South Coast Rail Project

• …a state initiative to restore passenger rail service between Boston and the South Coast cities of Fall River and New Bedford.
• EIS process underway
South Coast Rail Economic Development & Land Use Corridor Plan…..

The Corridor Plan

Goals:

• Look beyond the tracks: *coordinate the transportation investment with economic development and land use planning* across the region

• Advance *smart growth* in the region—a “design” for the region

• “Collaborative” regionalism
The South Coast: ENVIRONMENT

• Great natural assets contribute to quality of life
• Historic urban centers
• Mature and maturing suburban areas – proximity to Boston, interstate routes, existing commuter rail
• Semi-rural growing areas
The South Coast: DEMOGRAPHICS

- South Coast population to reach 900,000 by 2030
- Fast growing rural towns; cities losing population
- Region lags the state in income, education levels and many other measures; cities are far behind
The South Coast region contains a significant amount of critical habitat (light and dark green), much of which is undeveloped now, but zoned for low-density housing.

Communities currently lack the tools or the plan needed to protect the region’s environmental assets.
South Coast Rail: Corridor Plan

GROWING BETTER, GREENER AND DENSER: SUBURBAN TO URBAN

1971 Developed Land
South Coast Rail: Corridor Plan

GROWING BETTER, GREENER AND DENSER: SUBURBAN TO URBAN

1985 Developed Land
GROWING BETTER, GREENER AND DENSER: SUBURBAN TO URBAN

1999 Developed Land

South Coast Rail: Corridor Plan
Elements of the Corridor Plan

- **Corridor Map**
  ...priority areas for growth and protection
- **Station Area** selection and development
- **State Policy Actions/Technical Assistance/Local Tools**
- **Collaborative process/civic engagement**
Creating the Corridor Map

- Bottom up and top down
- Analysis
- Civic engagement
- Priorities for development and protection
GROWING BETTER, GREENER AND DENSER: SUBURBAN TO URBAN

South Coast Rail: Corridor Plan
What are Priority Development Areas?
These are areas that are appropriate for increased development or redevelopment due to several factors including good transportation access, available infrastructure (grossly water and sewer), an abundant environmental context, and local support. PDAs can range in size from a single parcel to many acres. Potential development ranges from small-scale infill to large-scale projects. Towns and village centers, Chapter 40B Districts, and proposed station sites are examples of PDAs.

What are Priority Protection Areas?
These are areas that are important to protect due to the presence of significant natural and cultural resources including endangered species habitats, areas critical to water supply, scenic vistas, and farms. Like PDAs, the protection areas can vary greatly in size. Some sites could be candidates for protection through acquisition or with conservation restrictions and others are appropriate for limited development that is compatible with the resources present.
The Corridor Map designates areas that represent the highest priorities for development and protection.

The final Corridor Map defines areas that represent the highest priorities for development and protection within the region. Over 30 Priority Development Areas and over 70 Priority Protection Areas were designated.

Growing Better, Greener and Denser: Suburban to Urban

Priority Development Areas include downtowns, new station areas, and major employment centers.

Priority Protection Areas include places with significant environmental, recreation, habitat or cultural significance—that are not currently protected from development. Several of these areas provide linkages between existing public lands to create larger regional networks.
Station areas…..

- Station locations selected with near and longer term TOD potential in mind
- Station workshops in local communities explored potential; local decisions on land use/zoning will be needed to implement
- Plans are first steps; communities are now engaged in taking necessary actions before the train arrives

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King’s Highway Station Concept Plan
MIXED-USE NEIGHBORHOOD CENTER
Redevelopment of the existing shopping center would provide an opportunity to create a mixed-use neighborhood center that combines retail, office, entertainment, and other uses close to new multifamily homes. New streets with sidewalks and a public square would establish a walkable and attractive place. A mix of new homes and commercial development east of the tracks would help create a transition to the existing residential neighborhood east of Church Street. Pedestrian paths to the station and commercial amenities would serve surrounding neighborhoods, both new and existing.

DEVELOPMENT PROGRAM
- 250,000SF retail/office
- 350 housing units

Potential Future Character
NEW MIXED-USE DEVELOPMENT
A mix of retail, office and residential uses could create the focus for a new neighborhood center.

A MIX OF NEW HOUSING
- Multifamily
- Townhouses

GROWING BETTER, GREENER AND DENSER: SUBURBAN TO URBAN

South Coast Rail: Corridor Plan
Freetown Station Concept Plan
NEW VILLAGE CENTER FOR THE TOWN

The station can be a focal point for Freetown's newest village center, Assonet Village, complementing the town's historic centers. The new transit-oriented village on South Main Street can host housing and supporting commercial and civic uses. New pedestrian and bike trails would extend from the center linking to open spaces, including Peace Haven and the waterfront. Shuttles from the station could link to major employment centers such as the SouthCoast BioPark and other major development planned for the area.

Potential Future Character

NEW MIXED-USE DEVELOPMENT
Examples of types of buildings that could help to create a village character while including a mix of retail, office and

A MIX OF NEW HOUSING
- Multifamily
- Townhouses

Examples of TOD housing that may be appropriate for a new village center.

GROWING BETTER, GREENER AND DENSER: SUBURBAN TO URBAN

South Coast Rail: Corridor Plan
Raynham Place Station will be located on the current site of the Raynham Park dog track near the town's northern border. With large amounts of land now devoted to parking and other low-intensity uses, the station area offers significant potential for redevelopment as a new transit-oriented village. Through redevelopment of land within a 10-minute walk of the station, the Raynham Place Station area could accommodate a mix of new housing, a village center of retail, office and entertainment uses, and a sufficient supply of commuter parking.

**Potential Future Character**

**VILLAGE CENTER/MIXED-USE**
- Retail
- Office
- Residential
- Hotel
- Entertainment

**A RANGE OF RESIDENTIAL DENSITIES**
- Single-family
- Townhouse
- Multifamily
Taunton Depot Station Concept Plan

REGIONAL PARK-AND-RIDE STATION SERVED BY BIKE AND PEDESTRIAN PATHS

Ample parking would enable commuters from Taunton and surrounding communities to take full advantage of this station, with its easy access to regional highways. Pedestrian and bike paths would provide an attractive route to the station and shopping center for those living nearby. In the long term, redevelopment of the shopping center and expansion of nearby multifamily housing areas provide opportunities to introduce more homes and businesses close to the station.

Potential Future Character

HOUSING
- Multifamily
- Single-family

BIKE AND PEDESTRIAN PATHS

DEVELOPMENT PROGRAM
- 150-250 housing units
Taunton Station Concept Plan
NEW STATION AREA RESIDENTIAL DEVELOPMENT

Townhouses, duplexes and multi-family housing could provide new homes close to the station. Pedestrian paths could connect the new residential area and station to downtown, as well to recreation space to the east.

DEVELOPMENT PROGRAM
- 125–175 housing units
- Complementary uses

Potential Future Character
BIKE AND PEDESTRIAN PATHS

HOUSING
- Multi-family
- Duplex
- Townhouse

GROWING BETTER, GREENER AND DENSER: SUBURBAN TO URBAN

South Coast Rail: Corridor Plan
Ample parking at the North Easton Station would serve the needs of commuters and area residents, in an area that already includes shopping, medical services and other office uses. Bike and pedestrian connections will link the station to surrounding neighborhoods. In the near term, sites at the edges of the shopping/office area could host new residential development. Over the longer term, structured parking could replace surface lots and allow more development, creating a pedestrian-friendly, mixed-use center.

**Potential Future Character**

**MIXED-USE DEVELOPMENTS**
Longer-term redevelopment could include office or residential space or ground-floor retail.

**GROWING BETTER, GREENER AND DENSER: SUBURBAN TO URBAN**

**South Coast Rail: Corridor Plan**

**DEVELOPMENT PROGRAM**
- 125 housing units (near term)
Downtown Taunton Station Concept Plan
NEW MIXED-USE, MULTIMODAL DOWNTOWN HUB

On the west side of the tracks, structured parking, the GATRA bus station and maintenance facility, and new development along Oak Street could accompany this downtown Taunton commuter rail station. East of the tracks, long-term redevelopment of the shopping center would provide an opportunity to create a new mixed-use destination that strengthens downtown Taunton, adding new homes and businesses close to the station.

DEVELOPMENT PROGRAM
- 100,000SF retail/office
- 500 housing units

Potential Future Character
NEW MIXED-USE DEVELOPMENT

A MIX OF NEW HOUSING
- Multifamily
- Townhouses

GROWING BETTER, GREENER AND DENSER: SUBURBAN TO URBAN

South Coast Rail: Corridor Plan
Easton Village Concept Plan
RENEWING AN HISTORIC TRANSIT VILLAGE

Easton Village is a classic New England transit village today—but without train service. Re-establishment of train service has the potential to bring new life to the village, supporting limited infill development and adaptive reuse of older, historic structures. The historic Shovel Shop complex, for example, could be preserved and renovated as a mixed-use or residential development.

DEVELOPMENT PROGRAM
- 150-250 housing units
- 16,000-30,000 SF retail/office
Summary

• Corridor Plan sets the stage for regional development that is greener and denser
• Models are different based on community character
• Getting the plan completed early leaves local communities the lead time they need to make zoning and other changes
• Coordinated state and regional agency support to local communities is critical to success
• www.southcoastrail.com