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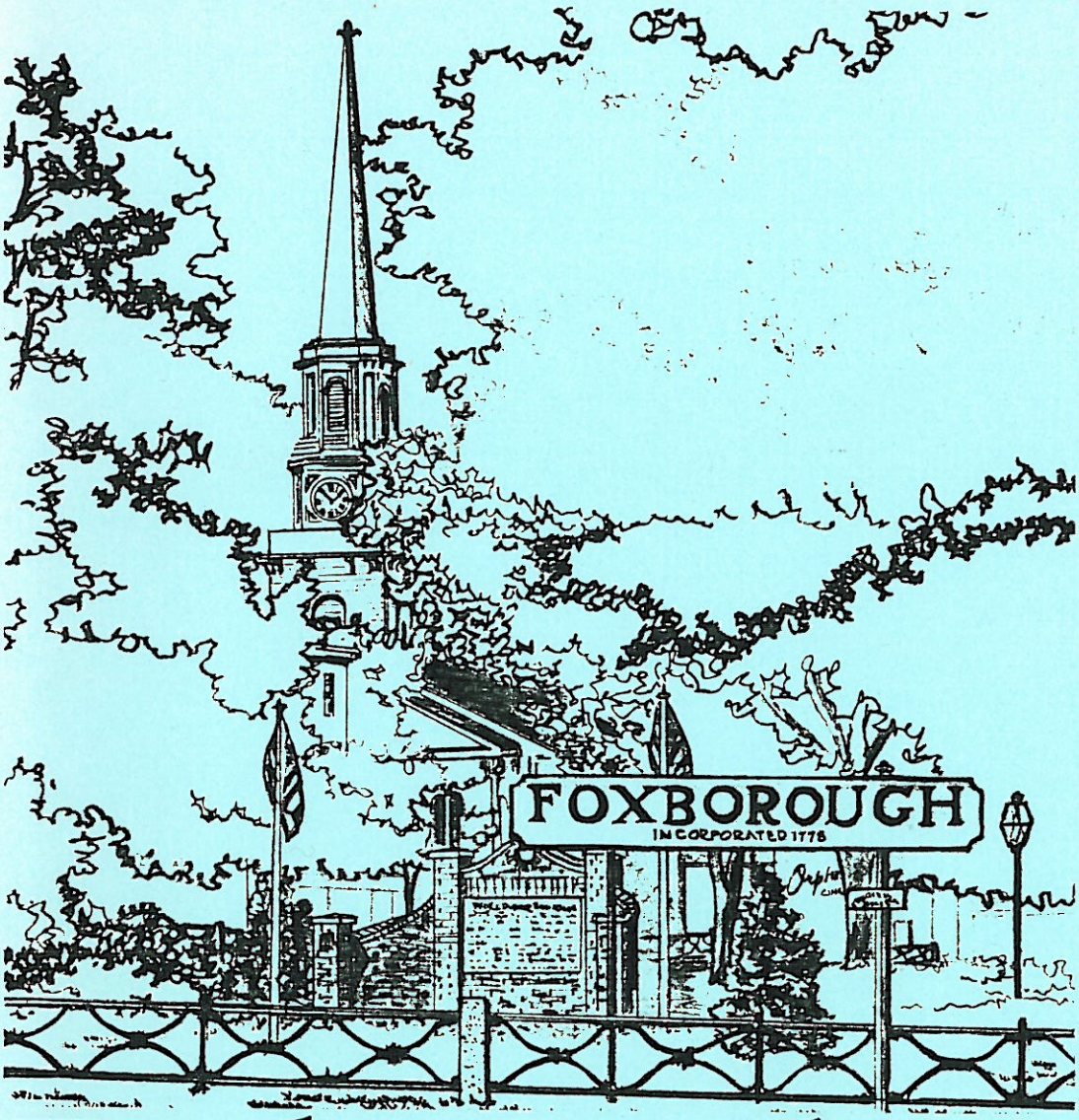

Foxborough
Growth Management Study

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EXECUTIVE SUMMARY

Chapter I: The History and Purpose of the Foxborough Growth Management Study

The purpose of this study was to update the 1962 Master Plan by focusing on growth-related issues. A Growth Policy Committee (GPC) was appointed by the Board of Selectmen to oversee the study. This study was undertaken concurrently with a solid waste management study, an aquifer protection study and a management study of Route 1. The other studies were consistently reviewed and considered by the GPC in its deliberations.

Chapter II: Goals and Objectives

The formation of goals and objectives was done by the GPC over the course of several meetings. No attempt was made by the GPC to prioritize these goals. The following six goals were unanimously adopted by the GPC:

1) Protect and Preserve Existing and Future Water Supply.

2) Strengthen Tax Base.

3) Maintain a Diversified and Affordable Housing Inventory.

4) Preserve the Small Town Character.

5) Preserve Open Space.

6) Develop the Means to Remove all Solid and Hazardous Waste.

Chapter III: The Build-Out Analysis

A build-out analysis was performed to estimate the maximum potential development on a community's land based on existing local land use controls. The residential build-out looked at all vacant, developable land which is zoned for residential use. It projected the number of housing units which could be built under existing zoning. The non-residential build-out looked at the potential for development on vacant land zoned for industrial, commercial or office development. It also considered the potential for expansion and redevelopment on selected developed parcels which are not developed to their maximum density. The build-out analysis results are as follows:

- Maximum residential build-out is 3,245 units; a 64% increase over existing development.

- The R-40 district has the most potential for new residential development.

- o Current construction or approved lots account for 21% of all future residential development.

- o At the current growth rate, full build-out would not be reached until 2027.

- o The Special Use and Limited Industrial districts account for 48% and 29% of all future non-residential development.

- o Full non-residential buildout (without the raceway) is 7,959,396 square feet and 11,975,353 square feet with the raceway.

- o Full non-residential build-out could generate 19,000 additional employees.

- o Full residential build-out could result in an increase of 9,400 people.

Chapter IV: Infrastructure

The purpose of the infrastructure analysis is to present data on existing capacity, usage rates, and projected future needs in order to assess the potential fiscal impacts of growth and to assist local officials in making growth management decisions. The infrastructure analysis resulted in the following findings:

- o At current generation rates, landfill capacity will be used up by 1993.

- o Full build-out would require almost a doubling of existing solid waste disposal capacity.

- o All six potential new wells would need to be developed to accommodate full build-out.

- o There is currently no available unused public sewer capacity.

- o Approximately ten new police officers would be required for full development.

Chapter V: Transportation

An analysis of current traffic volumes indicates moderate traffic on most local streets and heavier volumes on the interstate. Most intersections operate at satisfactory levels of service.

Development plans in Foxborough and surrounding towns include 1.75 million square feet of new office space and approximately 1200 new residences to be constructed in the near future. This development could generate about 27,000 new vehicle trips.

District officials from the Massachusetts Department of Public Works are interested in making improvements in the stretch of Route 1 north of Interstate 495 through Wrentham and Foxborough. The anticipated timing for such a project would be a minimum of ten years from the time of approval of Route 1 as an official project to construction.

Chapter VI: School Enrollment

- o Elementary school enrollment is projected to increase by 23% (203 students) by the year 2000.
- o Year-to-year enrollment growth will fluctuate between 1992 and 1996.
- o Elementary school enrollment increases for Burrell and Taylor are forecast to be similar in magnitude.
- o In the peak enrollment year 44 classrooms will be needed; only 36 are currently in use.

Chapter VII: The Growth Management Plan

In order to meet the six goals of the GPC, fourteen growth management techniques were evaluated. These techniques included those that affect the rate, location or quality of development. After reviewing the results of the build-out analysis, the GPC felt that the rate of growth was not a major issue but that the quality of new development was important. The growth management techniques which were chosen focused on the quality of development.

The following five growth management techniques were selected by the GPC. Appendix C contains the text of the bylaws which were written to implement these strategies.

1) Design Review for the Downtown District
2) Open Space Residential (Cluster) Development
3) Demolition Bylaw
4) Historic Districts
5) Scenic Roadways Bylaw

Chapter VIII: Providing Housing Opportunities

Developing and implementing an effective housing opportunities program requires long range planning as well as broad public support from local officials and citizens. The long range planning component should start with a needs analysis. The formation of a Housing Partnership Committee is a crucial first step for ensuring public support.

A housing needs analysis helps to demonstrate the need for a housing program and can identify appropriate strategies. A housing needs analysis should include the following elements:

a) Profile of the existing housing stock.
b) A community survey.
c) State housing policies.
d) Housing and demographic trends.
e) Zoning
f) Strategies for expanding housing opportunities.

A local Housing Partnership Committee is a coalition of local officials, business leaders, and housing advocates who come together to create housing opportunities. The formation of a housing partnership committee is done according to state guidelines and can provide the committee with access to assistance and funding from state programs.

I. THE HISTORY AND PURPOSE OF THE FOXBOROUGH GROWTH MANAGEMENT STUDY

A. THE HISTORY OF THE STUDY

The Foxborough Growth Management Study evolved out of discussions with the Board of Selectmen, the Planning Board and the Metropolitan Area Planning Council (MAPC) in the summer of 1987. The town's last Master Plan was completed in 1962 and the Planning Board felt that an update was needed. The town approved funding at the November 1987 Special Town Meeting. The Board of Selectmen approved MAPC's scope of work in February, 1988. MAPC began work on the project in April 1988.

B. SCOPE OF THE STUDY

The Planning Board and the Planning Administrator determined the scope of the study. The study was not intended to update the 1962 Master Plan in its entirety. The focus of the study was to assess the potential impacts of growth and develop a growth policy framework. The Scope of Work consisted of seven major tasks:

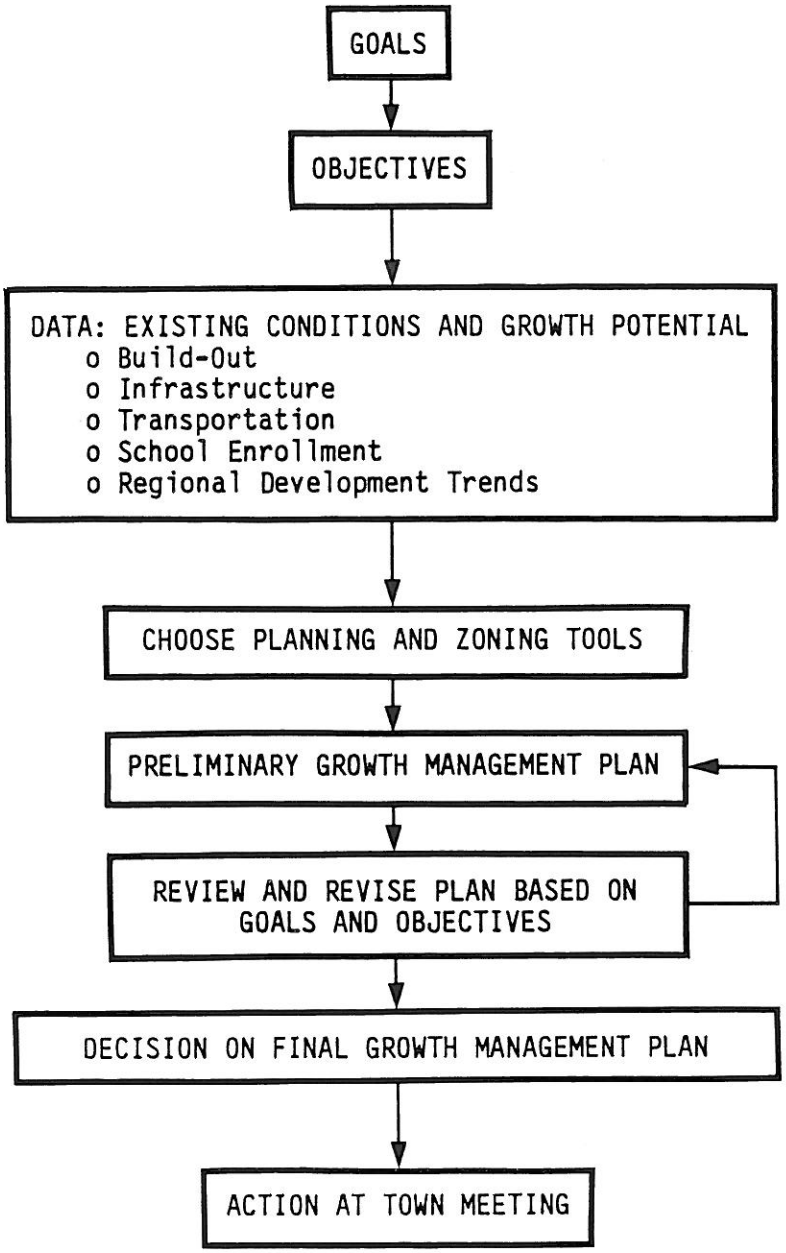
1) An analysis of the growth potential of the town (build-out).
2) An analysis of infrastructure needs.
3) An analysis of transportation issues.
4) An assessment of future elementary school enrollment.
5) An inventory and analysis of growth management needs.
6) The development of a growth management action program.
7) A review of regional growth and development issues.

Figure I-A presents a graphic representation of the overall study design.

C) FORMATION OF THE GROWTH POLICY COMMITTEE

The scope of work called for the formation of a Growth Policy Committee (GPC). The purpose of the committee was to provide the Board of Selectmen, the Planning Board and the MAPC with guidance as to appropriate growth management policies for the town. These policies formed the basis for the recommendations of this study. The Board of Selectmen, in cooperation with the Planning Board, appointed the Growth Policy Committee. It consisted of representatives from the Planning Board, Board of Selectmen, Advisory Committee, School Committee, Conservation Commission, Industrial Development Commission, Canoe River Aquifer Advisory Committee, the Building Department and several representatives at large. The Planning Administrator acted as a non-voting advisor to the group.

OVERVIEW OF THE FOXBOROUGH GROWTH MANAGEMENT STUDY
Figure I-A



D) CONCURRENT PLANNING STUDIES

During the growth management study there were several other planning studies underway. A solid waste management study was being done by the LEA Group, Inc., a consulting firm. Another consulting firm, SEA, Inc. was hired to prepare a Zone II aquifer protection study. Midway through the project, the town received a strategic planning grant from the state's Executive Office of Communities and Development (EOCD). The town hired HMM Associates, Inc. to study infrastructure needs on Route 1 and to develop a management plan to promote high quality growth along this important corridor. The GPC acted in the capacity of an advisory group for the Route 1 study. The GPC was not directly involved in the other two projects. The other studies were consistently reviewed and the GPC considered them in its deliberations.

II. GOALS AND OBJECTIVES

A) FORMATION OF GOALS AND OBJECTIVES

The formation of goals and objectives by the Growth Policy Committee was done over the course of several meetings. At the June 23, 1988 meeting the GPC held a brainstorming session during which they identified 62 issues of concern. These were later refined into a set of six goals which were unanimously adopted by the GPC on July 28, 1988. Each goal was separated into several objectives.

No attempt was made by the GPC to prioritize these goals. These goals were meant to guide the formation of the Growth Management Plan. It should also be noted that not all of these goals and objectives can be implemented through this one planning effort.

B) STATEMENT OF GOALS AND OBJECTIVES

GOAL I. PROTECT AND PRESERVE EXISTING AND FUTURE WATER SUPPLY

Objectives

A. Preserve critical aquifer lands as open space.
B. Strengthen regulatory powers to protect water supply.
C. Minimize development pressure on water resources (wetlands, floodplains, lakes, ponds, rivers).
D. Encourage water conservation measures by instituting public 'water awareness' campaign.

GOAL II. STRENGTHEN TAX BASE

Objectives

A. Assess best-use strategies for existing non-residentially zoned lands.
B. Encourage high quality development (in terms of design, number of employees, land use, infrastructure uses, retention of public open spaces, screened from public ways, etc.).
C. Place new non-residential developments in areas with minimal impact on existing neighborhoods.
D. Create opportunities whereby an open negotiation process with developers is encouraged.
E. Seek out possible Proposition 2 1/2 exempt sources of revenue.
F. Encourage balanced, mixed-use, non-residential development on Rte. 1.
G. Increase infrastructure capacity in specified areas to accommodate and encourage development.

GOAL III. MAINTAIN A DIVERSIFIED AND AFFORDABLE HOUSING INVENTORY

Objectives

A. Investigate linkage.
B. Encourage incentive zoning.
C. Maintain a mixture of housing types in Foxborough.
D. Encourage reuse of existing buildings for new housing site alternatives.
E. Develop guidelines to strengthen negotiation process when working on comprehensive permit projects.
F. Educate residents on affordable housing alternatives which make the most sense for Foxborough.
G. Encourage land acquisition for affordable housing initiatives.
H. Consider using portions of town land (tax land, etc.) for affordable housing units (not conservation land).
I. Institute cluster zoning bylaw with affordable unit set-asides.

GOAL IV. PRESERVE THE SMALL TOWN CHARACTER

Objectives

A. Preserve existing neighborhoods.
B. Improve downtown-quality of the town center.
C. Encourage pedestrian access in downtown/residential areas.
D. Ensure aesthetic balance between open space (landscaped buffer areas, open spaces) and new developments.
E. Encourage development which retains small-town atmosphere.
F. Accommodate increased population in a manner which retains Foxborough's sense of place.
G. Incorporate Foxborough's history into future planning efforts (propose future housing developments/improvements near the downtown area where there is pedestrian access).
H. Encourage historic preservation.
I. Promote protection and establishment of scenic roads.
J. Strive to preserve the value of residential areas.

GOAL V. PRESERVE OPEN SPACE

Objective

A. Keep developments buffered from recreation and conservation lands.
B. Maintain public recreation lands for long term use.
C. Preserve highway vistas and areas which help to define Foxborough's character (scenic roads, easements on vistas).
D. Maintain a targeted lands list for future land acquisition.
E. Assure balanced distribution of recreation and conservation lands throughout the town (implement Open Space Plan).

GOAL VI. DEVELOP THE MEANS TO REMOVE ALL SOLID AND HAZARDOUS WASTE

Objectives

A. Recognize the need to address all forms of waste including municipal solid waste, commercial/industrial waste and hazardous waste. Each type of waste should be dealt with as a separate planning issue.
B. Prepare a local Solid Waste Management Plan.
C. Qualify for state funds for waste-related projects. This would require a solid waste management plan which meets state criteria.
D. Implement source reduction (keeping a material from becoming a waste) as a critical first step toward reducing waste.
E. Organize a public education program about waste.
F. Anticipate creating a ten year time frame for dealing with waste issues. This is normally the length of time required to plan and procure waste management facilities.
G. Determine the different kinds of wastes generated by households, in order to manage each one of them successfully.
H. Manage waste on a regional level. It will probably turn out to be the most cost efficient and environmentally sound means of waste disposal.

III. THE BUILD-OUT ANALYSIS

A. PURPOSE OF THE BUILD-OUT ANALYSIS

Much of growth management planning is based on determining a town's capacity to handle the impacts of future growth on its infrastructure and fiscal resources. This is achieved by performing a build-out analysis. The build-out analysis is an estimate of the maximum potential development on a community's land based on existing local land use controls and selected environmental factors. The build-out analysis consisted of two parts: residential and non-residential buildout.

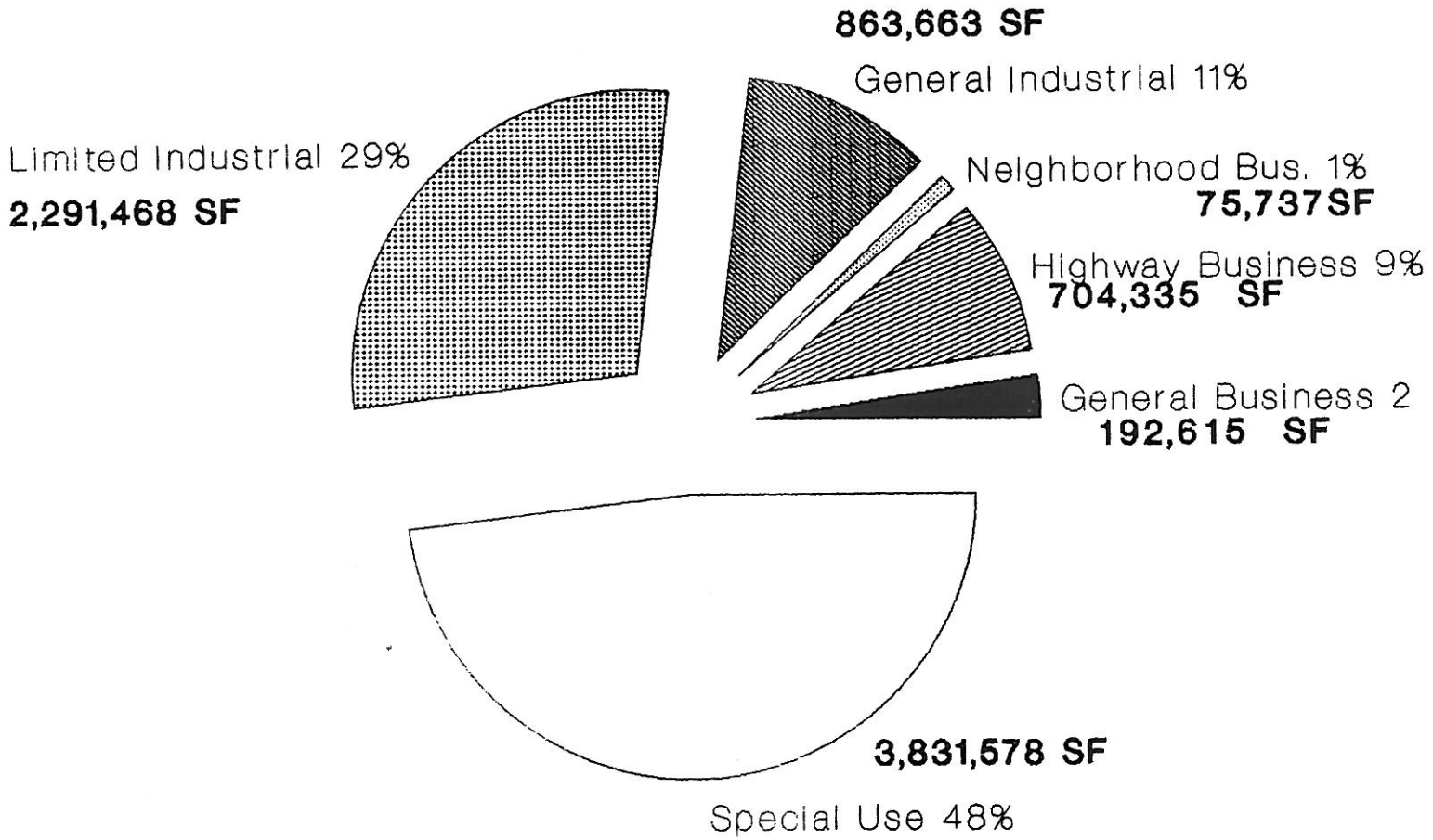
The residential build-out looked at all vacant, developable land which is zoned for residential use. It projected the number of housing units which could be built under existing zoning. It also analyzed the development potential of underdeveloped parcels (i.e. large lots with only one house). The estimate of the number of units was used to determine the future population and requirements for additional capacity in the school system and for other municipal services.

The non-residential build-out looked at the potential for development on vacant land zoned for industrial, commercial or office development. It also considered the potential for expansion and redevelopment on selected developed parcels which are not developed to their maximum density.

The build-out analysis did not try to project whether or not full build-out will occur or when a particular level of growth will be achieved. The build-out analysis by itself does not address the issue of whether or not a particular level of growth is desirable or consistent with community goals. It did not factor in all aspects of the economics of the real estate market. The analysis gives planners and decision-makers an estimate of the maximum potential development under current conditions based on the best available data. This information is used to project the impacts of that growth, if it were to occur. This information can also be used to determine if the impacts of a certain level of growth are consistent with community goals.

The build-out analysis was completed prior to the zoning changes approved at the May 11, 1989 town meeting. These zoning changes related to protecting the aquifers and regulating development along Route 1 and would most likely have an impact on the buildout figures.

% OF NON-RESIDENTIAL BUILD-OUT BY ZONING DISTRICT
Figure III-I



Total buildout: 7,959,396 sq. ft. excludes stadium, raceway.

E. EFFECTS OF RECENT ZONING CHANGES

Voters at the May 11, 1989 special town meeting approved two major zoning articles. The Route 1 Management Plan zoning bylaw promotes planned developments and prohibits certain uses such as truck terminals and storage facilities. The Water Resources Protection bylaw, as amended on the town meeting floor, prohibits certain uses which could contaminate groundwater. The bylaw also added a requirement that at least 30,000 square feet of a residential lot within the Zone II areas must be upland. The use of special permits is also promoted as a method for the town to review potentially harmful non-residential land uses.

These changes will have some impact on the maximum development potential and the build-out figures but it is difficult to gauge the degree of the effect. Numerous development plans submitted before the passage of these bylaw changes are "grandfathered". Therefore, some of the benefits of the changes have already been lost. The build-out analysis does not consider an actual mix of uses. Therefore, prohibiting certain uses in the new bylaws will have a minimal effect on the build-out results. Depending on the environmental characteristics of individual lots, the 30,000 square foot upland requirement for residential lots within the Zone II areas could decrease residential growth.

F. IMPLICATIONS OF THE BUILD-OUT ANALYSIS

The purpose of performing a build-out analysis is to estimate the maximum future development under existing zoning. This is done to determine the impacts this development could have on the provision of town services. The impact of future growth is covered more extensively in the chapters on infrastructure, schools and transportation. This section will examine the results of the build-out analysis in terms of population and employment.

1) Estimate of Future Employees

The results of the non-residential build-out analysis can be used to estimate numbers of employees. The projection of future employment is done by applying the following conversion factors:

Retail: 1 employee per 588 square feet.
Office: 1 employee per 220 square feet.

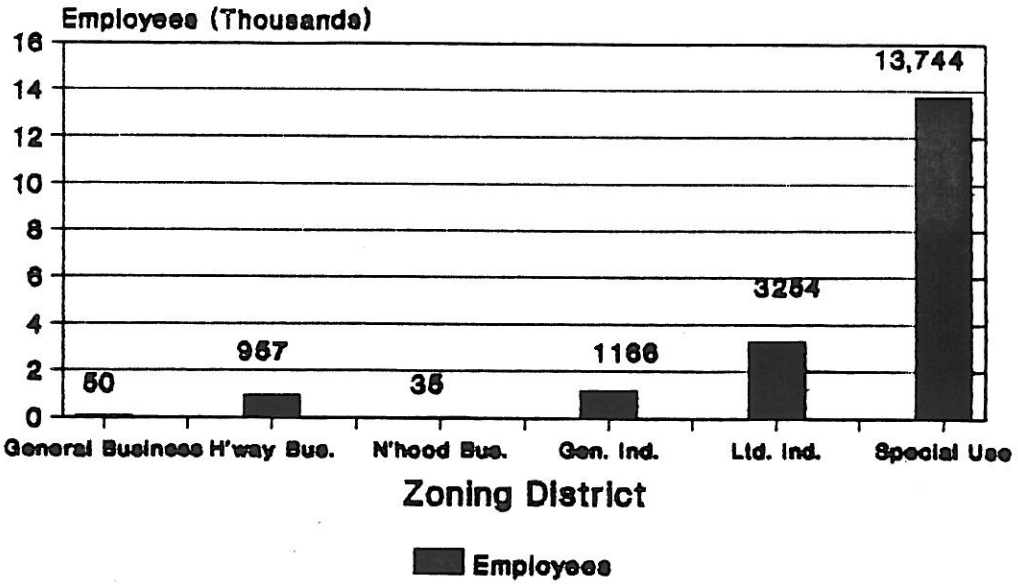
The office employment factor came from the Boston Redevelopment Authority. The retail number came from a National Cooperative Highway Research Program report.

Figure III-J shows estimates of future employees for residual build-out. Information was not available on the actual number of employees per parcel for existing uses. The S-1 district accounts for 71% of all future employment.

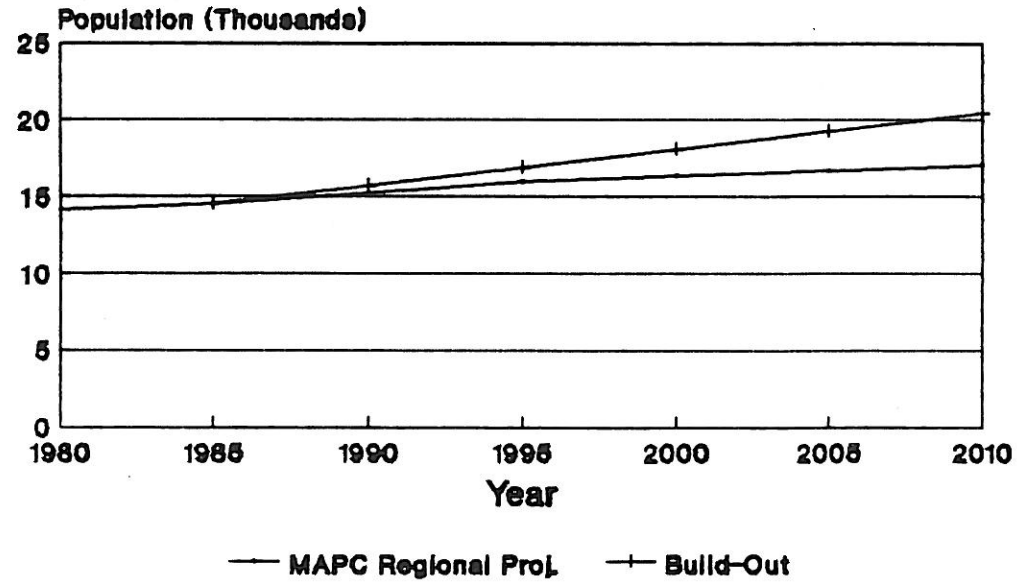
2) Estimate of Future Population

Full build-out would mean an increase of 3,245 residential units. The current household size in Foxborough is 2.9 persons per household. If that household size is held constant, the population increase attributable to build-out would be 9,400 people. Figure III-K compares two population projections for the town. The population projections done by MAPC on a regional basis show a population of 17,040 by 2010. The build-out projection, at the current growth rate of 82 units/year, would be a population of 20,447 by 2010. The 1990 federal census and the yearly town census can be used to update and track population trends.

FUTURE EMPLOYMENT
RESIDUAL BUILD-OUT Fig. III-J



POPULATION PROJECTIONS
Figure III-K



Build-Out: 237 People/Year
Regional Proj.: 95 People/Year

Table IV-C
Additional Disposal Capacity

	Each Additional 1000	Tons/ Year
Residential	residents	500
Nonresidential	employees	350

Each new development proposal can be reviewed to determine the amount of waste likely to be generated in the homes or businesses. The figures in Table IV-C may be multiplied by the actual number of new residents or employees to obtain waste totals for new developments.

There are ways to reduce the amount of waste now going into the landfill, as well as to offset at least a portion of any increases due to growth. These methods include recycling (e.g., newspapers, glass, metals), yard waste composting, and source reduction programs--encouraging households and businesses to change consumption habits and to discard less. While such programs take time and funding to establish--and require the cooperation of residents and employees--they could prolong the life of the landfill more quickly and less expensively than adding capacity. More specific proposals in this area are the subject of the solid waste management plan recently completed for Foxborough by LEA Group, Inc. As part of this plan, LEA is considering several disposal alternatives, including expansion of the existing landfill for either town-only use or regional use, regional resource recovery, and a combination of transfer station and out-of-town disposal.

LEA will also be investigating the remainder of the 134-acre landfill site to determine how much of it might be suitable for landfill expansion. Considerations are site constraints like wetlands and nearby residential areas.

Environmentally sound and financially feasible solid waste management is an important goal for communities like Foxborough, which are facing potential changes in their current collection and disposal practices. The state is also requiring preparation of a local solid waste management plan for those communities which may want to apply for funding under the recent Solid Waste Act (Chapter 584 of the Acts of 1987).

An additional factor involved in potential expansion is the likelihood of receiving the necessary state permits. It is not clear at this time whether the Department of Environmental Quality Engineering will grant permits for expansion of single-town landfills. Further, it is not clear if the increasingly strict regulations governing landfills will make the cost of expansion, operation, and closure prohibitive.

3) Infrastructure Costs and Timing

When LEA's study is complete, Foxborough will be able to determine what facilities are necessary for an environmentally sound and financially feasible solid waste management plan. Then, the chosen facilities can be sized and costed out for inclusion in the overall infrastructure program. A landfill study committee has been formed to continue studying the issue. Table IV-D gives cost guidelines for several potential components of a solid waste management plan.

Table IV-D
Cost Estimates for Solid Waste Facilities

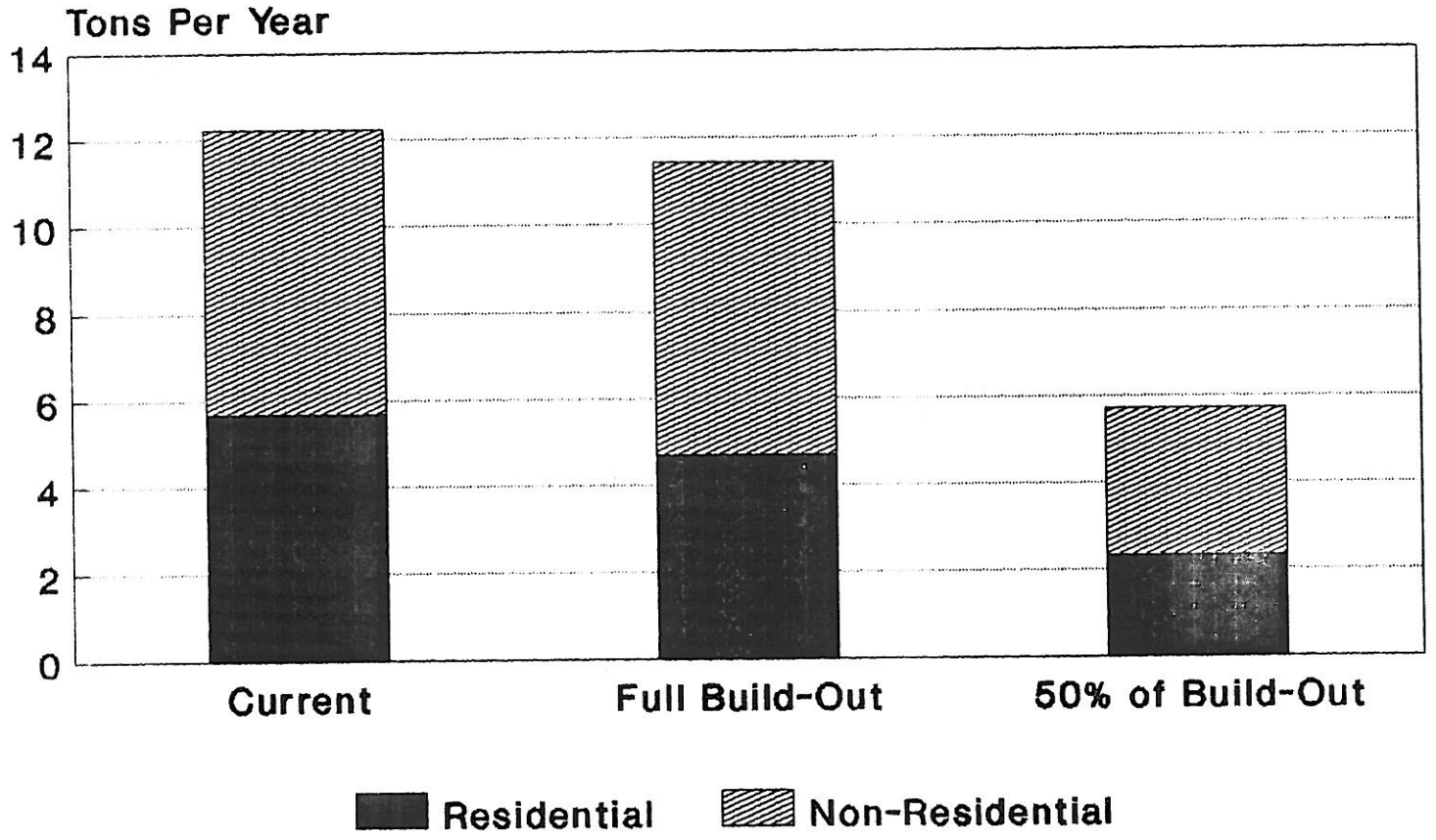
Type of Facility	Cost Factor
Landfill	
Planning, Design, & Construction	$250,000 to $400,000 per acre
Capping	$40,000 to $90,000 per acre
Waste-to-Energy	$100,000 per installed ton

These per-acre costs do not include the cost of land.
Sources: David G. Healey, Chief Engineer, Tighe & Bond, Inc. (landfills), William C. Finn, President, William C. Finn Associates, Inc. (waste-to-energy)

In estimating the cost of a landfill, many site and regulatory factors contribute to the variation in these cost guidelines. For a waste-to-energy facility, the guideline is multiplied by the ton-per-day figure. In other words, a facility rated at 1,000 tons per day would cost approximately $100,000,000.

Table IV-E compares current waste generation with future generation at full build-out and at 50 percent of full build-out to give an estimate of the additional capacity that may be needed in the future. The chart shows that, if full build-out were to occur, almost a doubling of current capacity would be necessary.

SOLID WASTE GENERATION
Figure IV-E



Full Build-Out = 9,400 new residents, 19,000 new employees
Build-Out does not include current residents or employees

D. WASTEWATER GENERATION

1) Current Facilities and Practices

At the present time, most of the residences and many of the small businesses in the town rely on septic systems for wastewater treatment and disposal. The center of town is now sewered, while three other residential areas have capacity purchased for them at the Mansfield Wastewater Treatment plant and so could be sewered in the future. Foxborough has a contract for disposal at the Mansfield facility, but that contract is capped at 250,000 gallons of sewage per day. At this time, Mansfield has placed a moratorium on new connections to the treatment plant. New developments near a sewer line may try to buy additional capacity and, if successful, tie into the town sewer.

2) Potential Infrastructure Needs

In areas of town where the soil is suitable, residences and small businesses may continue to rely on septic systems for wastewater treatment and disposal. Larger developments, including residential cluster, commercial and industrial, may be stymied, if they cannot rely on a septic system and no wastewater treatment capacity at the Mansfield facility is available.

The wastewater generation rates for both residential and nonresidential developments are given in Table IV-F.

Table IV-F
Wastewater Generation Rates
Residential and Nonresidential

	Gallons/ Day	Each 1000 Additional Residents/Square Ft.
Residential	110 /bedroom	115,500 gpd
Nonresidential		
Retail, per 100 sq.ft.	5	50 gpd
Office, per 1,000 sq.ft.	75	75 gpd

Title 5 of the state code is the source for these figures. While some households or businesses may use less than these estimates, others may use more. Thus, we use the same conservative estimates relied on by the state to ensure provision of adequate wastewater treatment/disposal capacity.

In the future, with increased use of low-flow toilets, restricted flow showerheads, and similar measures, communities like Foxborough will find that less wastewater is generated. Businesses located in Foxborough or considering a location there should be encouraged to use whatever measures will restrict production of wastewater, both from employee-related uses and industrial processes.

3) Infrastructure Costs and Timing

In the early 1980s, LEA prepared a wastewater facilities plan for Foxborough. An update of this plan would enable the town to evaluate existing facilities and plan for additional ones. Even though decisions on the provision of wastewater treatment/disposal capacity are now made by individual developers because of the lack of municipal sewers in undeveloped areas, Foxborough may wish to address three wastewater-related issues: 1) potential expansion of the Mansfield facility, 2) use and regulation of package treatment plants, and 3) continued use of individual septic systems.

Mr. Paul Lanza, one of Foxborough's water and sewer commissioners, suggested that, if Mansfield continues growing at its current rate, in several years Mansfield might be interested in expanding its wastewater treatment plant. At that time, either community might approach the other and suggest a joint expansion to serve the additional treatment/disposal needs of both communities.

A wastewater treatment option for condominium developments (both office and residential) is a package treatment plant (PTP), a small facility serving a single development and providing high level treatment. Such a facility would be designed, constructed, and paid for by the developer and subsequent owners. Operation and maintenance of these plants are two of the issues being studied by the state. At the present time, the Board of Health does not have regulations governing PTPs and they are in practise prohibited.

The state is investigating how these plants may be safely and reliably used in different types of developments, including single-family residential and commercial/industrial. MAPC recommends that the Foxborough Board of Health draft regulations governing PTPs as soon as the state completes its investigation (in the form of a generic environmental impact report). Local regulations will ensure that the town has additional control over these facilities. Control over these facilities is necessary because of the potential impacts. These impacts include building on land that was once considered unbuildable and the resulting increase in population, traffic and infrastructure needs.

Foxborough may wish to determine whether continued use of individual

septic systems is in the best interests of the town, considering that they are difficult and time-consuming to monitor, and if they malfunction they could threaten the town's water supply. The alternatives appear to be greater use of PTPs or expansion of tie-ins to the Mansfield plant.

E. WATER SUPPLY

1) Current Facilities and Practices

Foxborough has eleven gravel-packed wells and two standpipes, with a maximum safe yield of four million gallons per day. Not all of these wells are pumped simultaneously or continuously. There are a few private wells.

This past summer, the town instituted an odd-even day program of outside water use restrictions, in order to maintain sufficient levels of water in the standpipes for firefighting needs. Recently (before institution of restrictions), the peak water use combined with equipment failure left standpipe levels low enough to cause concern. Warren McKay, Water and Sewer Superintendent, is developing a program for water conservation.

An additional area of concern is nearby developments in adjacent communities, which may draw on the same aquifers.

Table IV-G shows actual water use during 1987.

Table IV-G
Water Use in 1987

Month	Gallons	Month	Gallons
January	68,006,000	July	100,167,000
February	62,942,000	August	95,271,000
March	68,664,000	September	75,079,000
April	63,839,000	October	75,218,000
May	77,474,000	November	70,767,000
June	90,093,000	December	60,712,000

Total gallons pumped in 1987:	908,232,000
Decrease over 1986, gallons:	23,276,000
Average day, gallons:	2,488,000
Largest daily amount, gallons:	3,695,000
Smallest daily amount, gallons:	1,228,000

Source: Foxborough Annual Report, 1987, pages 80-81.

Table IV-H compares annual use during the years 1983 through 1987, as well as giving the largest daily amount used and the average daily amount in each of the five years. It also includes a breakdown for residential, commercial, municipal, and industrial uses.

Table IV-H
1983-1987 Water Use
(in 1,000s of gallons)

	1983	1984	1985	1986	1987
Largest Daily Amount	3,699	3,792	3,512	3,783	3,695
Average Daily Amount	2,279	2,288	2,453	2,552	2,488
Total Annual Gallons Pumped	831,708	835,260	895,349	931,508	908,232
Residential	348,861	317,346	399,787	313,529	364,580
Commercial	48,122	76,745	53,876	61,092	46,950
Municipal	NA	35,000	28,000	33,683	31,290
Industrial	199,000	173,522	158,063	191,333	181,078
Unaccounted	24%	28%	29%	36%	31%

Source: Foxborough Town Reports, 1983-87.
Warren McKay, Water & Sewer Superintendent

There is a significant amount of variation in the breakdown by type of water use shown in Table IV-H. The town may wish to investigate the reasons behind this fluctuation in order to determine potential areas for conservation, as well as possible areas of more intensive use. In looking at the variations, the town will want to consider which years included water restrictions, what the weather was like each year, and if significant new users were added to the system.

2) Potential Infrastructure Needs

The town has six potential well sites, which have been tested and approved by the state. The first of these wells was the subject of an appropriation of $530,000 at the spring 1989 town meeting. Funds appropriated will be used to bring the well online. In addition to these six wells, the town has space for two more standpipes.

Preliminary estimates of the projected output of these wells is about 400,000 gallons per day per well. However, the town does not pump all wells in the same aquifer simultaneously or at the full rate (300-400 gallons per minute). Thus, as each well is brought into operation, decisions on how much water can be drawn from it on a daily or annual basis will be made by the water and sewer department.

The two standpipes would be sized at the time they were planned and designed. Warren McKay, water and sewer superintendent, estimates that each would hold approximately 3,000,000 gallons.

One area of concern surrounds future water supply regulations promulgated by the EPA. The potential impact of these regulations on the type of facilities required and the cost of them cannot be determined fully at this time. Among the items which the town will need to consider is a corrosion control program (now underway) and, possibly, chlorination and filtration to remove iron and manganese.

One of the most difficult and controversial aspects of infrastructure analysis is the estimation of future demand. In order to estimate how much water may be needed by future developments, we multiplied the wastewater generation rates given in Table IV-F by 110%. The reason for the choice of this figure is that some water will be used for watering outdoor landscaping, washing cars, filling swimming pools, and other uses where the water does not end up in the sewer. Since Title 5 gives the wastewater generation rate which developers are required by law to use, the estimate of water use needs to be greater. These estimates are probably high because actual water use in Foxborough tends to be lower than the Title 5 requirements.

Table IV-I
Water Use Rates
Residential and Nonresidential

	Wastewater Rate	Water Rate	Each 1000 Add'l Residents/Sq. Feet
3BR Residence (2.9 persons/household)	330 gpd	363 gpd	125,240 gpd (345 households)
Nonresidential			
Retail, per 100 sq.ft.	5	5.5	55 gpd
Office, per 1,000 sq.ft.	75	82.5	82.5 gpd

The water and sewer department is concerned about the town's continued ability to provide water to all existing and future users. The water and sewer department informally discourages intensive industrial water users from locating in Foxborough. This is certainly one method to preserve capacity and to smooth out bulges in the growth of demand for water. However, sending certain industries to other towns will also restrict the growth of Foxborough's tax base. Should the town wish to make this policy decision, the town will need to establish a legal or regulatory method to handle intensive water-using industries.

3) Infrastructure Costs and Timing

In the spring of 1989, Whitman and Howard will begin preparing an analysis of the water system, to allow planning into the 21st century. Their report is due to the town in mid-1989. It will include future well sites, a study of usage patterns, fireflows, and pipe quality. This report will also include a leak detection program.

Table IV-J
Potential Water Supply Facilities

	Number	Size	Estimated Cost
Wells	6	400,000 gpd	$350,000/well (1988 $)
Standpipes	2	3,000,000 gal	$800,000/tank (1988 $)

Source: Mr. Warren McKay, Water and Sewer Superintendent.

There are several important points to remember in reviewing the information in Table IV-J. First, these are preliminary estimates, in 1988 dollars; for later wells, costs will have to be updated for inflation and any regulatory changes. The Whitman and Howard report will include more detailed cost estimates.

Also, calculations of maximum safe yields of an expanded system, including one or more of these six wells, cannot simply be done by multiplying the estimated 400,000 gpd by the number of wells. Determination of the maximum safe yield will require a decision on which wells will be pumped at what time and what rate. This is particularly true in the Rumford River aquifer where Foxborough and Sharon already have several wells. Sharon has recently begun construction of an additional well north of the Foxborough well fields in this aquifer.

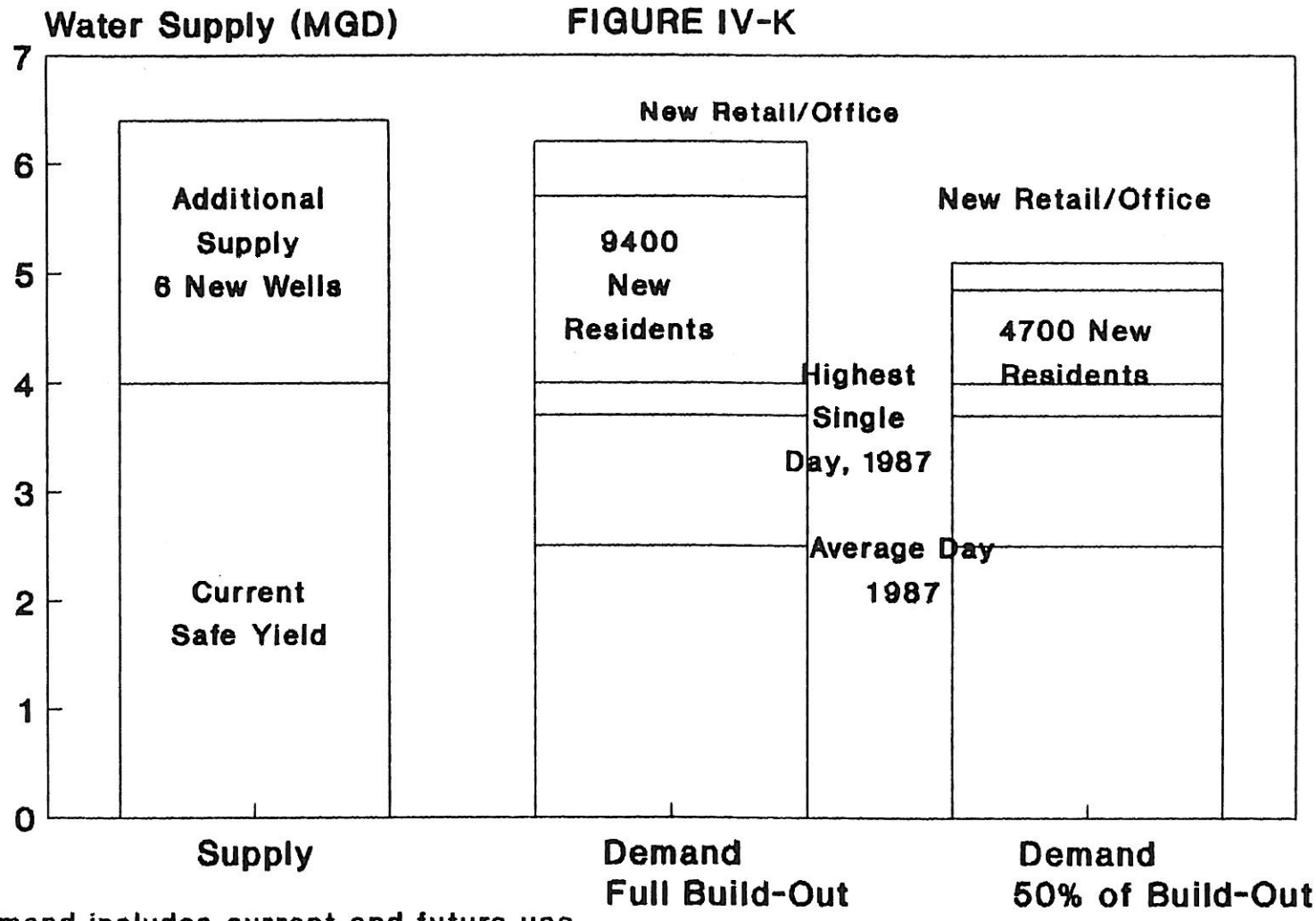
The first of these six wells (the Morse site) was the subject of an article (at the spring 1989 town meeting) to appropriate $530,000 for design and construction. A second proposed well site (Oak Street) is in a field with four other wells already in use. Locating a fifth well in this aquifer will require study to determine pumping order and rates.

The other four proposed wells (West St./Daniels, Mill St./Law, and two at Witch Pond) are all at some distance from both the center of town and the nearest water supply pipe. The costs to bring these wells into operation will be higher because of the necessary piping. It will require two to three miles of pipe to bring the water to the areas where it is needed. Thus, the per-well cost estimate given in Table IV-J is only for the first well; subsequent ones could cost as much as $1,000,000, including two to three miles of pipe.

The two standpipes would hold about 3,000,000 gallons each. A smaller standpipe is not economically feasible. As is the case with the wells, if several years passes before construction, the costs will rise due to inflation. According to Warren McKay, standpipes can last for decades. One of the town's two standpipes was built in 1948 and is still in very good condition.

Figure IV-K compares the existing and potential capacity to the water needs for both full and 50 percent build-out. This figure indicates that all six wells would be required to serve full build-out.

WATER SUPPLY AND DEMAND



Demand includes current and future use.

F. POLICE AND FIRE

1) Current Facilities and Practices

Police and fire services are measured in three different ways: staff, major pieces of equipment, and station(s). Table IV-M shows the current staffing and equipment levels.

Table IV-M
Police and Fire Staffing and Equipment Levels

	No. of Staff	Staff Increase	Pieces of Equipment
Police	27	1/year	9 cruisers 1 paddy wagon
Fire	18 paid 20 call	4 paid 8 call	13 various

Source: Police Chief O'Leary and Fire Chief Boswell.

The police staff has increased about one person per year; over the last several years, Chief O'Leary has asked for an additional position in the annual budget each year. Chief Boswell requested the additional paid and call positions at the spring,1989 town meeting..

2) Potential Infrastructure Needs

Staff - The national average for police officers is two for every 1,000 people served, however the decision to add officers is complicated by the type of new development to be served and its location relative to existing homes and businesses. Police Chief O'Leary stated that the department logged over 13,000 calls last year, or more than two per household. At full build-out, an additional nine to ten police officers would be needed.

Fire Chief Boswell is expanding his paid force from 18 to 22 positions and his call force from 20 to 28 positions.

The police and fire departments also include four civilian dispatchers. At this time they are housed in the police station , but plans are underway to establish a central "911" type dispatch operation for police, fire, and ambulance services. There is also a possibility that such a system could be expanded to serve a region including towns contiguous to Foxborough.

3) Equipment. Police cruisers are currently replaced every other year, which increases their availability. They also require less maintenance, along with the concomitant downtime.

The replacement schedule for fire vehicles is more varied, depending on the type of vehicle. Pumpers and other large vehicles may last from 10 to 20 years with good maintenance, while rescue vehicles, ambulances, and sedans will need to be replaced more often.

The fire chief has indicated that he would like to have a second ambulance, where the new one would be the primary ambulance and the used one would act as backup (in case the first one was already on a call). Every five years he would replace the older of the two ambulances and "demote" the remaining one to backup status.

In the event that a satellite fire station is necessary, the fire chief has indicated that equipping it would require an engine company, a forest fire unit, and the second ambulance.

4) Police and Fire Station. The third area of concern is the station out of which the staff works and the equipment is dispatched. The town is studying its space needs and potential site locations for a joint police and fire station to replace the existing one. Once the location is chosen, the town will then be able to determine if an additional satellite station(s) will be necessary for firefighting purposes. Staffing and equipping levels for satellite station(s) will be determined subsequently. Preliminary indications are that a substation may be required to serve the Route One area.

5) Infrastructure Costs and Timing

When the town decides what the location and design of the new station will be, then cost estimates for the station will be provided by the architects and engineers involved.

Satellite stations can also be located and designed with cost in mind. This secondary station will be staffed and equipped at the minimum level necessary to provide adequate services.

G. INFRASTRUCTURE NEEDS FOR FUTURE GROWTH

There are many factors which determine the type and cost of infrastructure needed to service future growth. Among these are land costs, financing constraints, the rate and location of development, technology, and state and federal regulations. The purpose of estimating the infrastructure needs of future development is to provide decision-makers with a broad view of the impacts of future growth. When considered on a case-by-case basis ,the costs of developing one new well or renegotiating a solid waste disposal contract may seem to be manageable for a community to undertake. But the purpose of a growth management plan is to provide a view of what the cumulative impacts of growth over the long-term may be. This information can then be used to reassess the community's growth goals and to take appropriate actions if the costs and impacts of that growth are beyond what the community feels it can bear.

Table IV-N provides an overview of the information given in this report.

Table IV-N Existing and Potential Infrastructure System Requirements

	Measurement Unit	Generation/ Use Rate	Existing Capacity	Existing Use	Unused Existing Capacity	Needed for 1000 Add'l People	@ Maximum Growth
Solid Waste	tons per year (TPY)	Res: .5 T/cap/Y Nonres: .35 T/cap/Y		R: 5,684TPY N: 6,555TPY	@ 13,000 TPY Thru 1993	R: 500 TPY N: 350 TPY	
Water	gallons/day (GPD)	110% of sewer	11 wells,2 standpipes Max. safe yield = 4.0 million GPD	Daily aver: 2,500,000 gpd Daily max: 3,700,000 gpd		R: 125,000 gpd	2,200,000 gpd
Sewer	gallons/day (GPD)	110/gpd/BR 3 BR/unit 2.9 persons/ unit	Mansfield WTP. Town capped @ 250,000 GPD		None in WTP. Septic systems may be added	R: 115,000 gpd	
Police	Officers Cruisers	Nat'l aver. 2 officers/ 1,000 people	27 officers 9 vehicles		For 1,000 people or 345 households add 2 officers; new cruisers depend on location/type of development		
Fire	Staff Equipment		18 paid 20 call 13 major pieces	Expanding to 28 call staff 22 paid staff			

V. TRANSPORTATION

A. INTRODUCTION

The purpose of this section is to provide an overview of traffic and transportation issues in Foxborough based on existing data. The scope of the study did not call for a detailed transportation analysis.

Foxborough has excellent highway access, by Interstates 95 and 495 and Route 1. MBTA commuter rail service is available in Franklin, Sharon, Mansfield and Walpole. Excellent accessibility, combined with large tracts of vacant land has led Foxborough officials to consider the potential for new development and to examine its highway network. The reason for this examination is to provide the community with the ability to plan properly for expected growth in the coming years.

B. TRAFFIC

A limited amount of traffic data is available for Foxborough and its neighbors. The available traffic volume data for Foxborough and the surrounding communities are listed in Appendix B, Table T-1. These volumes illustrate moderate levels of traffic on local streets with heavier volumes on the interstate network.

The Traffic Impact Assessment for Lafayette Square indicated that peak hour traffic volumes on Route 1 reflect heavy commuting on weekdays. This means that traffic flows are much heavier in one direction than another during the morning peak hour. The flow is reversed in the afternoon peak hour. To estimate the potential for traffic congestion in the Foxborough area, MAPC reviewed recent environmental impact reports for traffic analysis information. The results of this review are located in Appendix B, Table T-2. The review showed that between 1984 and 1988, most intersections operated at satisfactory levels of service. A level of service "D" or better is satisfactory.

Level of service criteria range from "A" to "F" --- best to worst in terms of roadway operation. A level of service "A" indicates a free flow condition while a level of service "F" indicates a capacity failure condition. Appendix B, Table T-3 provides a more detailed discussion of level of service.

The only significant traffic delay problems in Foxborough that have been identified through the data are the intersection of Route 1 and Pine Street and the intersection of Route 1 and North Street . Traffic entering Route 1 from Pine Street experiences long delays - a level of service "F." Traffic on Route 1 at this location seeking to make the left turn into Pine Street also experiences some delays - a level of service "C".

C. ANTICIPATED GROWTH

The Foxborough area can expect significant changes in the next few years. Development plans in the towns of Foxborough, Sharon, Walpole, Norfolk and Wrentham include about 1.75 million square feet of new office space and 1200 new residences to be constructed in the near future. Mansfield, to the south, has approved over 2,000 new housing units over the past several years.[1] This new development would result in about 27,000 new vehicle trips.[1] Analysis of the significance of this new traffic is a part of the future needs discussion.

Due to the limited data for the Foxborough area, it is not possible to develop an accurate measure of future traffic growth by looking at past trends for traffic volumes. Foxborough is in the TRIC (Three Rivers Interlocal Council) Subregion of the MAPC, but it also borders the Southwest Area Planning (SWAP) Subregion and the Southeast Economic Regional Planning and Development District (SERPPD). MAPC analysis of recent traffic growth in these subregions showed annual change in the TRIC Subregion to be negligible. Traffic in the SWAP Subregion increased by nearly 10% per year.[2]

D. SAFETY

Foxborough and its neighbors have ten locations listed on the Massachusetts Department of Public Works top 1000 accident locations list. These locations are mostly along Route 1 (Appendix B,Table T-4). These accidents are caused by traffic entering and exiting the high speed facility. Two of the Route 1 locations are in Foxborough. Route 1 and Pine Street experienced 33 accidents during the state's study period. Route 1 and North Street, an intersection which has had a traffic signal since 1972, experienced 28 accidents.

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[1]Data extracted from Environmental Notification Forms and Environmental Impact Reports.

[2]Traffic growth rates were determined by using locations with traffic counts available for two or more years. The analysis for these two subregions is based upon very small samplings and thus have very large margins of error. For the MAPC region as a whole the average growth rate was 3.88% per year.

E. ISSUES

Local officials acknowledge Route 1 in Foxborough to be a traffic congestion problem on Sundays during football season.

District officials from the Massachusetts Department of Public Works are interested in making improvements in the stretch of Route 1 north of Interstate 495 through Wrentham and Foxborough. The anticipated timing for such a project would be a minimum of ten years from the time of approval of Route 1 as an official project to construction. This would include surveying, design, land taking and construction.

MDPW district officials have determined that a modernization of Route 1 in Foxborough, Wrentham and Walpole would cost over $25 million in 1988 dollars. This is heavily influenced by land takings which will include many buildings.

Route 140 serves the town center. This area experiences many conflicts due to on-street parking and pedestrians crossing . With anticipated developments, congestion and delays will most likely increase.

F. ROADWAY IMPROVEMENT FINANCING

Route 1, Interstates 95 and 495, and a portion of Route 140 from Route 1 to Chestnut Street are state highways. On Route 1 and Interstates 95 and 495 future improvements would be financed from state and federal sources.

The state portion of Route 140 may require some local financing for design and right-of-way costs. Constructions costs for these projects would be mostly from state and federal sources.

The remainder of Route 140, and all of Route 106, South Street, North Street, Cross Street, Cocasset Street, Oak Street, East Street, Summer Street, Walnut Street and Central Street are eligible for some federal funding of future improvements. Such funding would, however, be contingent upon availability and priority in the MAPC region.

F. TRIP REDUCTION ZONING

Trip reduction zoning sets a procedure for granting permitted increases in project density in exchange for a project proponent following local standards for traffic reduction. The procedure involves a community setting up standards for traffic reduction efforts by nonresidential developments that request special permit approval. The proponent must develop a traffic management plan that identifies the strategies to comply with the local ordinance. The proponent must monitor compliance with the management plan and, if necessary, propose additional efforts to reduce traffic. Further information can be found in the MAPC publication entitled " Trip Reduction Zoning with a Sample Application for the City of Cambridge".

G. SUMMARY

The existing data for the Town of Foxborough does not show many pressing traffic deficiencies. Pine Street and North Street intersections with Route 1 do reflect a need for immediate attention. Expected development in the area may place additional traffic burdens on the community. The North Street intersection is addressed more thoroughly in the HMM Inc. Growth Management Report for Route One.

H. RECOMMENDATIONS

The following measures will aid in the development and implementation of traffic improvements:

1. Increasing setback requirements for buildings and parking areas along Route 1. MDPW anticipates a modernization of Route 1 will require a 120 foot layout. Along most of Route 1, only 80 feet are currently available. The current setback requirement is 75 feet. A setback requirement in local zoning of fifty feet from the present highway would reduce possible increases in the cost of a modernization project. This recommendation has been adopted through the Route One Plan.

2. Encouraging property owners and future developers along Route 1 to donate land necessary for the modernization to MDPW. Donations of right-of-way may reduce total costs and delays and may accelerate construction.

3. Planning officials should require local developers to prepare impact studies which will allow the community to monitor traffic growth on Route 140, determine the ramifications of each project, and to determine necessary improvements to minimize these impacts.

VI. SCHOOL ENROLLMENT

A. INTRODUCTION

One of the tasks in the Scope of Work was to estimate the magnitude and timing of future elementary school enrollment changes in the two school districts over a ten year period. The Scope of Work did not include an analysis of school enrollments beyond the elementary school level. This task was included in order to supplement the data which the town receives from the New England School Development Council (NESDEC) which does not project enrollment by district or for more than five years.

This task resulted in a separate report entitled "Kids and Classrooms: Accommodating Change in Foxborough" written by Patricia Johnson of MAPC. This forty-six page technical report describes both the methodology used in the analysis and the results of the analysis. This chapter is excerpted from that report and deals primarily with the results of the analysis. The town has formed a long-range planning committee within the school department to continue planning activities and to implement the recommendations in this report.

B. HIGHLIGHTS OF THE SCHOOL ENROLLMENT ANALYSIS

- Elementary school enrollment is projected to increase from 876 to 1079 by the year 2000, a gain of 203 students, or 23 % over 1988.

- The year-to-year enrollment growth will not be steady but will rise and fall between 1992 and 1996.

- The number of births is projected to begin declining near the end of the forecast period with enrollment levels reflecting this decline in 1998.

- Elementary school enrollment increases for Burrell and Taylor are forecast to be similar in magnitude.

- In Burrell, enrollment is expected to peak at 486 students in 1997, an increase of 129 over 1988, or 36 percent.

- In Taylor, enrollment is expected to reach 422 in 1997, an increase of 98 students over 1988, or 30 percent.

- In the peak enrollment year 44 elementary school classrooms will be needed; only 36 are currently in use.

C. ENROLLMENT FORECASTING MODEL

The enrollment forecasting model developed by the MAPC is depicted in Figure VI-A. Using the 1980 and 1985 age specific population as a base, this five-year trend in births, deaths, and net migration was extrapolated to create an age-group population forecast for 1990 and 1995.

Annual resident births were forecast by applying recent age-specific birth rates to the projected population of women of child-bearing age. Historical births and the ratio of births to kindergarten five years later by elementary school district were used to translate births into new students. Following currently enrolled students as well as new entrants through the elementary grades via average grade progression ratios gave a forecast of enrollment by year, grade, and school district. The results of the enrollment forecasting model were checked for consistency with the following town development statistics and qualitative information:

- Recent and proposed residential developments
- Potential residential development (buildout)
- Interviews with the planning administrator, building commissioner, conservation commission, developers, and bank lending officers and school department personnel.

The Role of Development Data in Enrollment Forecasting

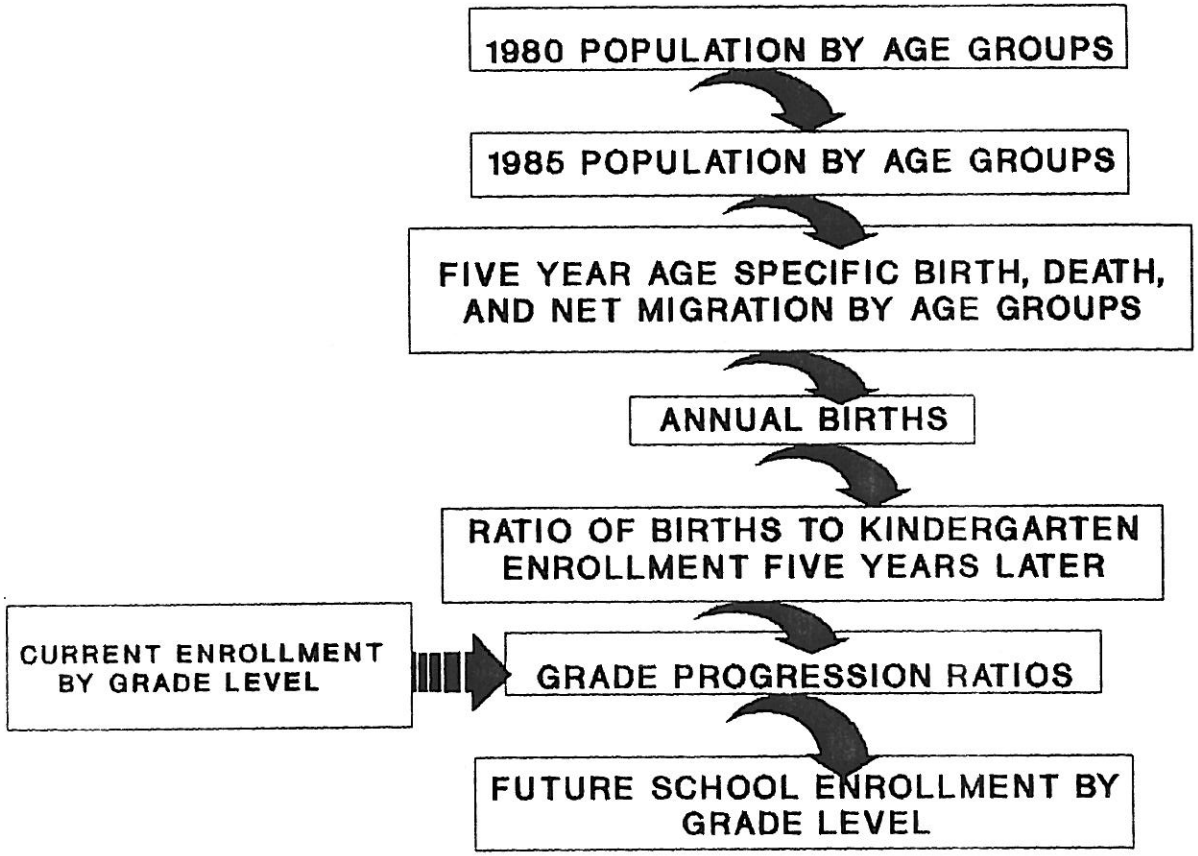
The type, size, and location of residential development can have significant implications for school enrollment growth. Therefore, data on existing and potential development was used to check the enrollment forecasts. Single family homes tend to add far more to the school age population per unit than do condominiums. However, a very large condominium or apartment development has the potential to add a significant number of students to the school system. Intense residential development of one section of town can alter expected school district enrollment growth.

D. RECENT ENROLLMENT TRENDS

In the early 1970's Foxborough saw the culmination of an enrollment boom that began a decade earlier. Enrollments peaked at 1621 in grades K-4 in 1972. A period of steady decline followed during which enrollments fell to a low of 787 in 1985. In 1986 enrollments started on a new upswing. In 1988 enrollments of 876 were larger than any since 1981. Figure VI-B shows historical elementary school enrollment. This data is from the School Department.

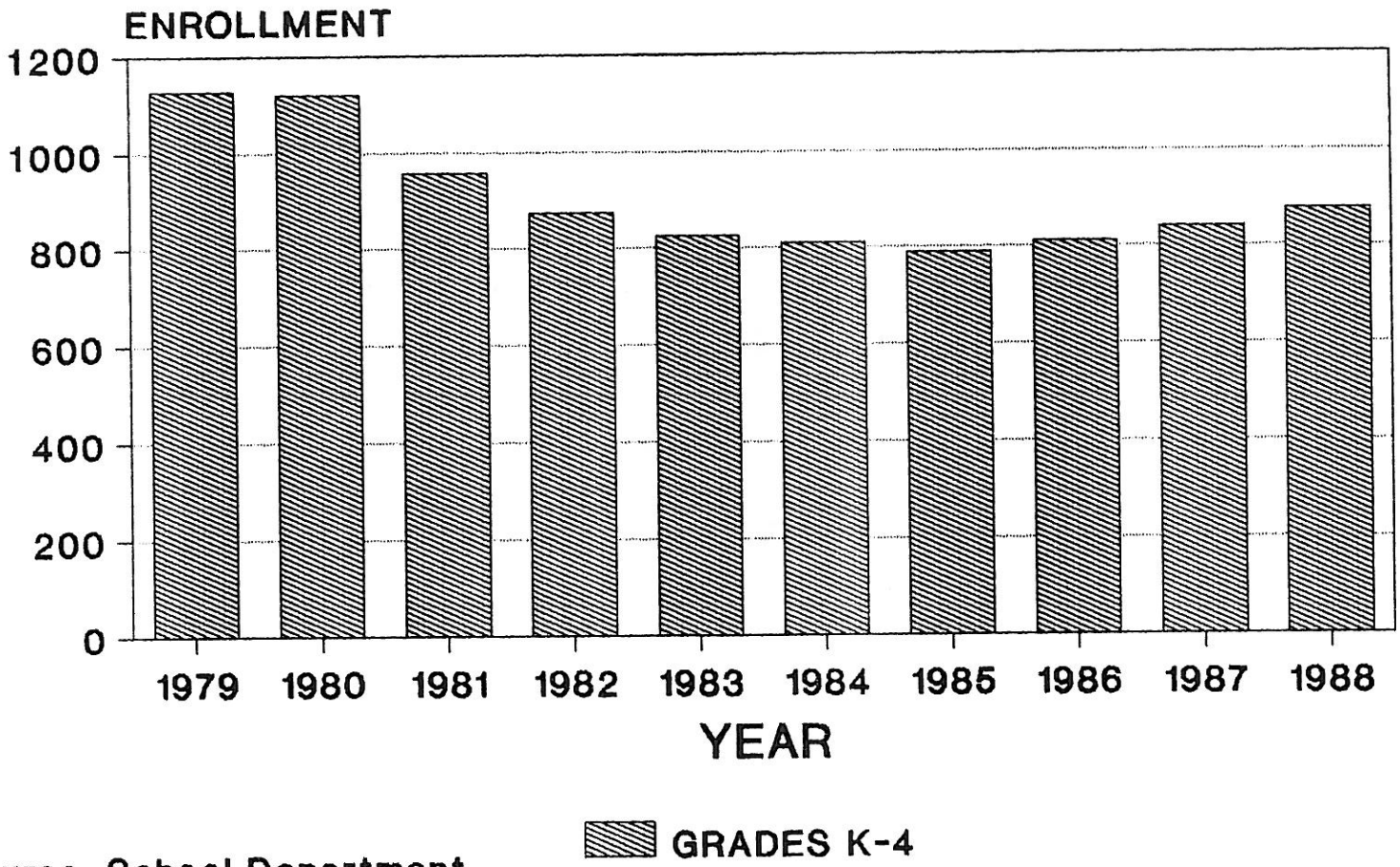
District enrollment trends could be misleading, compared to those townwide since school district boundaries are occasionally altered. The Burrell and Taylor school districts have been the primary districts in use over

MAPC ENROLLMENT FORECASTING MODEL
Figure VI-A



SOURCE: MAPC

ELEMENTARY SCHOOL ENROLLMENT
Figure VI-B



Source: School Department

Note: Data excludes unassigned and METCO students.

the last five years. District enrollments for these two schools plus kindergarten enrollment in the Lewis school produce town elementary school enrollment.

Burrell's enrollments started on the current upward trend in 1984, Taylor's in 1988, and Lewis's in 1985. These joint influences brought the beginning of townwide increases in 1986.

Kindergarten enrollments have been increasing steadily since 1985. Prior to that, they followed the downward trend of total elementary school enrollments. The kindergarten classes of the last two years have been the largest of all the elementary grades. Steady growth in this enrollment is an important indication of future enrollment growth.

The remaining elementary grades, 1-4, have behaved similarly to the town enrollments. Falling from the peak of the early 1970's into the next decade, they began to rise again about 1984.

E. ENROLLMENT FORECAST

Enrollments in grades K-4 are projected to increase from 876 to 1115 or by 27% between 1988 and 1997, compared to the boom of the 1960's when enrollments increased by 57% between 1960 and 1969. The path leading to the peak year will not be smooth. A few minor fluctuations are projected to occur, the largest being a 1.5% dip from 1991 to 1992. Enrollments are projected to rise again the next year. A period of declining enrollments will follow the peak year. By 2000 enrollments will be 1079, still 23% greater than in 1988. Enrollment forecasts are depicted in Figure VI-C.

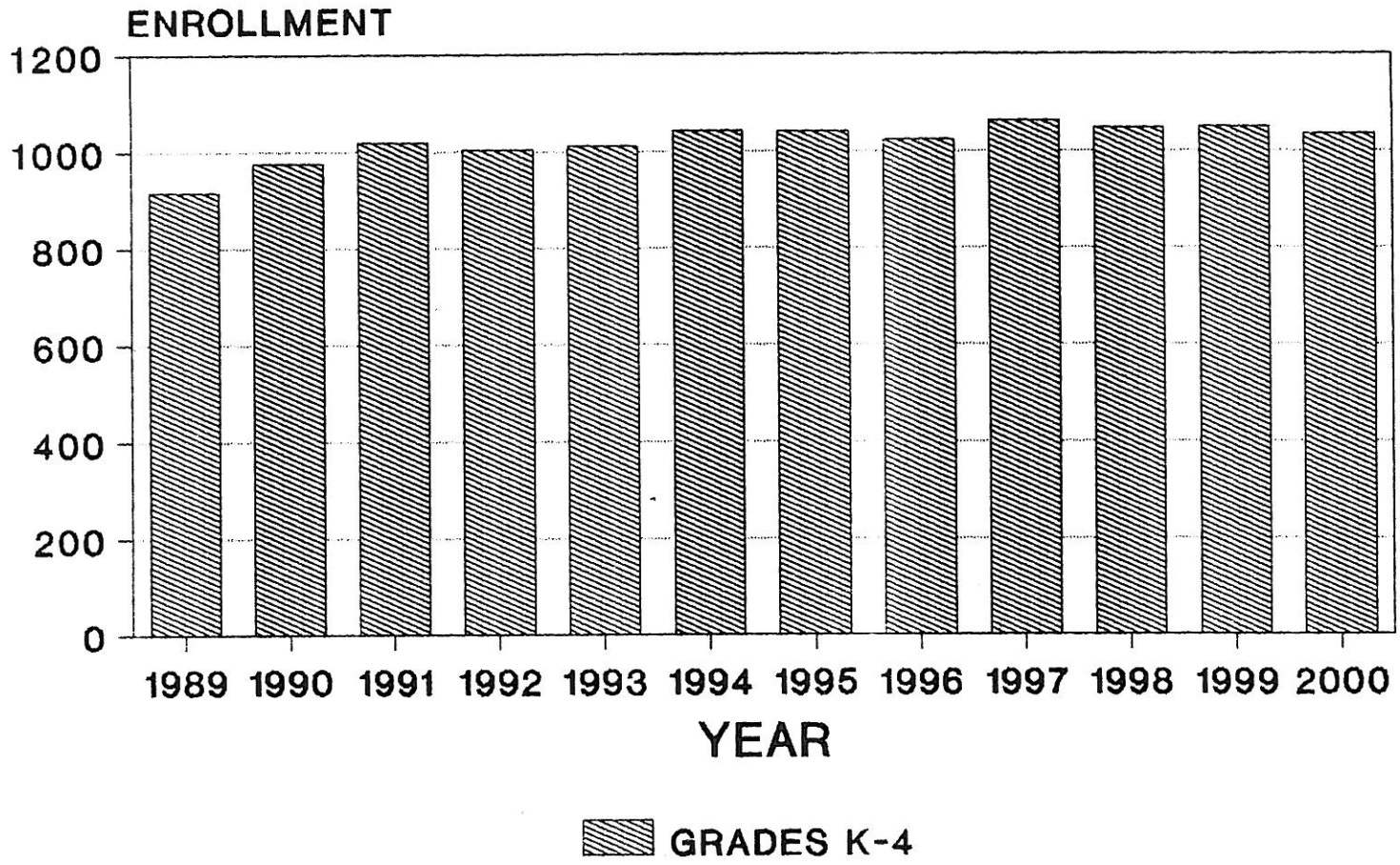
Enrollment increases are expected to be similar in magnitude for the two districts. 1997 is projected to be the peak year in both districts. Burrell's enrollment is projected to reach 486 by 1997, or 36% more than in 1988. Taylor's enrollment is projected to reach 422 by 1997, or 30% more than in 1988. The rate of enrollment growth during the forecast period will not be steady in either district. As enrollments fall after the peak year, Burrell's enrollment will still be 473 in 2000, or 32% greater than in 1988. Taylor's will be 411 in 2000, or 27% greater than in 1988.

F. CLASSROOM NEED ASSESSMENT

A detailed projection of growing enrollments has been presented. More information is necessary for planning where these students will attend school in the coming decade. This section presents an analysis of projected enrollments and existing classroom capacity.

Existing classroom capacity appears to be sufficient for the projected elementary student body. The Lewis school is the only existing elementary school facility with potential for supporting any significant expansion of enrollments.

SCHOOL ENROLLMENT FORECAST
Figure VI-C



NOTE: DATA EXCLUDES UNASSIGNED AND METCO STUDENTS

School Committee standards considered necessary for providing quality education limit the number of students per classroom to:

GRADE	STUDENTS/CLASSROOM
K	25+
1-2	20-22
3-4	25

The number of classrooms in each of the elementary schools as of 1988 are as follows:

SCHOOL	PHYSICAL LIMIT	FULL-TIME CLASSROOMS	SPECIAL USE CLASSROOMS	POTENTIAL ADDITIONAL	POTENTIAL AVAILABLE
BURRELL	21	17	4	0	17
TAYLOR	20	15	5	0	15
LEWIS	17	4	5	8	12
TOTAL	58	36	14	8	44

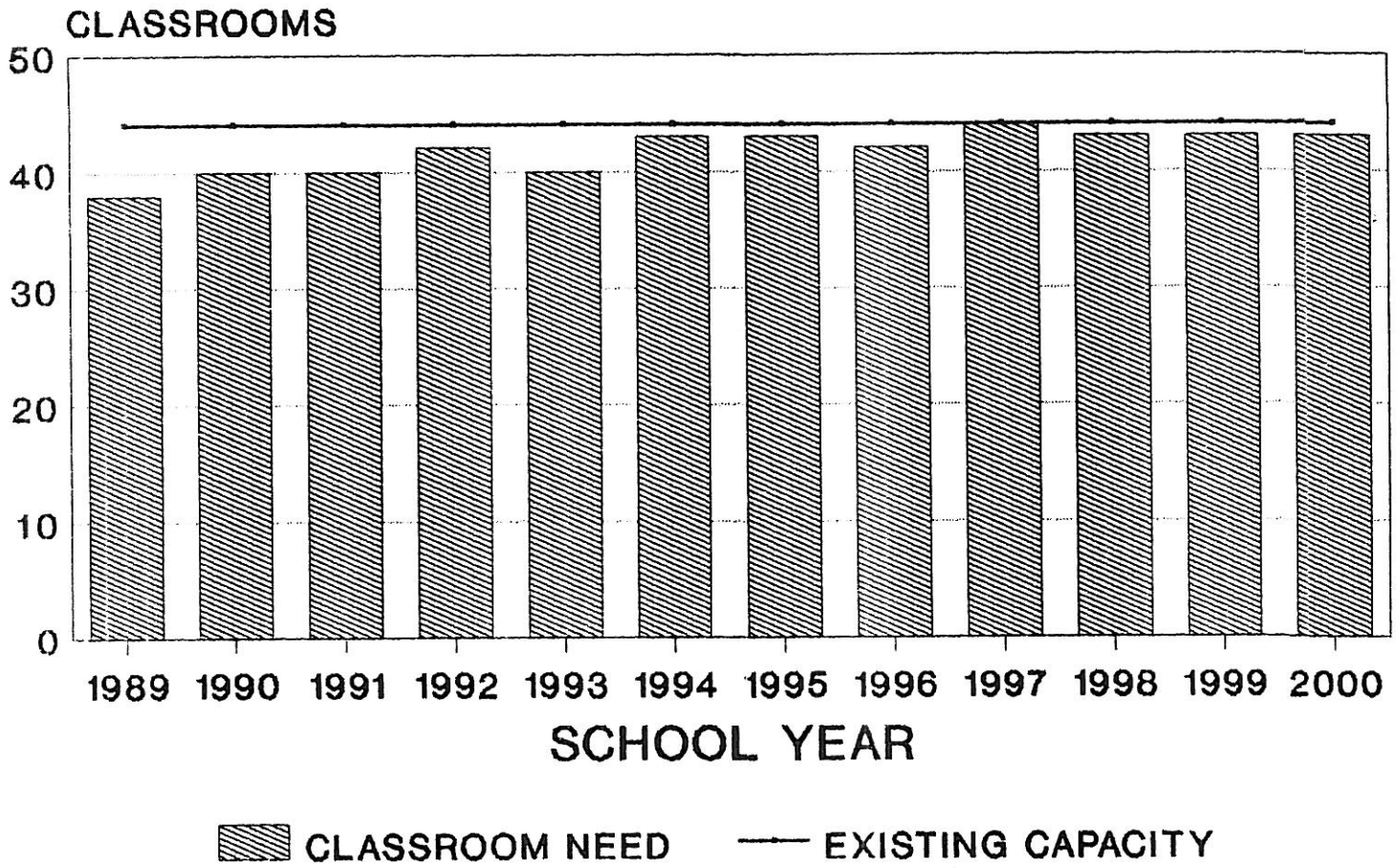
Source: Colleen Ryan, School Department

Special use classrooms are those rooms reserved for special education programs or art and music. Potential additional classrooms were derived from subtracting the number of classrooms used for regular full-time classes and those reserved for special uses from the physical limit of each building. Potential available classrooms is the sum of full-time classrooms and existing additional classrooms that could be brought into use by the school department (potential additional).

All classroom need assessments are based on the number of classrooms potentially available, students per classroom community standards, and MAPC enrollment projections. The forecasts of capacity vs. need are shown in Figure VI-D.

According to Colleen Ryan, there are currently 36 classrooms in use with a 1988 enrollment in grades K-4 of 876 students. In 1989 the projections call for 916 students requiring 38 classrooms, 2 more than are currently in use. In 1997, the peak enrollment of 1115 students would require 44 classrooms, 8 more than are currently in use. In 2000 the projected 1079 students would require 43 classrooms, 7 more than are currently in use.

CLASSROOM NEED VS. CAPACITY
Figure VI-D



In Burrell, enrollment is projected to peak in 1997 at 486 students requiring 22 classrooms, 5 more than are currently in use. In Taylor, enrollment will peak in 1997 at 422 students requiring 18 classrooms, 3 more than are currently in use. In Lewis, or kindergarten, peak enrollment of 206 will be reached in 1997 requiring 4 double session classrooms, 8 less than are currently in use.

G. RECOMMENDATIONS

Balancing school enrollment growth against existing classroom facilities and already tight municipal revenues is a problem facing many Massachusetts communities. This section explores how Foxborough can meet the needs of its growing elementary school population while staying within existing classroom capacity.

1) Short-Term

The next school year's enrollments will strain the system as presently organized. In 1989 916 students could fill 38 classrooms but only 36 are currently in use. The kindergarten class will fit comfortably in the four classrooms provided by the Lewis school. Housing the students in grades 1-4 in the 32 classrooms available in Burrell and Taylor may require accepting class sizes of 25+ in grades 1 and 2 and 29+ in grades 3 and 4. This may be the only option for next year considering the time required to hire additional teachers and work out a new student assignment plan.

If time permits, alteration of the school district boundaries to reduce the number of potential students from the current Burrell district and increase that of Taylor could ease the pressure on class sizes until further measures can be taken.

2) Intermediate-Term

Housing additional grades in Lewis will become necessary by 1990. Returning Lewis to a full K-4 elementary school appears to be the most feasible option. This school is located within the current Burrell district, the district projected to experience the largest enrollment gains. This solution would not require any further actions since the enrollment forecast can fit into the 44 potentially available classrooms of the three elementary schools.

Depending upon availability of space in the Middle and High schools, the possibility of altering the mix of grades in these and the elementary schools might be considered. For example, the classroom shortage could be relieved by putting 4th grade students in the middle school along with the 5th, 6th and 7th grade students. Students in grades 8-12 would form the high school.

There are other possible reconfigurations which are beyond the scope of this report. Mixing students of different stages of maturity needs the careful consideration of both school staff and parents.

3) Long-Term

The enrollment forecasts and classroom need projections presented represent the most likely outcome. If enrollment growth is significantly greater than that projected other options will need to be considered. The housing of all kindergarten classes in the Igo building is one possibility. Grades 1-4 could remain in the three elementary schools keeping the mix of grades in middle and high school as they are. Portable classrooms as an extreme yet temporary measure could be feasible. A small addition to one of the elementary schools would be an expensive but permanent solution to space shortages. The current enrollment expansion is expected to begin trailing off by 1998. A prolonged and dramatic increase in enrollments above what has been forecast here should be well-documented before major capital expansions are undertaken.

4) Monitoring Future Enrollments

These projections represent the most likely outcome for enrollment growth in Foxborough over the coming decade. However, the future is always uncertain. The projected enrollment peak is almost 10 years away with many changes likely between now and then. It is essential for local officials and groups to annually monitor the factors which could most dramatically influence future enrollments.

a) Year-to-Year Update

The forecasts should be updated annually with new birth and death data from the Massachusetts Department of Public Health. These data will give the natural increase of the population. The federal population counts or estimates should be tracked. Town census data should not be mixed with federal data. Different collection and reporting procedures can sometimes result in major differences in population counts. In a year in which population counts or estimates are available, for example when the 1990 Census or bi-annual Census estimates are available, implied net migration can be updated. The annual grade specific enrollments should be collected from the School Department.

Residential buildout by district according to current zoning suggests a similar number of dwelling units could be developed in the two school districts currently in use in Foxborough - only 9% more units are potentially developable in Burrell than in Taylor.

Residential development information should be updated frequently and compared to the information available when earlier forecasts were made. Developers who have gained approval for their projects or have pending proposals might reduce project size, or delay or drop their plans if they feel market conditions are too poor for a successful outcome. Recently, there has been a significant decline in new housing starts and requests for approvals due to the slowdown in the economy and the oversupply of housing. Particular attention should be paid to any change in the mix of single-family versus multi-family housing in town, relatively large developments of any type, and the location of developments across school districts.

An example of how significant the effects of residential activity could be on school enrollments is the Cannon Forge project of Skanco Development Corporation. Approval was given to build 327 condominium units (80% two bedrooms, 10 % one bedroom and 10% three bedrooms) , with 40 presently built. If the remaining 287 approved units were built and attracted families, this project could add a significant number of new students to the public school system.

A potential source of demand for residential development in Foxborough is its proximity to the fastest growing segment of the region. Including Foxborough, its bordering towns within the MAPC region, Mansfield and nearby Route 495 communities, over 3.4 million gross square feet (GSF) of commercial and industrial space is under construction or recently completed. Over 3,000 new jobs could be generated from these developments. This same group of communities has plans approved or proposed for 5.5 million GSF to go in between 1989 and 1995. This new commercial and industrial development will create new jobs and generate additional housing demand above the recent rate. Given Foxborough's proximity to this development and its residential character, the town should expect to share in the residential growth generated.

VII. THE GROWTH MANAGEMENT PLAN

A. INTRODUCTION

The purpose of this chapter is to outline the current status of planning and to identify growth management needs in Foxborough. The purpose of identifying growth management needs is to anticipate and plan for the impacts of future growth. This chapter provides strategies to address these needs, and recommends further actions based on the buildout projections for residential and non-residential growth. This work was completed in partnership with the Growth Policy Committee (GPC), which was responsible for establishing the policies which guided this study.

B. INTERVIEWS

The first step taken by MAPC was to try to identify some of the critical growth issues in Foxborough from a local perspective. MAPC sought to accomplish this by interviewing a selection of Foxborough residents and elected officials to ascertain some of the pervading growth issues. Those interviewed included: two Selectmen, three members of the Planning Board, the Planning Administrator, a member of the Board of Appeals, the Building Commissioner, the Conservation Manager, and a member of the Affordable Housing Committee. Three of the people interviewed were not members of the GPC. Opinions on growth issues varied, and many perspectives were provided. This information was compiled for the GPC as a starting point for the selection of goals, objectives and policies for the plan.

C. RELATIONSHIP OF GOALS AND OBJECTIVES TO GROWTH STRATEGIES

The development of goals and objectives to guide and direct the growth management phase of the study was a critical step. A brainstorming session was held, during which many goal and objective statements were offered and recorded. This list was condensed into six goals which were adopted unanimously by the GPC. A list of objectives to attain the six goals was then compiled by MAPC for approval by the GPC. The complete list of goals and objectives which the GPC adopted appears in Chapter II.

These goals lay the groundwork for MAPC and the GPC to determine growth strategies for the Foxborough Growth Management Plan. For the purposes of discussing the growth strategy issue areas, the six goal statements are listed below:

I. Protect and Preserve Existing and Future Water Supply

> This subject was discussed at length in GPC meetings. A "Zone II" Water Resource study was completed by SEA in May 1989.

This project located and mapped all aquifer and water recharge areas for each well field in the town. This consultant also recommended changes to the Water Resource Protection zoning bylaw to further protect these sensitive areas. The map and revised bylaws were adopted by the town at the May 11, 1989 Special Town Meeting. One of the most sensitive areas of the study is the aquifer recharge area for the Hanna Well site located on Rte. 1. This area is within the S-1 zoning district and will come under increasing development pressure.

II. Strengthen Tax Base

The pressures of Proposition 2.5 are forcing the town to think about future sources of revenue, but agreement by the GPC was limited as to where this future growth should take place. While most targeted Rte. 1 as the best future location, it is unclear how viable Rte. 1 is for development, based on the following concerns: the Rte. 1 corridor is not sewered, has very low water pressure, has large vacant sections which overlay an aquifer, and is dominated by the impacts of Sullivan Stadium, making most weekend uses of the corridor virtually impossible. The consulting firm of HMM was hired during the course of the Growth Management study to do a capacity analysis of the Rte. 1 corridor, including zoning recommendations. HMM has determined that much of the S-1 district is comprised of soils with a low rating, or "performance levels significantly below `standard,' which would require very costly corrective measures for the installation of on-site septic systems.

III. Maintain a Diversified and Affordable Housing Inventory

This goal was a unanimous decision by the GPC, but strategies were not universally agreed upon. Many of the strategies MAPC proposed have already been brought before Town Meeting and have failed. A representative from MAPC met with the GPC to discuss some of the options that are available to the town.

IV. Preserve the Small Town Character

This was a subject about which GPC members felt very strongly, and provided the most input. There was a pervading sense among GPC members that Foxborough was changing, and was losing its sense of community. After further discussion about how this feeling could be translated into growth strategies, the GPC expressed the desire to be able to better protect what existed, i.e. the town center, the open spaces, the scenic roadways, the historic neighborhoods. Though the rate of new growth was not perceived to be an immediate problem, the type of new growth was seen to be a potential threat to what currently existed.

V. Preserve Open Space

GPC members feel strongly that open space should continue to be preserved. There has been a great deal of support for allocating funds for the purchase of open space. In fact the percentage of vacant land owned by the town is one of the highest in the region. The town, however, would like to see the open spaces that it does not own protected in the most sensitive way possible, particularly in housing developments.

VI. Develop the Means to Remove All Solid and Hazardous Waste

This subject is highlighted in the infrastructure capacity analysis performed by MAPC, but actual recommendations will be provided by the consulting firm of LEA. This firm was hired by the community to produce a solid waste management plan. This issue is being addressed by the landfill committee.

D. PRELIMINARY SELECTION OF GROWTH STRATEGIES

After the goals and objectives were reviewed by the GPC, copies of the MAPC Growth Management Catalog were distributed to familiarize each member with the zoning techniques and strategies described in the publication. Brief descriptions of the techniques were also distributed to the GPC. After much discussion, a preliminary list of growth strategies was developed by the GPC for review. In addition to this list, a chart was devised which illustrated how each technique on the list addressed the goals and objectives devised by the GPC. The GPC chose the techniques from the list that it supported. They also identified techniques which needed more description from MAPC. A third set of techniques was rejected by the GPC as being inappropriate. The complete list of preliminary strategies appears below:

- Downtown Center District
- Performance Zoning
- Phased Development
- Cluster Development
- Incentive (Inclusionary) zoning
- Impact Fees
- Transfer of Development Rights

- o Linkage
- o Historic Districts
- o Scenic Roads
- o Agricultural Preservation Program (through the state Department of Food and Agriculture)
- o Easements
- o Public Shade Trees Act
- o Demolition Bylaw

The attached chart shows how each of the preliminary growth strategies relates to the GPC's goals and objectives. The black dots on the chart suggest that the bylaw may positively address the goal statement. The clear dots suggest that the bylaw may not have an impact, or may have a negative impact, on the goal statement:

TABLE 1
FOXBOROUGH GOALS ADDRESSED

	Protect Existing & Future Water Supply	Strengthen Tax Base	Diversify Affordable Housing (and Maintain)	Preserve Open Space	Remove Solid & Hazard. Waste*	Preserve Small Town Atmos
Design Review	0	●	0	0	0	●
Performance Zoning	●	0	0	●	0	0
Phased Development	●	0	0	0	0	●
Cluster Development	0	0	●	●	0	●
Incentive Zoning	0	0	●	0	0	0
Impact Fees	●	0	0	0	0	0
Transfer of Development Rights	0	●	0	●	0	●
Linkage	0	0	●	0	0	0
Historic Districts	0	0	0	0	0	●
Scenic Roads	0	0	0	●	0	●
Agric. Pres. Program	●	0	0	●	0	●
Easements	●	0	0	●	0	●
Public Shade Trees Act	0	0	0	●	0	●
Demolition Ordinance	0	0	0	0	0	●

* This goal cannot be directly addressed through zoning.

E. RECOMMENDATIONS

Each strategy listed above was reviewed in detail by the GPC, with assistance provided by MAPC. The review resulted in the selection of five strategies for which MAPC would prepare draft bylaws. The five that were selected are the following:

1. Design Review for the Downtown District
2. Open Space Residential (Cluster) Development
3. Demolition Bylaw
4. Historic Districts
5. Scenic Roadways Bylaw

DESIGN REVIEW FOR THE DOWNTOWN CENTER DISTRICT

The Town of Foxborough zoning bylaws contain dimensional requirements for the downtown, but do not have design standards which enhance the uniqueness of the downtown. A Design Review bylaw addresses this missing element to ensure that new buildings, and alterations to older buildings, may be reviewed for their visual relationship to the downtown and to each other. Design reviews must be conducted by an advisory board containing members who are knowledgable about various design issues, and who are appointed by the Board of Selectmen.

Upon request of the GPC, a design review bylaw was prepared for the town which reflects standards used by the towns of Holliston, Sudbury and those recommended by the Executive Office of Communities and Development (EOCD). This bylaw is intended to enhance the Foxborough downtown as a pedestrian-accessible area where new developments retain the sense of downtown rather than cater to the automobile in both location and design.

The GPC unanimously adopted a revised design review bylaw, which was expanded to include the review of all proposed new developments on specific listed streets in and around the downtown area. The revised version appears in Appendix C.

OPEN SPACE RESIDENTIAL (CLUSTER) DEVELOPMENT

This bylaw was strongly recommended by MAPC for approval by the GPC. Cluster, or open space residential developments, protect open space in perpetuity by requiring a certain percentage of open space be set aside, allowing development to occur on smaller lots. The Foxborough

Planning Board proposed different versions of this bylaw to Town Meeting twice before, and did not obtain the required two thirds majority. The first attempt failed by only two votes.

Cluster bylaws provide developers an alternative to the standard subdivision plan, and also create the opportunity to protect open space. They give developers greater freedom to plan the development according to the layout of the site itself, rather than relying on grid pattern dimensional regulations required under standard zoning. The community can benefit because the compactness of the development reduces the sprawl of infrastructure services and therefore the cost of maintaining or replacing them.

A model open space residential development bylaw was submitted to the GPC for review. This bylaw was devised using examples from the towns of Shirley, Sharon and EOCD. There are elements in it which are required by law for inclusion in any cluster bylaw, but additional provisions were included to better respond to the needs of Foxborough. The following additions are examples of those added by MAPC to the draft to address concerns specific to Foxborough:

1. A minimum of five (5) acres shall be required in order to obtain a special permit for a cluster development. By using as small a minimum acreage as possible, open space may be preserved in small developments as well as large.

2. At least 35% of the land shall be protected as open space. This land does not include that which is used for roadways, driveways, and other impervious surfaces.

3. No more than 35% of the land may be covered by impervious surface.

4. Density of multi-family units in the R-15 or R-40 zone must not exceed four (4) units per building (multi-family developments are not currently allowed in the R-40 district).

An Open Space Residential (Cluster) bylaw was unanimously adopted as revised by the GPC. The revised version appears in Appendix C.

DEMOLITION BYLAW

A Demolition Bylaw was recommended to the GPC as a means by which to delay the destruction of some of the older buildings in Foxborough, by allowing time for the developer to seek alternatives to demolition. During the growth boom of the mid-1980s, house lots were being purchased and the existing structure destroyed in order to build multi-unit housing. The town attempted to slow this trend by increasing the required minimum lot size for multi-unit housing, and

by requiring the approval of a special permit for demolition. A demolition bylaw was offered as another way to slow this trend, and give the town an opportunity to plan for the future.

This bylaw is used to protect older buildings from demolition which are not included in historic districts, and thus are not entitled to their protection. Under this bylaw the Foxborough Historical Commission is empowered to advise the Building Commissioner on the issuance of demolition permits for buildings deemed "significant" (see bylaw for definition). If the building in question is deemed by the Commission to be worthy of protection, the developer must make a good faith effort to find an alternative to its demolition. The developer is typically given six months to find an alternative.

Many towns and cities in the MAPC region have approved demolition bylaws and ordinances. For the purpose of devising a draft for Foxborough, the demolition bylaws from Lexington and Cambridge were used as models; the Massachusetts Historical Commission was consulted as well.

The GPC adopted this bylaw unanimously in its revised form. A copy of this revised version appears in Appendix C.

SCENIC ROADS

A Scenic Roads bylaw had previously been proposed to Town Meeting in 1986 by the Planning Board but was rejected. The GPC expressed interest in reviving this proposal because it protects the more naturally attractive, non-state roadways in Foxborough. With such a bylaw, unnecessary and unplanned roadway expansions without a public hearing cannot occur. More specifically, this bylaw ensures the protection of trees and stone walls within the layout of designated scenic roads. There are many examples of this bylaw in use throughout Massachusetts, with many interpretations of Massachusetts General Law Chapter 40, Section 15C (the enabling legislation for the Scenic Roadways bylaw). The GPC approved the preparation of a draft for its review. The draft includes the text of Massachusetts General Law Chapter 40, Section 15C, in addition to procedural suggestions for the submission of proposed changes to scenic roadways. An additional list of considerations was provided to ensure that a comprehensive project review is conducted by the Planning Board and the Highway Superintendent.

This bylaw was approved unanimously by the GPC. The amended version which they approved appears in Appendix C.

F. REJECTED ZONING TOOLS

The following list of zoning techniques was not accepted by the GPC for the preparation of draft bylaws. A number of these bylaws were not approved by the GPC because of their limited effectiveness in response to a high rate of development, which is currently not perceived to be a concern by the GPC.

PERFORMANCE ZONING

Performance zoning is a list of development standards used by the community to target and monitor potential impacts of proposed developments. This concept was initially developed to review possible impacts of proposed industrial developments. Currently, communities are using this technique to study impacts of a larger spectrum of developments through the use of site plan review. This technique is widely used by communities in the MAPC region, with differences in the level of detail and content. Foxborough currently uses a similar kind of list in the site plan review process. Upon careful review of this site plan review bylaw, the GPC concluded that development impacts are adequately addressed and that further additions were not necessary.

PHASED DEVELOPMENT

This bylaw is used in direct response to a high rate of growth. The bylaw places a cap on the number of building permits issued by a community each year. By phasing development approvals, communities can better monitor their resources, while new developments are serviced at a rate which does not strain resources for the rest of the community.

Based on the results of the residential and non-residential buildout, infrastructure analysis, and school-aged population forecasts, MAPC used the full buildout figures to determine that Foxborough's infrastructure and support services could not accommodate development at full buildout. MAPC recommended to the GPC that a phased development bylaw be adopted. The GPC concluded that full buildout was not imminent, and that the current rate of growth did not merit the adoption of a phased development bylaw.

Buildout determines how much can be developed, not when the town will be fully developed. The results of the buildout show that a great deal of development can still take place in Foxborough. Though MAPC agrees that the current rate of growth does not justify implementing a phased development bylaw now, the town of Foxborough should consider adopting one in the future. MAPC discussed the possibility of adopting a phased bylaw which could be triggered by an increase in a certain number of building permit applications.

Foxborough must consider how it will accommodate this new development before it occurs. Though the growth boom of the mid-1980s has subsided, Foxborough must be prepared for more growth rate booms in the future.

INCENTIVE (INCLUSIONARY) ZONING

This technique was discussed with the GPC as a means by which to introduce affordable housing measures to Foxborough. The concept is designed around "density bonuses," which, if requested by the developer, would result in the developer producing, or financing, a certain number or percentage of affordable units.

IMPACT FEES

Impact fee bylaws and information were requested by the GPC to see if the concept was feasible for Foxborough. Although there is no enabling legislation in the Massachusetts General Laws which authorizes impact fees, several communities in the MAPC region have approved variations on the impact fee theme under Home Rule. The GPC was interested in learning about this concept as a growth management tool for the Route 1 corridor. The consulting firm of HMM was hired to prepare a Rte.1 Growth Management Study to create a thorough set of planning regulations to promote higher quality development on the corridor. HMM agreed to research the issue of impact fees and provide recommendations to the town as to whether it would be effective in Foxborough. In its report, HMM endorsed the concept but concluded that little could be done by them on the issue until the state legislature adopted enabling legislation for impact fees.

MAPC recommends that Foxborough continue to consider the option of using impact fees, and monitor the status of the impact fee bills that are currently filed with the state legislature.

TRANSFER OF DEVELOPMENT RIGHTS

Like impact fees, this bylaw is not permitted by enabling legislation, but some communities have authorized it under Home Rule. Other states have used this technique with varying degrees of success. This concept is centered around the idea of separating the speculative value of land from the actual land value. The speculative land value is sold in the form of development rights, which are treated as real property and can be traded from one piece of land to another. This idea translates into a zoning tool when the community establishes "sending zones," or lands which may have their development rights sold (farm lands, water recharge areas, desired open spaces, etc.); and "receiving zones," or lands which are designated to receive the development rights. The community is then responsible for administering the "sending and receiving" process.

This technique was proposed as a way in which communities may preserve sensitive land as open space without purchasing the land outright. Under this process the land remains in its natural or agricultural state in perpetuity, and if sold, sells for the land value rather than the speculative value. The development rights would then be sold to a designated "growth" area, or receiving zone, that the community has identified.

The GPC did not believe that the current rate of growth in Foxborough warranted the use of this technique.

LINKAGE

This technique was proposed to the GPC as a way to produce affordable housing units by assessing a fee on large-scale, non-residential developments in exchange for a density bonus. This technique uses a cost-per-square-foot fee which is contributed to a fund for the establishment of affordable housing, or other necessary project-related amenities in the community. Developers also have the option of building affordable housing units in lieu of a contribution to the fund.

Through further analysis of this technique, the GPC concluded that the size and growth rate of permitted non-residential development is too small to merit this kind of assessment. The rate of development, particularly, would not generate enough linkage funds to produce any significant amount of affordable housing in Foxborough. It was the GPC's belief that linkage is more applicable in urban areas, where the development pressures are significant enough to warrant a fee assessment.

E. ADDITIONAL GROWTH STRATEGY RECOMMENDATIONS

MAPC has provided full drafts of five zoning bylaws requested by the GPC. There are, however, some additional points that MAPC recommends for further study by the GPC, or the town of Foxborough. These additional recommendations are based on summaries of the data we have collected, and are included in the report to provide further "food for thought."

a. Conservation Easements

Easements are a very effective way to permanently preserve property in Foxborough, and may be a less costly method than buying the property outright. Easements are a form of conservation restriction executed by a land or property owner for permanent protection of a property, which can include historic buildings, landscapes and farmlands. Donors and subsequent owners retain ownership of the property, but entrust the right to protect and maintain the land to another party.

The owners, however, retain the responsibility for maintenance costs associated with the property.

Massachusetts General Laws chapter 184 sections 31-33 provide guidelines on how properties can be protected by use of easements. Easements "forbid or limit any or all:

1) construction or placing of buildings, roads, signs, billboards, or other advertising, utilities or other structures on or above the ground,

2) dumping or placing of soil or other substance or material as landfill, or dumping or placing of trash, waste, or unsightly or offensive materials,

3) removal or destruction of trees, shrubs, or other vegetation,

4) excavation, dredging, or removal of loam, peat, gravel, soil, rock, or other mineral substance in such manner as to affect the surface,

5) surface use except for agricultural, farming, forest, or outdoor recreational purposes permitting the land or water area to remain predominantly in its natural condition,

6) activities detrimental to drainage, flood control, water conservation, erosion control, or soil conservation, or

7) other acts or uses detrimental to such retention of land or water areas."

MGL chapters 31-33 provide additional requirements and guidelines for the protection of lands, historic buildings and agriculture. Once an easement has been donated or purchased, documents and maps must be filed with the Registry of Deeds for the duration of the easement. A lawyer should be contracted to review the documents and verify the transaction and its terms before it is actually filed with the registry.

Though not a zoning technique, easements are a very effective way for Foxborough to preserve sensitive lands, buildings, access to preserved open space, and views from highways which the town wants to preserve. There are a number of excellent possible uses for easements in Foxborough. This technique could be used in the downtown to preserve some of the older facades, and the Town Green; or to protect some of the green areas surrounding Rte. 95; or to protect some of the open land in and around the State Hospital property.

The local board responsible for administering easements in Foxborough would depend upon the type of easement that is purchased. The Conservation Commission, for example, could manage easements which are purchased to protect open space and sensitive lands. If a facade easement was purchased for a historic building, the local historic commission, state historic commission, or a regional preservation organization could be responsible for its administration.

b. Historic Districts

Historic Districts are an effective way to preserve and protect groups of older buildings, and neighborhoods in Foxborough. This technique clearly addresses the GPC's desire to protect the town character of Foxborough.

The purpose of creating historic districts is to protect historically or architecturally significant buildings from inappropriate alterations and demolition without prior approval. Once a local proposal for the creation of a historic district is approved by the Massachusetts Historical Commission, a Historic District Commission is established to review applications for changes to structures within the district. This Commission must be comprised of individuals whose professional training matches the requirements set forth in the enabling legislation for historic districts (MGL Chapter 40C), and must be appointed by the Board of Selectmen.

A past attempt to create a historic district in Foxborough was not successful. This proposal included the downtown and its adjacent neighborhoods, but the Massachusetts Historical Commission denied approval because the proposal was too all-encompassing. The Foxborough Historical Commission had not submitted the revised district proposals by the time the GPC was organized.

c. Agricultural Preservation Program

Through the Massachusetts Department of Food and Agriculture, the "development rights" of agricultural lands in Massachusetts towns and cities may be purchased to protect the land for agricultural use in perpetuity. This technique is another effective way to protect open space without purchasing the land outright.

The state reviews property rights that are offered to it for sale by willing land owners. The process does not begin until a land owner is willing to work with the state in setting a purchase price for the rights. The owner must also be made aware that once the development rights are sold, the land must remain agricultural in perpetuity, and must never be subdivided or developed for any other reason than for agricultural purposes. Thus, the owner is compensated for the loss of speculative value of his land, the town has valuable protected open

space and agricultural commerce, and the farm may pass from one farmer to another, affordably. The Department of Food and Agriculture, as well as local conservation commissions, have information and application packets for interested homeowners showing how the program works. The town of Foxborough, through the Conservation Commission, should make this program better known to farm owners in Foxborough.

d. Reorganization of Foxborough Zoning Bylaw

As part of the contract to produce a Growth Management Plan for the town of Foxborough, MAPC was responsible for reviewing the zoning bylaw. The objective of this effort was to assess how it reflects the goals and objectives of the GPC. Before this review was conducted, however, it took considerable time to determine how the bylaw was organized. An outline was prepared for the GPC by MAPC to show how the bylaw might be better organized. With MAPC's impetus, this reorganization is now being completed by the chairman of the ZBA, a Selectman and the Planning Administrator.

e. Limited Industrial District (LI)

This district, as well as the Special Use District (SI), have been targeted by the build out analysis as being the two biggest potential growth areas in the town of Foxborough. For the purposes of this study, these districts become critical planning areas. Because the SI district is under specialized analyses by the HMM, this section will focus on the potential of the LI district.

The Limited Industrial district is defined in the zoning bylaw as an area for scientific research, development and training, business offices, light manufacturing, assembly of products, and related supply activities. According to buildout, the residual square footage (i.e. that which remains when the existing building is subtracted from what is possible under full buildout) is 1,900,000 square feet, and the maximum build out is almost 2,500,000 square feet. What Foxborough must ask itself now is: Does the land remaining in this zone have the capacity to accommodate this kind of development? Does the town want to see this area completely developed? Would the town like to see it rezoned, to protect it from critical impacts? Total buildout of the Limited Industrial district could mean an additional 10,416 employees, and an additional 20,832 commuter trips per day. Though it is doubtful that this kind of growth would take place in the next five years, incremental growth will still impact infrastructure capacity in Foxborough.

f. Residential Development in Foxborough

After review of the buildout numbers for residential development, the GPC determined that the rate of residential growth is not currently a concern. This current rate of development is approximately 82 units per year. If Foxborough permits the development of 82 residential units per year over the next five years, the following will/may occur:

1) Approximately 1,189 new Foxborough residents, or 13% of those possible under full buildout, will move into the community. Assuming that the Mansfield Sewage Treatment Plant does not expand in the next five years, and that package treatment plants will not be allowed, the homes for these new residents will be of limited density due to the minimum lot size requirements for on-site septic. This means that, under current zoning, most of this development will have to take place in the R-40 district. This district also has the largest amount of vacant residential land. The water usage by this group will amount to approximately 145,000 gallons of water per day, and sewage generation rates of 130,800 gallons per day. It is not clear at this time what the maximum safe yield of Foxborough's wells will be in five years. Wells are pumped at different times and at different rates during the course of a year. For sewage disposal, there is no guarantee that the Mansfield Sewage Treatment Plant will expand its capacity in the next five years to allow for incremental increases. And, at current solid waste generation rates based on the aforementioned 82 units per year, landfill capacity will be used up in four years. For a period of only five years, these infrastructure numbers are significant. Other impacts come into play as the school age population figures are consulted. The town's elementary schools are projected to reach near capacity in 1994, but the Lewis School can add considerably more capacity than the two other elementary schools. Foxborough should start analyzing the vacant residential land in zoning districts within the Lewis School area, to see if it can accommodate additional families to help balance the enrollment capacities.

If Foxborough decides that 82 units per year are adequate, and not a "growth" issue, the town must consider what this will mean for the existing infrastructure system, the natural resources, and the capacities of schools for future enrollment; not to mention what this will mean for the quality of life in Foxborough, and the social and human resource needs that are inherent in it.

CHAPTER VIII PROVIDING HOUSING OPPORTUNITIES

A. BACKGROUND

One of the six goals adopted by the Growth Policy Committee was to "maintain a diversified and affordable housing inventory". To achieve this goal, the GPC identified nine housing objectives. These are outlined in Chapter II.

Developing and implementing an effective housing opportunities program requires long range planning as well as broad public support from local officials and citizens. To be successful, a community needs to:

a) Analyze the existing housing stock.
b) Identify housing needs within the community.
c) Develop strategies for new housing production and the preservation of the existing housing stock.
d) Garner the necessary community support.
e) Identify and secure funding.
f) Adopt and implement the program.

The Growth Policy Committee discussed many possible approaches to creating additional housing opportunities. The three approaches that were suggested as being worthy of further study included:

a) A provision in the zoning bylaw for creating under-sized "youth lots" which could only be developed for housing for members of the community.

b) An incentive zoning bylaw in the R-15 zone which would reduce the number of multi-family units from 8 to 7 by right, with an eighth unit being allowed if sold to a first-time home-buyer.

c) A provision in the zoning bylaw which would allow up to 30% of the units in new subdivisions to be two-family units. A certain percentage of those units would be made available only to first time home-buyers.

Creating a successful housing opportunities program requires that the program takes into consideration the specific needs of a community as well as the economics of the housing market. It would be premature to study the above approaches in more detail until the housing needs of Foxborough have been thoroughly analyzed and groups needing housing assistance have been identified.

TABLE A-1
VACANT RESIDENTIAL LAND

MAP #	PARCEL #	ZONING	LOTSIZE	SCHOOL DISTRICT	COMMENTS	WATER RESOURCES DISTRICT	# OF UNITS	STATUS	UNITS AT BUILD-OUT
18	371	R40	75660.00	B			0		1
18	5232	R40	79531.00	B	SEE MAP 19	A	0		1
18	5233	R40	71668.00	B	SEE MAP 19	A	0		1
18	5234	R40	65868.00	B	SEE MAP 19	A	0		1
18	5236	R40	81510.00	B	SEE MAP 19		0		2
18	5245	R40	40025.00	B			0		1
18	5253	R40	40020.00	B			0		1
18	5272	R40	40005.00	B	SEE MAP 19		0		1
18	5273	R40	40005.00	B	SEE MAP 19		0		1
18	5274	R40	40184.00	B	SEE MAP 19		0		1
18	5275	R40	40250.00	B	SEE MAP 27		0		1
18	5283	R40	40185.00	B	SEE MAP 19		0		1
18	5284	R40	40185.00	B	SEE MAP 19		0		1
18	5285	R40	40005.00	B	SEE MAP 19		0		1
18	5286	R40	40009.00	B			0		1
19	405	R40	263901.00	B		AP	0		4
19	288	R40	40822.00	B			0		1
19	392	R40	82220.00	B		A	0		1
19	5042	R40	60268.00	B			0		1
19	5043	R40	60500.00	B			0		1
19	5051	R40	60002.00	B			0		1
19	5052	R40	62631.00	B		P	0		1
19	5053	R40	63187.00	B			0		1
20	319	R40	158994.00	B			0		3
20	318	R40	60008.00	B			0		1
20	5014	R40	60064.00	B			0		1
20	5017	R40	62877.00	B			0		1
20	5018	R40	60074.00	B			0		1
20	5019	R40	60034.00	B			0		1
20	5020	R40	60072.00	B			0		1
20	5021	R40	60020.00	B			0		1
20	5022	R40	60042.00	B			0		1
20	5023	R40	60046.00	B			0		1
20	5024	R40	60053.00	B			0		1
20	5025	R40	40007.00	B			0		1
20	5027	R40	60099.00	B			0		1
20	5029	R40	79569.00	B			0		1
20	5030	R40	60101.00	B			0		1
20	5031	R40	60001.00	B			0		1
20	5032	R40	60004.00	B			0		1
20	5033	R40	60004.00	B			0		1
20	5034	R40	60005.00	B			0		1
20	5037	R40	60027.00	B			0		1
20	5038	R40	60013.00	B			0		1
20	5039	R40	60274.00	B			0		1
20	5040	R40	60092.00	B			0		1
20	5044	R40	63168.00	B			0		1
20	5047	R40	60001.00	B			0		1

TABLE A-1
VACANT RESIDENTIAL LAND

MAP #	PARCEL #	ZONING	LOTSIZE	SCHOOL DISTRICT	COMMENTS	WATER RESOURCES DISTRICT	# OF UNITS	STATUS	UNITS AT BUILD-OUT
20	5048	R40	60001.00	B			0		1
20	5049	R40	60018.00	B			0		1
20	5050	R40	60123.00	B			0		1
20	5035	R40	60573.00	B			0		1
20	5036	R40	60009.00	B			0		1
20	5045	R40	60197.00	B			0		1
20	5046	R40	60171.00	B			0		1
20	409	R40	336167.00	B	60% wet removed		0		8
24	458	R40	554083.00	T		A	0		9
25	477	R40	45775.00	T			0		1
26	479	R40	706541.25	B	Whispering Pines	A	24	UC	24
26	5218	R40	64996.00	B			0		1
26	5223	R40	40329.00	B			0		1
26	5224	R40	40836.00	B			0		1
26	5235	R40	89691.00	B		A	0		1
26	5276	R40	40050.00	B			0		1
26	5277	R40	40045.00	B			0		1
26	5278	R40	40005.00	B			0		1
26	5279	R40	40005.00	B			0		1
27	5158	R40	56715.00	B			0		1
27	5159	R40	40085.00	B			0		1
27	5160	R40	40539.00	B			0		1
27	5350	R40	40610.00	B			0		1
28	534	R40	63110.00	B			0		1
28	506	R40	742625.00	B	Added by GPC	P	0		12
29	678	R40	261360.00	B			0		6
29	681	R40	43560.00	B			0		1
29	680	R40	68389.00	B			0		1
31	700	R40	343688.00	T	75% wet removed	A	0		5
32	710	R40	217800.00	T		A	0		3
32	728	R40	357308.00	T	Sandy Knoll Estates		5	UC	5
33	459	R40	626728.80	T	25% wet removed		0		15
35	861	R40	214590.00	B		AP	0		3
36	884	R40	356520.00	B			0		8
36	896	R40	43073.00	B			0		1
36	646	R40	1481040.00	B			0		37
36	906	R40	1068569.00	B	AddedGPC also 907		0		26
37	907	R40	100623.00	B			0		2
39	963	R40	49920.00	B			0		1
40	966	R40	158280.00	T			0		3
40	973	R40	93813.00	T			0		2
41	1040	R40	202460.00	T	Gusnic Drive		5	UC	5
42	1071	R40	143260.00	T			0		3
44	1509	R40	72670.00	B		A	0		1
44	1133	R40	106005.00	B	Ridgewood Estates		4	AP	4
45	5574	R40	83151.00	B		AP	0		1
46	1250	R40	527120.00	B			0		13
46	1249	R40	584910.50	B			0		14

TABLE A-1
VACANT RESIDENTIAL LAND

MAP #	PARCEL #	ZONING	LOTSIZE	SCHOOL DISTRICT	COMMENTS	WATER RESOURCES DISTRICT	# OF UNITS	STATUS	UNITS AT BUILD-OUT
46	865	R40	293272.00	B		P	0		4
47	1254	R40	278348.00	B			0		6
49	1364	R40	129320.00	B			0		3
49	1361	R40	582165.00	B			0		14
50	1363	R40	895080.60	B	25% wet removed		0		22
51	5175	R40	219978.00	T			0		5
51	1382	R40	42300.00	T			0		1
51	1388	R40	2127185.20	T	Added GPC,also 1390		0		53
52	1390	R40	1302239.10	T	25% wet removed	A	0		21
52	1418	R40	64019.00	T		AP	0		1
52	1415	R40	853349.00	T	Added by GPC	P	0		14
53	1465	R40	285423.00	T			0		7
53	5679	R40	40027.00	T			0		1
53	1451	R40	515445.00	T	Heritage		11	AP	11
54	1495	R40	518364.00	T			0		12
54	1474	R40	40506.00	T			0		1
55	1516	R15	22960.00	B			0		1
55	1532	R15	174240.00	B	4/5 LOT IN GI		0		21
56	5599	R40	53100.00	T	NOT ON MAP		0		1
56	5600	R40	53957.00	T			0		1
56	5601	R40	53286.00	T			0		1
56	5602	R40	49954.00	T			0		1
56	5603	R40	40649.00	T			0		1
56	5604	R40	49499.00	T			0		1
56	5605	R40	44810.00	T			0		1
57	1728	R40	589625.00	B			0		14
57	1683	R40	50450.00	B			0		1
58	1739	R40	548856.00	B			0		13
58	1766	R40	0.00	B	Greep- Also Map 70		7	COM	7
59	1788	R40	800948.20	B	Woodland Estates	P	11	AP	11
59	1792	R40	9774864.00	B	Cannon Forge	P	372	UC	372
60	1362	R40	389862.00	B			0		9
61	1802	R40	298040.00	B			0		7
65	1829	R40	626340.00	T			0		15
65	1837	R40	246940.00	T			0		6
66	1846	R15	19660.00	T			0		1
66	1886	R15	19200.00	T			0		1
66	1865	R15	999702.00	T	60% wet removed		0		126
67	4740	R15	19860.00	T			0		1
67	1975	R15	16100.00	B			0		1
67	1966	R15	22744.00	B			0		1
68	4726	R15	309711.00	T			0		38
68	1993	R15	55852.00	T			0		6
68	1628	R15	442901.00	T			0		55
68	1987	R15	38450.00	T			0		3
68	1999	R15	16000.00	T			0		1
69	4960	R40	346737.00	B			0		8
69	2022	R40	633798.00	B	25% wetlands removed		0		15

TABLE A-1
VACANT RESIDENTIAL LAND

MAP #	PARCEL #	ZONING	LOTSIZE	SCHOOL DISTRICT	COMMENTS	WATER RESOURCES DISTRICT	# OF UNITS	STATUS	UNITS AT BUILD-OUT
69	2023	R40	59967.00	B			0		1
69	1729	R40	97050.00	B	Chestnut Hill		18	UC	18
69	5654	R40	51210.00	B			0		1
69	5655	R40	54586.00	B			0		1
69	5657	R40	63542.00	B			0		1
69	5659	R40	40238.00	B			0		1
69	5660	R40	103761.00	B			0		2
69	5661	R40	40000.00	B			0		1
69	5662	R40	40000.00	B			0		1
69	5665	R40	40101.00	B			0		1
69	5666	R40	40647.00	B			0		1
69	5667	R40	46728.00	B			0		1
69	5668	R40	40125.00	B			0		1
69	2015	R40	46130.00	B			0		1
69	1625		596130.00	B	Fox Run		10	UC	10
70	2032	R40	710002.45	B	25% wet removed		0		17
70	2024	R40	360168.00	B			0		9
70	2031	R40	475239.00	B			0		11
71	2043	R40	499560.00	B			0		12
73	2091	R40	437943.00	B			0		10
76	4575	R40	537220.00	T			0		13
76	2110	R40	479981.00	T			0		11
77	4576	R40	480031.00	T	Lakeview Estates		8	AP	8
78	2144	R15	269254.00	T			0		33
78	2135	R15	36720.00	T			0		3
79	2362	R15	26900.00	T			0		2
80	4739	R15	262250.00	B			0		32
80	2401	R15	331696.00	B			0		41
80	5576	R15	28520.00	B			0		2
80	2395	R15	21400.00	B			0		1
80	2397	R15	29000.00	B			0		2
80	2387	R15	16500.00	B	Arlington Street		3	UC	3
80	2388	R15	28800.00	B	Arlington Street		3	UC	3
80	2405	R15	17200.00	B			0		1
80	4802	R15	50183.00	B			0		5
80	4804	R15	59000.00	B			0		6
81	2453	R15	36160.00	B			0		3
81	4581	R15	59900.00	B			0		6
81	2431	R40	43307.00	T			0		1
81	2022	R40	718304.40	B	Rodriquez Map 69		16	CON	16
82	2468	R40	398740.00	B			0		9
82	2483	R40	471652.00	B			0		11
82	2477	R40	133020.00	B			0		3
82	2492	R40	73160.00	B			0		1
85	4902	R40	81700.00	B		P	0		1
85	2081	R40	48185.00	B			0		1
86	5122	R40	240000.00	B			0		6
89	2539	R40	538340.00	T			0		13

TABLE A-1
VACANT RESIDENTIAL LAND

MAP #	PARCEL #	ZONING	LOTSIZE	SCHOOL DISTRICT	COMMENTS	WATER RESOURCES DISTRICT	# OF UNITS	STATUS	UNITS AT BUILD-OUT
90	2132	R40	199505.00	T			0		4
91	2573	R40	60670.00	T			0		1
91	2582	R15	20910.00	T			0		1
91	2558	R40	81146.00	T		A	0		1
91	2559	R40	64690.00	T		A	0		1
93	2785	R15	264060.00	T			0		32
93	2791	R15	52950.00	B			0		5
93	2771	R15	21110.00	B			0		1
93	2772	R15	74400.00	B			0		8
93	5575	R15	53500.00	B			0		5
93	2731	R15	18510.00	B			0		1
93	2792	R15	27650.00	B			0		2
94	2849	R40	214210.00	B	Royal Pine Estates		9	AP	9
94	2833	R15	99025.00	B			0		11
95	2862	R40	416340.00	B			0		10
95	2856	R40	1669201.95	B	25% wet removed		0		41
95	2025	R40	700685.60	B	40% wet removed		0		17
97	4700	R40	561472.60	B			0		14
97	2941	R40	40000.00	B			0		1
97	2949	R40	245400.00	B			0		6
99	3016	R40	91500.00	B			0		2
100	5578	R40	53845.00	B			0		1
100	3017	R40	53845.00	B			0		1
100	3388	R40	98090.00	B			0		2
105	5181	R40	137893.00	T		A	0		2
107	3140	R40	167270.00	T			0		4
109	3175	R40	675513.70	B	25% wet removed		0		16
110	3210	R40	155213.00	B			0		3
110	3176	R40	69120.00	B		P	0		1
111	3295	R40	280870.00	B			0		7
111	5182	R40	40579.00	B			0		1
111	5183	R40	43425.00	B			0		1
111	5184	R40	40725.00	B			0		1
111	5185	R40	40730.00	B			0		1
111	5186	R40	68636.00	B			0		1
111	5187	R40	40017.00	B			0		1
111	3259	R40	131120.00	B			0		3
111	3290	R40	175500.00	B			0		4
112	3387	R40	703851.00	B	Angletree Estates		31	UC	31
112	3375	R40	104205.00	T		P	0		1
112	3361	R40	73660.00	B	RIVER RIGHT THRU IT		0		1
112	3364	R40	60850.00	B			0		1
112	3362	R40	610929.00	B	Iris Glen		7	PRE	7
113	3390	R40	174240.00	B			0		4
113	3389	R40	176340.00	B			0		4
114	3394	R40	436090.00	B			0		10
119	3427	R40	220385.00	T			0		5
119	5613	R40	96000.00	T		A	0		1

TABLE A-1
VACANT RESIDENTIAL LAND

MAP #	PARCEL #	ZONING	LOTSIZE	SCHOOL DISTRICT	COMMENTS	WATER RESOURCES DISTRICT	# OF UNITS	STATUS	UNITS AT BUILD-OUT
119	3429	R40	40000.00	T	Washington Crossing		3	UC	3
119	3439	R40	40000.00	T	Washington Crossing		3	UC	3
119	3440	R40	40000.00	T	Washington Crossing		3	UC	3
119	3441	R40	40000.00	T	Washington Crossing		2	UC	2
119	3443	R40	40000.00	T	Washington Crossing		2	UC	2
120	3438	R40	41714.00	T			0		1
120	5580	R40	44437.00	T			0		1
120	5581	R40	77124.00	T			0		1
120	5582	R40	51607.00	T			0		1
120	5583	R40	45808.00	T			0		1
120	5584	R40	40435.00	T			0		1
120	5586	R40	42872.00	T			0		1
120	5588	R40	51622.00	T			0		1
120	5589	R40	52583.00	T			0		1
120	5590	R40	46597.00	T			0		1
120	5594	R40	40890.00	T			0		1
120	5595	R40	40561.00	T			0		1
120	5597	R40	40099.00	T			0		1
123	3486	R40	535780.00	B			0		13
124	5570	R40	179467.00	B		P	0		2
124	3196	R40	413820.00	B	Joseph Rd, Map 125		4	PRE	4
125	3506	R40	487400.00	B	Beaumonts Pond		12	PRE	12
125	3508	R40	1063341.50	B	Beaumonts Pond	P	12	PRE	12
125	3503	R40	568022.00	B			0		14
125	3289	R40	592795.00	B			0		14
125	5101	R40	40039.00	B			0		1
125	5102	R40	40366.00	B			0		1
125	5103	R40	41413.00	B			0		1
125	5104	R40	41082.00	B			0		1
125	5105	R40	40009.00	B			0		1
125	5694	R40	43237.00	B			0		1
125	5182	R40	40000.00	B	Clifford Lane		2	UC	2
125	5183	R40	40000.00	B	Clifford Lane		2	UC	2
125	5184	R40	40000.00	B	Clifford Lane		2	UC	2
125	5185	R40	40000.00	B	Clifford Lane		2	UC	2
125	5186	R40	40000.00	B	Clifford Lane		2	UC	2
125	5187	R40	40000.00	B	Clifford Lane		1	UC	1
126	3373	R40	351964.00	B			0		8
126	3509	R40	679194.20	B	Beaumonts Pond	A	0		11
128	3514	R40	352191.00	T			0		8
129	4845	R40	689516.60	T	25% wet removed		0		17
129	3515	R40	461600.00	T	FOREST Ch. 61		0		11
129	3519	R40	751627.80	T	Map130,added by GPC		0		18
130	3525	R40	44734.00	T			0		1
130	3522	R40	560429.00	T	Add GPC, 25%wet remo		0		14
131	3528	R40	771775.00	T	Added by GPC		0		19
132	5312	R40	156816.00	T	NOT ON MAP	M?	0		0
133	5681	R40	66817.00	T			0		1

TABLE A-1
VACANT RESIDENTIAL LAND

MAP #	PARCEL #	ZONING	LOTSIZE	SCHOOL DISTRICT	COMMENTS	WATER RESOURCES DISTRICT	# OF UNITS	STATUS	UNITS AT BUILD-OUT
134	3619	R40	108850.00	B			0		2
136	4735	R40	154517.00	B			0		3
136	3678	R40	134380.00	B			0		3
136	3677	R40	104410.00	B			0		2
138	5506	R40	40000.00	B			0		1
140	3722	R40	940944.90	T	10% wetland removed		0		23
141	3729	R40	435812.00	T			0		10
141	4939	R40	40019.00	T			0		1
141	3727	R40	622610.00	T	25% wet removed		0		15
141	3518	R40	744005.00	T	FOREST Ch.61		0		18
141	3724	R40	240650.00	T	FOREST Ch. 61		0		6
141	4972	R40	47601.00	T			0		1
142	3742	R40	594158.00	T	Longmeadow Estates		10	UC	10
142	3733	R40	299497.00	T	Drayton		3	AP	3
142	5672	R40	49842.00	T			0		1
143	3758	R40	243936.00	T		P	0		4
147	3882	R40	135411.00	B			0		3
147	5407	R40	40478.00	B			0		1
147	3670	R40	67200.00	B			0		1
147	3836	R40	113220.00	B			0		2
148	3881	R40	301210.00	B			0		7
148	3880	R40	41110.00	B			0		1
148	3871	R40	211260.00	B			0		5
148	3865	R40	43000.00	B			0		1
148	3889	R40	60000.00	B			0		1
151	3928	R40	242670.60	T			0		6
151	3725	R40	283140.00	T	FOREST Ch. 61		0		7
151	4973	R40	49386.00	T			0		1
151	4974	R40	52677.00	T			0		1
152	3927	R40	267599.00	T			0		6
152	3950	R40	558820.00	T		P	0		9
152	3932	R40	141134.00	T		P	0		2
152	3928		666468.00	T	West St. Map161,151		7	PRE	7
153	3973	R40	147376.00	T			0		3
154	5145	R40	43244.00	T			0		1
155	3985	R40	50061.00	T			0		1
155	3994	R40	94960.00	T			0		2
155	3995	R40	589802.00	T			0		14
156	4003	R40	413384.00	T	Part of lot not R40		0		10
156	4008	R40	43995.00	T			0		1
157	4030	R40	179740.00	B			0		4
157	4654	R40	41400.00	B			0		1
157	4029		0.00	B	Payson		1	AP	1
158	4060	R40	92660.00	B			0		2
160	4068	R40	239404.00	T			0		5
160	4220	R40	263988.00	T			0		6
160	4069	R40	74000.00	T			0		1
160	5577	R40	392040.00	T			0		9

TABLE A-1
VACANT RESIDENTIAL LAND

MAP #	PARCEL #	ZONING	LOTSIZE	SCHOOL DISTRICT	COMMENTS	WATER RESOURCES DISTRICT	# OF UNITS	STATUS	UNITS AT BUILD-OUT
161	4096	R40	171627.00	T			0		4
162	3974	R40	865180.15	T	Autumn Heights		20	DEF	20
162	3978	R40	956743.00	T	Autumn Heights		20	DEF	20
162	4118	R40	1529966.00	T	Autumn Heights		10	DEF	10
162	4115	R40	73277.00	T			0		1
162	5683	R40	51927.00	T			0		1
162	5684	R40	54636.00	T			0		1
162	5690	R40	45554.00	T			0		1
162	5685	R40	51624.00	T			0		1
162	5686	R40	56911.00	T			0		1
162	5687	R40	76112.00	T			0		1
162	5688	R40	40167.00	T			0		1
162	5689	R40	44811.00	T			0		1
162	5691	R40	41115.00	T			0		1
163	4123	R40	1100413.40	T	20% wet removed		0		27
163	4126	R40	544120.00	T			0		13
163	5386	R40	40027.00	T			0		1
163	5385	R40	40170.00	T			0		1
165	4212	R40	61855.00	T			0		1
165	4657	R40	60055.00	T			0		1
165	4833	R40	56000.00	T			0		1
168	4218	R40	435600.00	T			0		10
168	4219	R40	973783.80	T	6 Form A's approved	P	6	AP	6
168	5674	R40	62900.00	T			0		1
168	5675	R40	41400.00	T			0		1
168	5677	R40	42840.00	T			0		1
168	5678	R40	44100.00	T			0		1
169	4232	R40	330767.00	T			0		8
169	4242	R40	359541.00	T			0		8
169	4237	R40	123282.00	T			0		3
170	4279	R40	78408.00	T			0		1
170	4243	R40	129063.00	T			0		3
170	4120	R40	603523.80	T	Quisset Woods		11	UC	11
171	4302	R40	246985.00	T			0		6
171	3147	R40	145054.00	T			0		3
171	5374	R40	44469.00	T			0		1
171	5403	R40	305648.00	T			0		7
171	4685	R40	41006.00	T			0		1
171	4750	R40	139392.00	T			0		3
179	4452	R40	75156.00	T		P	0		1
180	4454	R40	1301463.90	T		P	0		21
180	5347	R40	77654.00	T		P	0		1
180	4470	R40	113220.00	T		P	0		1
180	5645	R40	75090.00	T		P	0		1
180	5649	R40	73300.00	T		P	0		1
180	5650	R40	307969.00	T		P	0		5
180	5626	R40	64310.00	T		P	0		1
182	4544	R40	62723.00	T		P	0		1

TABLE A2

RESIDENTIALLY ZONED LAND WITH A NON-RESIDENTIAL USE

NOTES ON COLUMNS

School District: B = Burrell, T = Taylor.

Comments: Indicates the owner or the use.

Units at Build-Out: This column gives the total number of housing units which could be built under existing zoning.

TABLE A-2
RESIDENTIALLY ZONED LAND WITH A
NON-RESIDENTIAL USE

MAP #	PARCEL #	ZONING	LOTSIZE	SCHOOL DISTRICT	COMMENTS	WATER RESOURCES DISTRICT	UNITS AT BUILD-OUT
14	5547	R40	279655.00	B	Not on map, TV Tower		6
37	679	R40	631230.00	B	Peter Pan Camp 10 lots		15
55	1082	R40	151330.00	B	Fish and Game Club		3
56	1590	R15	40501.00	B	Diaper Co.		4
64	1816	R40	185780.00	T	Kiklas, Entertainment		4
66	1864	R15	51830.00	T	Sentry Co.		5
67	1974	R15	1863625.00	B	Foxboro Co.		236
68	1992	R15	33416.00	T	Spillane, Office		3
68	1984	R15	42680.00	T	Foxboro Co. warehouse		4
68	2400	R15	432040.00	T	Foxboro Co.		53
88	2538	R40	258990.00	T	A T & T		6
92	5609	R15	51764.00	T	Burman, Warehouse		5
92	2692	R15	44950.00	T	Gas Station		4
96	2861	R40	78526.00	B	Bottled gas		1
106	3114	R15	21000.00	T	Mobil gas station		1
135	5358	R40	401040.00	B	Greenhouse		10
150	3921	R40	249598.00	T	Normandy Farms, camp		6
150	3922	R40	907409.00	T	Normandy Farms,camp		22
151	3924	R40	905377.50	T	Normandy Farms,camp		22
151	4655	R40	435600.00	T	Normandy Farms,camp		10
160	4070	R40	725651.80	T	Normandy Farms, camp		18
168	4222	R40	1999404.00	T	Ind. Sportsmans Club		49
170	4290	R40	532738.00	T	Storage, see map 171		13
171	4301	R40	68510.00	T	Gas station		1
176	4432	R40	254279.00	T	Warehouse		6
*** Total ***							
2619	80837		10646924.30				507

TABLE A3

NON-RESIDENTIAL LAND

COMMENTS ON COLUMNS

Route 1: "Yes" indicates that the parcel has frontage on Route 1. A blank indicates the parcel does not have frontage on Route 1.

Lotsize: Lotsize is given in square feet and represents buildable area, with known wetlands removed.

Building Size: This is the size, in square feet, of any existing buildings.

Build-Out Square Feet: This represents the maximum square feet of development which can be accommodated on a parcel given the particular dimensional and parking requirements for that zoning district.

Residual Square Feet: This represents the difference between build-out and any existing building on the parcel. It is the number of additional square feet that could be accommodated on that lot.

Parking Spaces: This is the number of parking spaces that would be required for the maximum size building on that lot.

Build-Out Office Square Feet: The S-1 district requires that no more than 25% of development on a parcel can be retail. The build-out program assumes that 25% will be retail and 75% will be office. This column indicates the maximum square footage of office development. The column is blank for parcels not in the S-1 district.

Build-Out Retail Square Feet: For parcels in the S-1 district, this column indicates the 25% retail development allowed at maximum build-out.

Residual Square Feet Office/Retail: These two columns indicate the additional development of office and retail uses for parcels in the S-1 district.

New Employees: This is the number of employees which would be generated by development on a parcel at full build-out given the assumptions regarding the type of use (primarily retail). This number does not reflect the actual number of employees generated by the existing use on a parcel.

TABLE A-3
NON-RESIDENTIAL LAND

MAP #	PARCEL #	OWNER	ZONING	RTE. 1	LOTSIZE	BUILDING SIZE	BUILD-OUT SQ. FT.	RESIDUAL SQ. FT.	PARKING SPACES	BUILD-OUT OFFICE SQ. FT.	BUILD-OUT RETAIL SQ. FT.	RESIDUAL SQ. FT. OFFICE	RESIDUAL SQ. FT. RETAIL	NEW EMPLOYEES
1	1	AASGAARD, M.	S-1	YES	72135.00	4400	36607	32207	146	27455	9152	24155	8052	123
1	5	PANAGOUPOLOUS, D	S-1	YES	1713214.00	56687	66232	9545	265	49674	16558	7159	2386	37
2	7		GI		43560.00	0	18669	18669	75	0	0	0	0	32
2	4970		GI		43560.00	0	18669	18669	75	0	0	0	0	32
2	4954		GI		43560.00	0	18669	18669	75	0	0	0	0	32
2	4680		GI		10000.00	0	0	0	0	0	0	0	0	0
2	5345	LUGG, C.	GI		95267.00	7200	40829	33629	163	0	0	0	0	57
2	4731	NEW ENGLAND TAP CO.	GI		63253.00	12100	27108	15008	108	0	0	0	0	26
4	18		S-1	NO	193000.00	0	82714	82714	331	62036	20678	62036	20678	317
4	13		S-1	NO	68400.00	0	0	0	0	0	0	0	0	0
4	22		S-1	YES	168280.00	0	72120	72120	288	54090	18030	54090	18030	277
4	12		S-1	NO	60180.00	0	0	0	0	0	0	0	0	0
4	20		S-1	NO	87870.00	0	3516	3516	14	2637	879	2637	879	13
4	11		S-1	NO	182780.00	0	35714	35714	143	26786	8928	26786	8928	137
4	14	RODMAN, D.	S-1	YES	356192.00	32820	152654	119834	611	114490	38164	89876	29958	459
5	5		S-1	NO	457393.00	0	66964	66964	268	50223	16741	50223	16741	257
5	25	CIVILINSKI, J	S-1	YES	150717.00	9185	45936	36751	184	34452	11484	27563	9188	141
9	135		S-1	NO	1159400.00	0	496886	496886	1988	372664	124222	372664	124222	1905
9	136		S-1	NO	218200.00	0	93514	93514	374	70136	23378	70136	23378	359
10	2539		S-1	NO	103490.00	0	44353	44353	177	33265	11088	33265	11088	170
10	1024	FOXBORO ASSOCIATION	S-1	YES	9372900.00	0	4016957	4016957	16068	3012718	1004239	3012718	1004239	15402
10	134	GALLOWAY, R.	S-1	YES	80960.00	5200	5200	0	0	3900	1300	0	0	0
10	145	RODMAN, D.	S-1	YES	104840.00	1515	53118	51603	212	39838	13280	38702	12901	198
15	4659		S-1	YES	64760.00	0	27754	27754	111	20816	6938	20816	6938	106
15	322		S-1	NO	1388568.00	0	595101	595101	2380	446326	148775	446326	148775	2282
15	324		S-1	YES	3563559.00	0	276182	276182	1105	207136	69046	207136	69046	1059
16	138	KRITZMAN, C. (F.K.REALTY CORP)	S-1	YES	457770.00	4488	164637	160149	659	123478	41159	120112	40037	614
22	447	FOXBORO INDUSTRIAL PARK	S-1	NO	2265120.00	0	286946	286946	1148	215210	71736	215210	71736	1100
23	449	N.E. TELEPHONE	S-1	NO	172773.00	0	74046	74046	296	55534	18512	55534	18512	284
25	457		S-1	NO	125017.00	0	53579	53579	214	40184	13395	40184	13395	205
30	692		S-1	NO	22610.00	0	8100	8100	32	6075	2025	6075	2025	31
30	695		S-1	NO	1110344.00	0	102946	102946	412	77210	25736	77210	25736	395
30	5362	WONG	S-1	YES	185365.00	9146	79528	70382	318	59646	19882	52786	17596	270
30	691	ENDZONE REALTY TRUST	S-1	NO	411642.00	26174	40020	13846	160	30015	10005	10384	3462	53
30	995	LAFAYETTE HOUSE	S-1	YES	84210.00	9612	36757	27145	147	27568	9189	20359	6786	104
30	450	SAEGH, M	S-1	YES	181209.00	2400	77661	75261	311	58246	19415	56446	18815	289
30	4901	SAEGH, M.	S-1	YES	123274.00	7728	52832	45104	211	39624	13208	33828	11276	173
30	5559	YADISERNIA, E.	S-1	YES	179902.00	39300	77101	37801	308	57826	19275	28351	9450	145
31	452		S-1	YES	991534.00	0	399905	399905	1600	299929	99976	299929	99976	1533
31	5569		S-1	NO	652964.00	0	77500	77500	310	58125	19375	58125	19375	297
31	4751	DEVINCENT, S.	S-1	YES	80400.00	3833	37500	33667	150	28125	9375	25250	8417	129
31	698	NEIPRIS, A.	S-1	YES	199940.00	7328	39286	31958	157	29464	9822	23968	7990	123
31	5568	SANDBERG, H.	S-1	NO	204296.00	22790	57344	34554	229	43008	14336	25916	8638	132
40	987		MB	YES	36540.00	0	10962	10962	63	0	0	0	0	19
40	976		MB	YES	36960.00	0	11088	11088	63	0	0	0	0	19
40	986		MB	YES	816880.00	0	70618	70618	404	0	0	0	0	120
40	977	CHACE,D.	MB		300281.00	18340	47917	29577	274	0	0	0	0	50
40	978	MATT	S-1	YES	64304.00	4264	11325	7061	45	8494	2831	5296	1765	27

TABLE A-3
NON-RESIDENTIAL LAND

MAP #	PARCEL #	OWNER	ZONING	RTE. 1	LOTSIZE	BUILDING SIZE	BUILD-OUT SQ. FT.	RESIDUAL SQ. FT.	PARKING SPACES	BUILD-OUT OFFICE SQ. FT.	BUILD-OUT RETAIL SQ. FT.	RESIDUAL SQ. FT. OFFICE	RESIDUAL SQ. FT. RETAIL	NEW EMPLOYEES
51	1378		HB		82560.00	0	18336	18336	105	0	0	0	0	31
51	1374		HB	YES	67540.00	0	19783	19783	113	0	0	0	0	34
51	4677		HB	YES	26272.00	0	7882	7882	45	0	0	0	0	13
51	4561		HB	YES	40000.00	0	12000	12000	69	0	0	0	0	20
51	1373	ANTOKAL, A.	HB	YES	219050.00	79030	79030	0	0	0	0	0	0	0
51	1376	LUZIO, G.	HB		96537.00	13894	23333	9439	133	0	0	0	0	16
51	979	SPIER, A	HB	YES	223027.00	4300	66908	62608	382	0	0	0	0	106
51	4676	WHITE, R.	HB	YES	19707.00	580	5912	5332	34	0	0	0	0	9
53	1486	MASS. CABLEVISION SYS. INC.	HB		47708.00	6808	6808	0	0	0	0	0	0	0
54	1488	BALEY, W.	HB		19740.00	1962	3948	1986	23	0	0	0	0	3
54	1442	GRAY, R.	HB		223898.00	34920	34920	0	0	0	0	0	0	0
54	1458	SHON, G	GB		15844.00	0	1155	1155	7	0	0	0	0	2
54	1482	SHON, G	GB		167780.00	10900	20972	10072	120	0	0	0	0	17
54	1476	PAPPAS, P	HB		28043.00	1470	5609	4139	32	0	0	0	0	7
54	1485	POWER, T.	HB		13575.00	880	2715	1835	16	0	0	0	0	3
54	4935	VSH REALTY INC.	HB		26971.00	4500	5638	1138	32	0	0	0	0	2
55	1514		GI		20000.00	0	4950	4950	20	0	0	0	0	8
55	1528		GI		132070.00	0	55609	55609	222	0	0	0	0	95
55	1529		GI		27600.00	0	8307	8307	33	0	0	0	0	14
55	1530		GI		202581.00	0	86820	86820	347	0	0	0	0	148
55	1531		GI		55510.00	0	23790	23790	95	0	0	0	0	40
55	1532		GI		436081.00	0	186892	186892	748	0	0	0	0	318
55	1543		GI		15450.00	0	0	0	0	0	0	0	0	0
55	1548		GI		21133.00	0	11071	11071	44	0	0	0	0	19
55	1549		GI		10124.00	0	5660	5660	23	0	0	0	0	10
66	1866	ENERGY RETAILER	GB		17005.00	1606	2226	620	13	0	0	0	0	1
66	1489	FERGUSON, M.	GB		728523.00	768	1680	912	10	0	0	0	0	2
67	1928		GB		53940.00	0	6743	6743	39	0	0	0	0	11
67	1947		GI		74560.00	0	0	0	0	0	0	0	0	0
67	1967		GI		85012.00	0	22857	22857	91	0	0	0	0	39
67	1971		GI		11990.00	0	5139	5139	21	0	0	0	0	9
67	1979		LI		24375.00	0	10446	10446	42	0	0	0	0	18
67	1970	MASS. ELECTRIC CO.	GI		10500.00	216	4350	4134	17	0	0	0	0	7
68	1995		GI		11026.00	0	504	504	2	0	0	0	0	1
68	1997		GI		23019.00	0	11750	11750	47	0	0	0	0	20
68	1998		GI		15811.00	0	7134	7134	29	0	0	0	0	12
79	2244		GB		15310.00	0	1855	1855	11	0	0	0	0	3
79	2261		GB		22510.00	0	2814	2814	16	0	0	0	0	5
79	2329		GI		31375.00	0	10571	10571	42	0	0	0	0	18
79	2346		GB		14059.00	0	2100	2100	12	0	0	0	0	4
79	2233		GB		10000.00	0	1250	1250	7	0	0	0	0	2
79	2271		GB		360.00	0	45	45	0	0	0	0	0	0
79	1948		GI		108464.00	0	46485	46485	186	0	0	0	0	79
79	4582		GI		23247.00	0	12250	12250	49	0	0	0	0	21
79	2248	AUBUCHON, H	GB		23118.00	7168	7168	0	0	0	0	0	0	0
79	2332	BAY COLONY ASSC.	GI		43930.00	2360	3000	640	12	0	0	0	0	1
79	2234	BUCKLEY, W.	GB		9280.00	2500	2500	0	0	0	0	0	0	0
79	2245	WEBBER	GB		22531.00	3240	3240	0	0	0	0	0	0	0

TABLE A-3
NON-RESIDENTIAL LAND

MAP #	PARCEL #	OWNER	ZONING	RTE. 1	LOTSIZE	BUILDING SIZE	BUILD-OUT SQ. FT.	RESIDUAL SQ. FT.	PARKING SPACES	BUILD-OUT OFFICE SQ. FT.	BUILD-OUT RETAIL SQ. FT.	RESIDUAL SQ. FT. OFFICE	RESIDUAL SQ. FT. RETAIL	NEW EMPLOYEES
79	2353	CANNER,R.	GB		9340.00	4580	4580	0	0	0	0	0	0	0
79	2348	CONGDON, N	GB		10993.00	400	1120	720	6	0	0	0	0	1
79	4769	CONGDON, N.	GB		6140.00	4591	4591	0	0	0	0	0	0	0
79	2341	STORR	GB		4560.00	2294	2294	0	0	0	0	0	0	0
79	2349	DUNKLESS, J.	GB	YES	12296.00	6650	6650	0	0	0	0	0	0	0
79	2262	FOXBORO NATIONAL BANK	GB		14230.00	5428	5428	0	0	0	0	0	0	0
79	2219	FOXBORO THEATRE INC.	GB		6354.00	5824	5824	0	0	0	0	0	0	0
79	2343	GALVIN, G.	GB		16540.00	6072	6072	0	0	0	0	0	0	0
79	4610	GAY, K.	GB		3918.00	2460	2460	0	0	0	0	0	0	0
79	2351	GEARY, J.	GB		9441.00	9672	9672	0	0	0	0	0	0	0
79	2340	HAAS, J.	LI		119354.00	18166	20036	1870	80	0	0	0	0	3
79	2263	JEROME, J.	GB		23540.00	8180	8180	0	0	0	0	0	0	0
79	2222	KEATING, M	GB		9115.00	3151	3151	0	0	0	0	0	0	0
79	2352	MACDONALD, D	GB		5750.00	2244	2244	0	0	0	0	0	0	0
79	4605	MASS. EAST. CONST. CO.	GB		5749.00	2847	2847	0	0	0	0	0	0	0
79	4781	MAYFAIR REALTY	GB		2732.00	900	900	0	0	0	0	0	0	0
79	4604	MOORE, P	GB		3257.00	1950	1950	0	0	0	0	0	0	0
79	2264	MORDINI, J.	GB		12190.00	3526	3526	0	0	0	0	0	0	0
79	2220	MORSE, C.	GB		29606.00	2112	2112	0	0	0	0	0	0	0
79	2231	NORFOLK COUNTY TRUST	GB		0.00	2560	2560	0	0	0	0	0	0	0
79	2323	CRUGNAL	LI		42919.00	8000	18511	10511	74	0	0	0	0	18
79	2325	CRUGNAL	LI		7100.00	1040	1040	0	0	0	0	0	0	0
79	2322	OLIVIERA, M.	LI		30603.00	7040	11643	4603	47	0	0	0	0	8
79	2350	O'REILLY, J.	GB		3390.00	2664	2664	0	0	0	0	0	0	0
79	2257	PACITTO, C.	GB		10890.00	4392	4392	0	0	0	0	0	0	0
79	2355	REA CRAFT PRESS	GB		12190.00	8800	8800	0	0	0	0	0	0	0
79	2354	SOUZA, J.	GB		2699.00	900	900	0	0	0	0	0	0	0
79	2265	STANLEY, G.	GB		20270.00	2854	2854	0	0	0	0	0	0	0
79	2259	ZOUNDOULIS, V.	GB		10000.00	4162	4162	0	0	0	0	0	0	0
79	2345	NEW ENGLAND TELEPHONE	GB		18293.00	5948	5948	0	0	0	0	0	0	0
84	2070	CONKEY, R.	MB		67533.00	2854	13507	10653	77	0	0	0	0	18
92	4694		LI		5400.00	0	0	0	0	0	0	0	0	0
92	2710		LI		241989.00	0	37179	37179	149	0	0	0	0	63
92	2633	BAKER, D	GB		15620.00	2145	2145	0	0	0	0	0	0	0
92	2705	BOST. FIVE CENT SAVINGS BANK	GB		27273.00	4200	4200	0	0	0	0	0	0	0
92	2728	CARNEY, M	LI		29484.00	6000	12500	6500	50	0	0	0	0	11
92	2713	CONGDON, D	LI		69120.00	3390	3390	0	0	0	0	0	0	0
92	2630	FOXBORO COOP.FED.SAVNG & LOAN	GB		28511.00	2459	2459	0	0	0	0	0	0	0
92	2631	FOXBORO RED. SAVING AND LOAN	GB		5959.00	0	1102	1102	6	0	0	0	0	2
92	2703	LYNCH, D	GB		13100.00	4204	4204	0	0	0	0	0	0	0
92	2634	RANIERI, D.	GB		26880.00	16174	16174	0	0	0	0	0	0	0
92	2704	FOX. SAVINGS BANK	GB		5250.00	2702	2702	0	0	0	0	0	0	0
92	2708	FOXBORO COMPANY	LI		127929.00	22600	54827	32227	219	0	0	0	0	55
94	2845		LI		216320.00	0	92709	92709	371	0	0	0	0	158
94	2844		LI		72745.00	0	0	0	0	0	0	0	0	0
94	2842	LORUSSO, C	LI		104544.00	6000	6000	0	0	0	0	0	0	0
94	2843	ROUNDS, A	LI		292723.00	3600	26714	23114	107	0	0	0	0	39
97	2969	BARROS ELECTRIC	MB		68760.00	1650	2592	942	15	0	0	0	0	2

TABLE A-3
NON-RESIDENTIAL LAND

MAP #	PARCEL #	OWNER	ZONING	RTE. 1	LOTSIZE	BUILDING SIZE	BUILD-OUT SQ. FT.	RESIDUAL SQ. FT.	PARKING SPACES	BUILD-OUT OFFICE SQ. FT.	BUILD-OUT RETAIL SQ. FT.	RESIDUAL SQ. FT. OFFICE	RESIDUAL SQ. FT. RETAIL	NEW EMPLOYEES
106	3118	FOXBORO COMPANY	LI		460299.00	38835	45000	6165	180	0	0	0	0	10
106	3119	FOXBORO COMPANY	LI		471098.00	164689	201899	37210	808	0	0	0	0	63
108	3165		LI		49658.00	0	21282	21282	85	0	0	0	0	36
108	3163		LI		1193730.00	0	49786	49786	199	0	0	0	0	85
108	3166		LI		495613.00	0	77225	77225	309	0	0	0	0	131
108	3168		LI		1152660.00	0	493997	493997	1976	0	0	0	0	840
108	3164	ALDEN - FOX. REALTY TRUST	LI		213008.00	24000	91289	67289	365	0	0	0	0	114
121	3456		HB		7066.00	0	0	0	0	0	0	0	0	0
121	4846		LI		7100.00	0	0	0	0	0	0	0	0	0
121	4969	FOXBORO NATIONAL BANK	HB		14024.00	1089	4200	3111	24	0	0	0	0	5
121	3447	SHELL OIL CO.	HB		29591.00	3654	11750	8096	67	0	0	0	0	14
122	3480		LI		130170.00	0	32429	32429	130	0	0	0	0	55
122	3475		LI		283500.00	0	121500	121500	486	0	0	0	0	207
122	3478		LI		509540.00	0	218374	218374	873	0	0	0	0	371
122	3474		LI		1583560.00	0	100179	100179	401	0	0	0	0	170
123	4932	KEYDATA CORP.	LI		435600.00	23800	89829	66029	359	0	0	0	0	112
134	3614		LI		17500.00	0	0	0	0	0	0	0	0	0
134	3465		LI		95396.00	0	40884	40884	164	0	0	0	0	70
135	3481		LI		7250.00	0	0	0	0	0	0	0	0	0
135	3477		LI		183390.00	0	78596	78596	314	0	0	0	0	134
137	3702	KRAFT, J.	GI		148104.00	0	18393	18393	74	0	0	0	0	31
137	5323	SCHMIDT, M.	GI		73616.00	85750	85750	0	0	0	0	0	0	0
138	5480	SELNICK, M.	GI		87120.00	1700	37337	35637	149	0	0	0	0	61
146	3631		LI		1101955.00	0	28143	28143	113	0	0	0	0	48
147	4967	LYONS, J	LI		102545.00	668	30964	30296	124	0	0	0	0	52
149	3912		GI		92390.00	0	21000	21000	84	0	0	0	0	36
149	5114	TELTRON ENGINEERING	GI		104544.00	70100	70100	0	0	0	0	0	0	0
156	4019	C,C & F	HB		110120.00	0	8825	8825	50	0	0	0	0	15
156	4957	C,C & F	LI		44470.00	0	0	0	0	0	0	0	0	0
156	4016		HB		60984.00	0	19492	19492	111	0	0	0	0	33
156	4733		HB		782773.00	0	234832	234832	1342	0	0	0	0	399
157	4027	NORSE	LI		20000.00	300	300	0	0	0	0	0	0	0
157	4049	ISLAND SALES	HB		198109.00	19200	21700	2500	124	0	0	0	0	4
165	4733		HB		1381674.00	0	0	0	0	0	0	0	0	0
166	4020		HB		30056.00	0	9017	9017	52	0	0	0	0	15
166	4213		HB		80150.00	0	7900	7900	45	0	0	0	0	13
166	5542		HB		53143.00	0	12850	12850	73	0	0	0	0	22
171	4304	STEPHENSON, G.	LI		326264.00	50000	139827	89827	559	0	0	0	0	153
172	4314		LI		149122.00	0	63909	63909	256	0	0	0	0	109
172	4310		LI		172910.00	0	47597	47597	190	0	0	0	0	81
172	5339		LI		81310.00	0	23464	23464	94	0	0	0	0	40
172	5543		LI		29620.00	0	0	0	0	0	0	0	0	0
*** Total ***														
13735	480352				46642530.00	1162782	11976353	10813571	47342	5886403	1962132	5701251	1900414	34608

APPENDIX B: TRAFFIC DATA

TABLE T-1

TRAFFIC VOLUMES IN FOXBOROUGH AND NEIGHBORING COMMUNITIES[1]

Foxborough	Average Daily Traffic	Year
Interstate 95, North of Interstate 495	47,500	1985
Interstate 495, North of Interstate 95	31,900	1986
Commercial Street, at the Mansfield Town Line	17,850	1986
Route 1, South of Pine Street	17,000	1988
Mechanic Street, West of Oak Street	12,050	1983
Cocassett Street	4,920	1983
Pine Street, East of Route 1	4,000	1988
Oak Street, South of Mechanic Street	3,992	1983
Wolomolopoag Street, South of South Main Street	1,917	1983
Spring Street, East of Central Street	2,200	1986
Central Street, North of Spring Street	5,000	1986
Central Street, South of Spring Street	4,000	1986
Cedar Street, West of Taylor Street	8,764	1984
Central Street, North of Interstate 95	6,496	1984
Central Street, South of Basset Street	15,810	1982
Central Street, South of Gray Road	16,283	1984
Chestnut Street, East of Mechanic Street	2,036	1984
Chestnut Street, West of Mechanic Street	2,517	1984
Chestnut Street, at Fox Hill Road	3,358	1987
Cross Street, West of North Street	508	1984
County Street, South of Spring Street	1,507	1988
East Belcher Road, South of Cocasset Street	343	1984
East Street, East of Cocasset Street	1,493	1985
Edwards Road	473	1984
Elm Street, East of Central Street	2,142	1981
Fisher Street, Between High Street and Commercial Street	910	1986
Liberty Street, at Central Street	2,518	1984
Main Street, North of Granite Street	14,964	1984
Route 106, at Mansfield Town Line	5,355	1981
Mechanic Street	12,243	1984

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[1]Traffic volume data was extracted from the Boston Region Traffic Count File maintained by the Metropolitan Area Planning Council.

TABLE T-1 (cont.)

TRAFFIC VOLUMES IN FOXBOROUGH AND NEIGHBORING COMMUNITIES

Foxborough	Average Daily Traffic	Year
Morse Street, South of Cocasset Street	811	1981
Mechanic Street, West of Oak Street	10,681	1981
Mechanic Street, West of Chestnut Street	7,809	1981
Oak Street, North of Sand Street	3,316	1981
Oak Street, at Lamson Road	3,025	1981
Oak Street, at Interstate 95	4,176	1981
Oak Street, at Mechanic Street	4,603	1986
Summer Street, West of East Street	7,051	1981
West Street, East of Mill Street	1,402	1982
West Street, at Wrentham Line	1,263	1982
Willow Street	497	1984
Sharon		
Interstate 95, South of Route 1	46,750	1985
Interstate 95, North of Route 1	41,000	1985
Route 27, at the Stoughton Town Line	16,552	1984
Route 27, at the Walpole Town Line	13,950	1986
Route 1, Southbound North of U-turn	12,423	1984
Route 1, Northbound South of U-turn	11,786	1984
South Main Street, West of Holly Street	11,138	1983
Furnace Street	268	1983

TABLE T-1 (cont.)

TRAFFIC VOLUMES IN FOXBOROUGH AND NEIGHBORING COMMUNITIES

	Average Daily Traffic	Year
Walpole		
Route 1A, between Spring and Common Streets	16,893	1987
Route 1A, at the Norfolk Town Line	8,500	1984
Kendall Street, Over Railroad Tracks	4,350	1986
West Street, on Railroad Bridge	3,500	
West Street, South of Plain Street	3,200	1985
Norfolk Street, Near Route 1A	3,031	1987
South Street	445	1983
Wrentham		
Interstate 495, North of Route 1	35,200	1985
Interstate 495, North of Route 1A	42,800	1986
Route 121, South of Interstate 495	5,550	1984
Winter Street, at Bridge	1,850	1981
Mansfield		
Butler Avenue, at Route 95	24,258	1985
Copeland Street, North of Route106	5,500	1986
Copeland Street, South of Route 106	9,600	1987
Creedon Street, at Henry Road	120	1980
Route 140, at Foxborough Line	17,850	1986
Route 140 Southbound, on ramp to Interstate 495	2,140	1986
Interstate 495, at Interstate 95	26,941	1986
Interstate 495, ate South Main Street	34,400	1987
South Main Street, North of Interstate 495	12,900	1988
West Street, East of Tremont Street	3,350	1986

TABLE T-2

LEVEL OF SERVICE CONDITIONS EXPERIENCED[2]
IN FOXBOROUGH AND NEIGHBORING COMMUNITIES

INTERSECTION	YEAR ANALYZED	LEVEL OF SERVICE
Foxborough		
Route 1 and Pine Street	1988	F
Route 140 and Forbes Boulevard	1986	D
Cocasset Street and Morse Street	1986	C
Cocasset Street and Oak Street	1986	C
Mechanic Street and Oak Street	1986	C
Mechanic Street and Interstate 95 Southbound Ramps	1986	C
Mansfield		
Route 106 and Central Street	1986	D
Sharon		
Route 1 and Route 27	1984	D
Route 1 Southbound and Interstate 95 Off Ramps	1986	C
South Main Street and Interstate 95 Northbound Ramps	1986	C
South Main Street and Holly Street	1986	C
South Main Street and Wolomopoag Street	1986	C
Walpole		
Route 1A and Route 27	1987	D
Route 1A and Spring Street	1987	C
Route 1A and Norfolk Street	1987	F

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[2]Level of service data was extracted from the Boston Region Traffic Needs File being developed by the Metropolitan Area Planning Council. Data for this file are taken from local traffic studies, MAPC, CTPS and MDPW traffic reports as well as from environmental impact reports filed by development proponents in the Foxborough area.

TABLE T-3

HIGHWAY LEVEL OF SERVICE[3]

LEVEL OF SERVICE	AVERAGE DAILY CAPACITY[4]	DESCRIPTION OF TRAFFIC CONDITIONS
A	2,400	No physical restrictions on operating speeds.
B	4,800	Stable flow of traffic with few restrictions on operating speeds.
C	7,900	Stable flow with a higher volume of traffic and more restrictions on speed and lane changing.
D	13,500	Traffic stream approaching and unstable flow, vehicles experience little freedom to maneuver and the traffic condition is tolerable for short periods of time.
E	22,908	Unstable flow of traffic, lower operating speeds than desirable and some momentary stoppages on highway.
F		Forced flow operations, low speeds and frequent stoppages of traffic on highway.

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[3] Transportation and Traffic Engineering Handbook, second edition, Institute of Transportation Engineers, 1982, p. 474.

[4] Figure represents the general average daily capacity for a two-lane road with twelve-foot lanes and four-foot shoulders, 1985 Highway Capacity Manual, Institute of Transportation Engineers, 1985, Table 8-10.

Table T-4
ACCIDENTS IN FOXBOROUGH AND NEIGHBORING COMMUNITIES[5]
01/01/83 - 12/31/84

Foxborough	ALL	PROPERTY	INJURY	FATAL
Route 1 and Pine Street	33	21	12	0
North Street and Chestnut Street	22	12	10	0
Route 1 and North Street	28	20	8	0
Sharon				
Old Post Road and Route 1	30	20	10	0
Walpole				
Route 1 and Coney Street	58	42	16	0
Route 1 and Route 27	39	27	12	0
East Street and High Place	19	12	7	0
Wrentham				
Washington Street and Thurston Place	18	11	7	0
Mansfield				
Route 106 and Route 140	30	23	7	0
West Street and Forbes Blvd	25	18	7	0

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[5]Massachusetts Department of Public Works Top 1000 High Accident Locations.

TABLE T-5

LISTING OF ENVIRONMENTAL IMPACT REPORTS

USED FOR DEVELOPING TRAFFIC ASSESSMENT

Foxborough Business Center, Norman A. Abend Associates, EOEA # 6141, 1986.

Quail Ridge/Cannon Forge, Raymond Keyes Associates, 1986.

Proposed Office and Technology Center, Vanasse Hangen Associates, EOEA # 5302, 1984.

The Village at Swan Pond, Vanasse Hangen and Brustlin, Inc., EOEA # 6529, 1987.

Traffic Impact Assessment for Lafayette Square on Washington Street in Foxborough MA., Dunn Engineering Co., Inc., EOEA # 7120, 1988.

APPENDIX C

GROWTH MANAGEMENT BYLAWS

Growth Policy Committee
Scenic Roads Bylaw
June 28, 1989

Section 1. Purpose

The purpose of this Bylaw is to increase environmental protection, maintain aesthetic qualities and preserve the historical values of designated roads in the Town. The Bylaw regulates certain roadway repair, maintenance and reconstruction activities in order to help achieve these objectives.

Section 2. Identification of Scenic Roads

The following roads are designated as Scenic Roadways as provided for in M.G.L. Section 15C, Chapter 40:

Allen's Way
Baker Street
Granite Street
Lakeview Road
Mill Street
North High Street
Post Road
Prospect Street
Rockhill Street
Stratton Lane
Union Street
Walnut Street
Water Street
Woodland Road

The entire length of each road on the list is protected under this Bylaw unless more specific limits are defined above.

Section 3. Definitions

"Road" - a public and/or private way, with all necessary appurtenances within its right-of-way boundaries including bridge structures, drainage systems, retaining walls, traffic control devices and sidewalks, but not including intersecting streets or driveways.

"Tree" - a perennial plant having a permanent, woody, self-supporting main stem or trunk. For the purposes of this Bylaw, the trunk must be at least four (4) inches in diameter when measured one foot above the ground.

"Stone wall" - a man-made set of carefully placed rocks at least eight (8) feet long and eighteen (18) inches high.

Section 4. Procedure

After a road has been designated as a scenic road, any repair, maintenance, reconstruction or paving work done with respect thereto shall not involve or include the cutting or removal of trees, or the tearing down or destruction of stone walls, or portions thereof, except with the prior written consent of the Planning Board, after a Public Hearing duly advertised twice in a newspaper of general circulation in the area, as to time, date, place and purpose, the last publication to occur at least seven days prior to such hearing.
- M.G.L. Chapter 40, Section 15C

The Project Proponent shall, through the Board of Selectmen, submit a request to the Planning Board identifying the affected road(s) with the following information:

a. A written description of the proposed changes to trees and stone walls, for the purpose of publication in a local newspaper as part of the Public Hearing announcement.

b. A list of the owners of land abutting the scenic road(s) on which the proposed work is to be performed, and, if the proposed work is only for a section of a scenic road, a list of the owners of land abutting and within one hundred (100) feet of the section.

c. All trees and walls proposed for removal or alteration must be posted no more than thirty (30) days prior to submittal of the request to the Board of Selectmen. Posting must be completed at least fourteen (14) days prior to the Public Hearing.

d. A plan and explanatory material must be provided to the Planning Board at least fourteen (14) days prior to the Public Hearing. Prior to submission to the Planning Board, this material must be judged adequate by the Tree Warden. It shall also specify the dates on which the subject trees and walls were posted.

e) A deposit sufficient to cover the expense of advertising and notification.

The Planning Board shall hold a Public Hearing within thirty (30) days from the date the notice of submittal is received by the Town Clerk, and will make a decision within fifteen (15) days after the Hearing is initiated. Lack of a decision will be deemed to be approval of the plan.

Section 5. Review Guidelines

The following elements shall be considered by the Planning Board when reviewing proposed projects on Scenic Roads:

1. Impact on natural, environmental and historic resources.
2. Safety to the public and urgency of proposed roadwork.
3. Existing and future traffic volume and congestion.
4. Difference in standards, if any, between Planning Board Subdivision Regulations and those of the Highway Department.
5. Compensatory or mitigatory measures proposed.
6. Design or construction alternatives to proposed actions, and the financial or visual consequences of avoiding trees and stone walls.
7. Testimony of abutters.

Trees on road boundaries are protected under this Bylaw. Where boundaries are uncertain, it is presumed that a tree is within the road and on public property until the contrary is shown.

Each tree removed shall be replaced under the direction of the Tree Warden. Replacement trees should be planted within twenty (20) feet of that road when feasible.

Section 6. Exceptions

Removal of diseased trees declared to be public nuisances under M.G.L. Chapter 132, Section 11, emergency maintenance, broken limb removal and brush clearing are exempted from the provisions of this Bylaw.

Open Space Residential Development By-Law

Section 1.0 Purpose

The purposes of Open Space Residential Development (OSRD) are:

a. to permit maximum flexibility and creativity in design for the development of single family homes provided that the overall density of the development is no greater than what is normally allowed in the R-40 Zoning District.

b. to encourage the preservation of open space and promote the most harmonious use of the land's natural features and resources.

c. to discourage sprawled development, and provide a shorter network of streets and utilities, while protecting the character of existing abutting properties and neighborhoods.

d. to permanently preserve open and wooded areas within the development.

Section 1.1 General Requirements

a. Tracts of land consisting of not less than ten (10) acres may be developed as an OSRD.

b. Open Space Residential Developments may only be authorized under a special permit as granted by the Planning Board.

c. The number of building lots may not exceed the number of building lots of said tract permitted under existing zoning and Board of Health regulations.

d. If the OSRD is to occur in areas designated as "Zone II, Future Aquifer Areas" or on land within 250 feet of a water body, the requirements of Section 105.2G, paragraph VI, Density Regulations Applying To The Water Resource Protection District shall also apply. Whenever possible, the Planning Board will require all septic systems and housing units to be located outside of these areas.

Section 1.2 Application Process

A pre-application preliminary plan review and hearing are required. The intent of such is to allow the Town the opportunity to discuss with the applicant and review each proposal prior to the special permit process. After the pre-application review, an applicant may then proceed to the special permit process. A pre-application review will be conducted in accordance with the following procedure:

a. A preliminary set of plans submitted under the OSRD bylaw shall be filed with the Town Clerk and the Planning Board. The

application shall be accompanied by 11 copies of the plan of the entire tract under consideration, which must be prepared and stamped by a registered, professional engineer or surveyor. Such plan(s) shall comply with Section 302.2 of the Foxborough Revised Rules and Regulations Relating to the Subdivision of Land.

b. The plan(s) shall illustrate the proposed building lots as well as the number of building lots which could be developed by means of a conventional subdivision. A preliminary sketch plan of a conventional subdivision is required. It shall include ten (10) foot contours of existing topography, approximate area and dimensions of all lots, ways, and wetlands in conformance with the underlying zoning. The burden of proof shall be upon the applicant in determining the allowable number of building lots. The Planning Board reserves the right to challenge the status of any lot.

c. The Planning Board shall hold a public hearing within 25 days after the preliminary plans have been submitted. The Planning Board shall recommend approval or disapproval of the preliminary plan within 20 days after the public hearing.

d. If the preliminary plans are approved, the Planning Board shall, in so far as practical under the law, allow the submittal of a combined special permit and definitive subdivision plan. A combined submission will not be authorized in those cases where a preliminary plan is disapproved by the Planning Board.

Section 1.3 Contents of the Special Permit Application

The special permit application, accompanied by copies for an OSRD shall include a plan prepared in accordance with requirements for a definitive subdivision plan set forth in the Subdivision Rules and Regulations, and shall include proposed location, bulk and height of all proposed buildings. In addition, the applicant shall provide the following information:

a. An analysis of the site, including wetlands, slopes, soil conditions, areas within the one hundred (100) year flood, trees over eight inches in diameter and such other natural features as the Planning Board may request;

b. A description of the design characteristics including, but not limited to, building materials, architectural design, site and building landscaping;

c. Engineering data showing effects of proposed development on both on and off-site natural recharge of the groundwater, potential impacts upon abutters' private wells and quality of surface groundwater.

d. Percolation tests; which shall be conducted under Board of Health supervision for each building lot. Due to "seasonal" percolation testing requirements, the Planning Board may accept an application without these certified tests. However, the applicant would proceed at his/her own risk and no development of the site can commence until each building lot has a certified, successful percolation test.

Section 1.4 Special Permit Review

a. Before acting upon a special permit application, the Planning Board shall conduct a public hearing in accordance with the provision of these by-laws.

b. The Board may grant a special permit under this section only if it finds that; the proposed OSRD plan will be in harmony with the intent of this by-law and that it will not have a detrimental impact on the neighborhood and abutting properties. It shall be designed with due consideration for health and safety, and is superior to a conventional plan in preserving open space, minimizing environmental disruption and allowing for more efficient provision of services.

c. The Planning Board may impose any conditions, and/or safe guards, which further the purposes of this by-law.

d. If the Planning Board disagrees with any recommendations of the Conservation Commission, or any other Board, it shall state its reasons therefore in writing.

e. No certificate of occupancy shall be issued by the Building Commissioner until the Planning Board has certified that the premises have been built in accordance with the plan approved by the Board hereunder.

Section 1.5 Revisions to Special Permit

Subsequent to granting of the permit, the Planning Board may permit relocation of lot lines within the OSRD. However, any change in overall density, street layout, or open space layout will require further review and a public hearing.

Section 1.6 Landscape Design Standards

a. A maximum of thirty five percent (35%) of the Open Space Residential Development, exclusive of dedicated common open space, may be covered by impervious surface.

b. Whenever appropriate, existing trees and vegetation shall be preserved and integrated into the landscape design plan to preserve the visual privacy between structures, abutting properties and neighborhoods.

c. Minimum width of open space between the development and adjacent property outside of the development shall be 75 feet. The Planning Board may require a screening/buffering where it deems it appropriate to screen the development from adjacent properties.

d. Lands used for buffer may be maintained as common open space or as private open space subject to a deed restriction.

Section 1.7 Common Open Space

a. Provision shall be made so that at least thirty five percent (35%) of the land area shall be open land and shall not include land dedicated to parking, roads or lots.

b. Areas which have been designated as unsuitable for building (as per MGL, Chapter 141, Title V and/or Zone A1 through the National Flood Insurance Program, Flood Insurance Rate Map) may be included in the permanent open space; but not more than thirty percent (30%) of the required open space shall consist of such unapplicable areas.

c. Open spaces may be utilized as natural courses for disposal for storm drainage on the sites.

d. Such open space may be in one or more parcels of a size and shape appropriate and accessible for its intended use as determined by the Planning Board.

Section 1.8 Ownership of Open Space

a. As determined by the Planning Board, in cooperation with other town boards and departments, such open land shall either be conveyed to the town and accepted by it for park or open space use, or be conveyed to a non-profit organization the principal purpose of which is the conservation of open space, or to be conveyed to a corporation, association, trust, etc. owned or to be owned by the owners of lots within the development. If such an organization is utilized, ownership thereof shall pass with conveyances of the lots or residential units. In any case where such land is not conveyed to the town, a restriction enforceable by the town shall be recorded providing that such land shall be kept in an open or natural state and not be built for residential use or developed for accessory uses such as parking or roadway.

b. Subject to the above, the open space may be used for recreational purposes including golf courses, riding trails, or gardens. The Board may permit open land owned by a Homeowners' Association to be used for individual septic systems.

Section 1.9 Dimensional Requirements

a. The requirements noted in Table ___ shall apply to all Open Space Residential Developments.

b. Land designated as "Zone II", "Future Aquifer Areas" or land within the "250' Protective Strip around bodies of water" can be used for the construction of housing units under this by-law.

TABLE _____
DIMENSIONAL REGULATIONS

Open Space Residential Development District

District	Min. Lot Dimensions Area	Frontage	Yard Dimensions Front	Side	Rear	Minimum Distance Between Structures (1)	Maximum Building Height Stories	Feet
R-40	20,000	50	30	---	---	30	2.5	35
	Minimum Requirements within Zone II Of The WRPD (2)							
R-40	30,000	3 50	30	---	---	50	2.5	35

(1) No accessory structure shall be located in this area

(2) Entire area shall be upland

Proposed Design Review Overlay District

Section 1: Purpose

The purpose of this section is to preserve and enhance the town of Foxborough's cultural, economic and historical resources in the Design Review Overlay District by providing for a detailed design review of all proposed new developments, changes in appearance of existing buildings and sites, and proposed changes in land use on all non-residential structures.

The Design Review Overlay District shall include all non-residential properties and multiple units fronting the following roads and which are marked on the revised zoning map dated February 9, 1989:

Baker Street (Bird Street to furthermost bound of Glenwood Ave.)
Bassett Street
Bentwood Place
Bird Street
Carpenter Street
Central Street (Common to furthermost bound of Leonard Street)
Church Street
Clark Street
Cocasset Street (Common to furthermost bound of Leonard Street)
Daniels Carpenter Court
Fales Place
Garfield Street
Gilmore Street
Glenwood Avenue
Granite Street
Gray Road
Leonard Street
Liberty Street
Main Street (Common to furthermost bound of Daniels Carpenter Court)
Maple Avenue
Maple Place
Market Street
Mechanic Street (Common to furthermost bound of Maple Avenue)
Orchard Place
Pettee Place
Railroad Avenue
Rockhill Street
School Street
Sherman Street
South Street (Common to furthermost bound of Union Street)
Union Street
Wall Street

This bylaw is intended to fulfill the following objectives:

a. Enhance the social and economic viability of this District by preserving property values and promoting this District as an attractive place to live, visit, work and shop;

b. Conserve buildings and groups of buildings that are historically or aesthetically significant;

c. Prevent alterations that are incompatible with the existing environment or that are of inferior quality or appearance.

Section 1.1 Establishment of the Design Review Board

A Design Review Board is hereby established and shall review all applications subject to the provisions of this section, and shall issue conditions and forward these to the Building Commissioner concerning the conformance of the proposed project to the design review standards contained herein.

The Design Review Board shall consist of five (5) members. The Design Review Board shall be made as follows:

(1) One member from the Planning Board

(2) One member from the Historical Commission

(3) Three members at large shall be appointed by the Board of Selectmen. At least one of which shall be a merchant or property owner in the District. If possible, one member should be a registered engineer or architect.

The term of the members of the Design Review Board shall be three years, except that when the Board is originally established, the Board of Selectmen shall make two of their appointments for a two year term and the remaining appointment shall be for a one year term.

Section 1.2 Scope of Review

The following exterior activities in all non-residential structures requiring a Building Permit in the District shall be subject to review by the Design Review Board and shall be subject to the design standards contained herein:

1. All new structures
2. Additions to existing structures
3. Alterations to existing structures
4. Changes in site design
5. Changes in outdoor land use of new construction

The Design Review Board shall consider, at a minimum, the following standards in the course of the design review of a proposed activity:

a. Proportions of windows and doors: The proportions and relationships between doors and windows should be compatible with the architectural style and character of the surrounding area.

b. Relationships of building masses and spaces: The relationship of a structure to the open space between it and adjoining structures should be compatible.

c. Roof shape: The design of the roof should be compatible with the architectural style and character of the surrounding buildings.

d. Scale: The scale of the structure should be compatible with the character of the surrounding buildings.

e. Directional expression: Facades shall blend with other structures in the surrounding area with regard to the dominant vertical or horizontal expression.

f. Architectural details: Architectural details including signs, materials, colors, and textures shall be treated so as to be compatible with its original architectural style and to preserve and enhance the character of the surrounding area.

g. Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant historical, architectural, or cultural material, and when such design is compatible to the District.

Section 1.3 Procedure

Applications for all activities subject to review by the Design Review Board shall be made by completing a building permit application form and submitting it to the Building Commissioner. Application forms are available from the Building Commissioner's office.

Upon receipt of the building permit application, the Design Review Board must, within 21 days, submit any recommended conditions to the Building Commissioner. If, at the end of this 21 day period, no recommended conditions are received by the Building Commissioner, the Building Commissioner will assume that the proposed design met with approval by the Design Review Board.

If recommendations are received, the Building Commissioner shall attach such to the submittal and forward them to the Board of Selectmen.

Section 1.4 Design Approval through Site Plan Review

The Board of Selectmen through the Site Plan Review process, shall review any and all recommendations and comments. The Board shall have the authority to include any recommendation(s) made by the Design Review Board when approving a Site Plan for the proposed activity.

PROPOSED DEMOLITION BYLAW FOR THE TOWN OF FOXBOROUGH

Section 1: Purpose

This bylaw is proposed for the purpose of preserving and protecting significant buildings within the Town of Foxborough and to encourage owners of such buildings to seek out persons who might be willing to preserve, rehabilitate or restore such buildings rather than demolish them. To achieve these purposes the Foxborough Historical Commission (the "Commission") is empowered to advise the Building Commissioner with respect to the issuance of permits for the demolition of significant buildings. The issuance of demolition permits for significant buildings is regulated as provided in this bylaw.

Section 2: Definitions

2.1 "Building" - any combination of materials forming a shelter for persons, animals or property

2.2 "Commission" - the Foxborough Historical Commission

2.3 "Demolition" - any act of pulling down, destroying, removing or razing a building or any portion thereof, or commencing the work of total or substantial destruction with the intent of completion

2.4 "Demolition Permit" - the permit issued by the Building Commissioner as required by State Building Code for the demolition or removal of a building or structure. This permit must also indicate the location of the facility at which the debris is to be disposed, in accordance with Chapter 40 Section 54 as amended in 1987

2.5 "Significant Building" - any building or portion thereof which is fifty (50) years old or over and is not included in a Historic District but which:

a. is listed on, or is the subject of a pending application or listing on, the National Register of Historic Places; or
b. is included on the Cultural Resources Inventory prepared by the Commission including buildings for which complete surveys may be pending; or

c. has been determined by vote of the Commission to be historically or architecturally significant in terms of period, style, methods of building construction or association with a famous architect or builder; or

d. is importantly associated with one or more historic persons or events, or with broad architectural, cultural, political, economic or social history of the Town, Commonwealth of Massachusetts or the United States of America, either by itself or in the context of a group of buildings.

2.6 "Preferably-preserved significant building - any significant building which the Commission determines is in the public interest to be preserved or rehabilitated rather than demolished.

Section 3: Procedure

3.1 Upon receipt of an application for demolition permit for a building over fifty years old, the Building Commissioner shall forward a copy thereof to the Commission. No demolition permit shall be issued at that time.

3.2 After the Commission has received a copy of the demolition application, it shall within thirty (30) days submit a preliminary recommendation regarding the granting of a demolition permit. If the Commission issues a recommendation in favor of the granting of such permit, a demolition permit will be issued by the Building Commissioner. If the Commission issues a recommendation in opposition to the granting of such a permit for demolition, no permit shall be issued until a more thorough investigation and a public hearing is undertaken and a final recommendation is provided by the Commission. Such investigation, public hearing and recommendation shall be completed within ninety (90) days of the original submission to the Historical Commission.

3.3 After the Commission issues a recommendation in opposition to the granting of such permit for demolition, the Commission shall fix a reasonable time for the public hearing on the application in question. The Commission shall publish notice of time, place and purpose of the hearing in a local newspaper at least fourteen (14) days before said hearing and also, within seven (7) days of said hearing, mail a copy of said notice to the applicant, to the owners of all property deemed to be affected thereby as they appear on the most recent tax list, to the Foxborough Historic District Commission and to such other persons as the Commission shall deem entitled to notice.

3.4 If, after such hearing, the Commission determines that the demolition of the significant building would not be detrimental to the historical or architectural heritage or resources of the Town, the Commission shall so notify the Building Commissioner of such determination. Upon receipt of such notification, or after the expiration of ninety (90) days from the date the commission received a copy of the demolition application, the Building Commissioner may, subject to requirements of the State Building Code and any other applicable laws, bylaws , rules and regulation, issue the demolition permit.

3.5 If the Commission determines that the demolition of the significant building would be detrimental to the historical or architectural heritage or resources of the Town, such building shall be considered a "preferably-preserved significant building."

3.6 Upon determination by the Commission that the significant building which is the subject of the application for a demolition permit is a preferably-preserved significant building, the Commission shall so advise the applicant and the Building Commissioner, and no demolition permit may be issued at least six (6) months after the date of such determination by the Commission.

3.7 Notwithstanding the preceding sentence, the Building Commissioner may issue a demolition permit for a preferably-preserved significant building at any time after receipt of written advice from the Commission to the effect that either:

1. the Commission is satisfied that there is no reasonable likelihood that either the owner or some other person or group is willing to purchase, preserve, rehabilitate or restore such building, or
2. the Commission is satisfied that for at least six (6) months the owner has made a continuing, bona fide and reasonable effort to preserve, rehabilitate and restore the subject building and that such efforts have been unsuccessful.

Section 4: Enforcement and Remedies

The Commission and the Building Commissioner are each authorized to institute any and all proceedings in law or equity as they deem necessary and appropriate to obtain compliance with the requirements of this bylaw, or to prevent a violation thereof.

No building permit shall be issued with respect to any premises upon which a significant building has been voluntarily demolished in violation of this bylaw for a period of two years after the date of the completion of such demolition. As used herein "premises" includes the parcel of land upon which the demolished significant building was located.

Section 5: Severability

If any section, paragraph or part of this bylaw be for any reason declared invalid or unconstitutional by any court, every other section, paragraph, and part shall continue in full force and effect.