28	0.21
Undeveloped Land and Water	10,072	75.49	8,638	64.75	-1,434	-10.74
High Density Residential	56	0.42	224	1.68	168	1.26
Medium Density Residential	1,404	10.53	1,667	12.50	263	1.97
Low Density Residential	1,045	7.83	1,919	14.38	874	6.55
Residential Use	2,505	18.78	3,810	28.56	1,305	9.78
Commercial	90	0.68	167	1.25	77	0.57
Industrial/Transportation/Mining	674	5.05	726	5.44	52	0.39
Total	13,341		13,341			

Source: "Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division" and Sarah Pierce, Intern

- a. Zoning (Map 2) - Foxborough's primary land use control is its Zoning Bylaw, which provides for two residential districts, three business districts, two industrial districts and a special use district. In addition, there are five overlay districts including design review, flood plain, water resource protection, economic development area and Chestnut-Payson overlay districts.
- b. Open Space Residential Development Bylaw - Many recent developments have utilized the Town's Open Space Residential Development Bylaw, which clusters housing on developable lands, preserving environmentally significant areas as open space. Foxborough has also experienced developments under the State's Comprehensive Permit law (Chapter 40B), which allows development to occur at densities that are greater than typical zoning, with little or no open space requirements.
- c. Wetland Laws - The Conservation Commission, with the assistance of a Conservation Manager, administers the Massachusetts Wetland Protection Act as well as the Foxborough Wetlands and Groundwater Protection Bylaw, which contains provisions that are stricter than the Massachusetts Wetlands Protection Act (such as a 25 foot no disturb zone, and 100 foot no disturb zone for vernal pools). The Rivers Protection Act, enacted by the Legislature in 1996 and also administered by the Conservation Commission, provides protection to lands within 200 feet of rivers and streams.
- d. Board of Health - The Board of Health, with the assistance of a Health Agent, enforces the provisions of Title V of the State Sanitary Code regarding the design and installation of septic systems and alternative waste disposal systems; the Board's septic system regulations are stricter than Title V. It has recently started to implement their new FOG Program/Regulations - Fats, Oils and Grease. The FOG Program promotes environmental protection, ensures the protection of public health and supports a proactive approach to manage FOG in Foxborough, reducing costs associated with FOG, promoting economic growth, and possibly improving the Town's standing with Mansfield sewer availability.