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Stoughton Center Urban Renewal Plan

PREPARED FOR:
Stoughton Redevelopment Authority

PREPARED BY:  BSC GROUP



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LIST OF ACRONYMS

AUL	Activity and Use Limitations
BRF	Brownfield Redevelopment Fund
CAC	Citizen Advisory Committee
CBD	Central Business District
CDBG	Community Development Block Grant
CDE	Community Development Entities
DHCD	Department of Housing and Community Development
DIF	District Improvement Financing
EACC	Economic Assistance Coordinating Council
EDIP	Economic Development Incentive Program
EOA	Economic Opportunity Area
EDA	Economic Development Administration
EJ	Environmental Justice
EEA	Executive Office of Energy and Environmental Affairs
EENF	Expanded Environmental Notification Form
GB	General Business
I	Industrial
LWCF	Land and Water Conservation Fund
MGL	Massachusetts General Law
MEPA	Massachusetts Environmental Policy Act
MHRTC	Massachusetts Historic Rehabilitation Tax Credit program
PARC	Massachusetts Parkland Acquisition and Renovations for Communities
MAPC	Metropolitan Area Planning Commission
MHC	Massachusetts Historical Commission
NMTC	New Markets Tax Credit Program
RU	Residential Urban
SCMUOD	Stoughton Center Mixed-Use Overlay District
SDRP	Stoughton Downtown Redevelopment Plan
SRA	Stoughton Redevelopment Authority
SCD	Stoughton Center District
TIF	Tax Increment Financing
OCPC	Old Colony Planning Council
TE	Transpiration Enhancement
URA	Urban Renewal Area
URP	Urban Renewal Plan

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12.02(1) EXECUTIVE SUMMARY

The Stoughton Redevelopment Authority (“Authority” or “SRA”), in accordance with the powers conferred upon it by **Chapter 121B of the Massachusetts General Laws**, as amended, has prepared this Stoughton Center Urban Renewal Plan (“Plan” or “URP”) for the Plan Area, to be in effect for twenty (20) years from the date of approval issued by the MA Department of Housing and Community Development (“DHCD”).

The basis of this URP is the Stoughton Downtown Redevelopment Plan (“SDRP”), completed in 2016 by consultant team Harriman (formerly Cecil Group) and Stantec, to achieve an overall goal of stimulating economic investment in the downtown. The SDRP was divided into three documents:¹

- Volume I: Stoughton Downtown Redevelopment Plan
- Volume II: Draft Urban Renewal Plan
- Volume III: Existing Conditions Memorandum, April 2015 and Appendices

Per the SDRP, “In 2014, the SRA undertook the creation of a redevelopment plan for the Downtown Area of Stoughton. The original intent was for the SRA to develop an urban renewal plan under Chapter 121B to meet one of the recommendations of the Stoughton Master Plan. The Planning Board had accepted Phase I (of the Master Plan) in August 2013 and was in the process of completing Phase II of the Master Plan when the SRA began their work to support the recommendations in the Master Plan for implementation strategies. During the study process for the SDRP, no specific project emerged that had the consensus of the community and other elected officials within the Town. This SDRP is *thus not an urban renewal plan* – although it follows the requirements of the Department of Housing and Community Development (DHCD), it does not include a specific urban renewal project or identify a public action related to land development as required by the legislation.”²

In 2020, the SRA returned to its efforts to present a complete URP for DHCD review and approval, selecting BSC Group as its consultant.

The SDRP prepared by Harriman proposed an urban renewal boundary inclusive of parcels that would require attention for comprehensive, successful economic revitalization within and in close proximity to Downtown. Though the overall SDRP was not approved as a URP by DHCD, the proposed urban renewal boundary was approved.

Over five years have passed since the prior draft document was developed, and BSC Group completed its own due diligence process to confirm area eligibility previously prepared by the prior consultants. As a result of some changes over this five-year period, this effort led to slight revisions to the Proposed Plan boundaries while still adhering to the criteria used to establish the original boundaries, as well as a proposed redevelopment concept that differs from what was contemplated in the SDRP.

In addition to the SRA’s focus on the downtown core, the Town embarked on a Stoughton Center rezoning effort in 2020. The outcome of this process included removing and replacing the Stoughton Center Mixed-Use Overlay District with a Stoughton Center District Zone. The Town presented a draft of the new Zoning By-Law provisions at the annual Town Meeting in May 2022, and voters supported this warrant article. The provisions of the new Stoughton Center District Zone have been incorporated in the proposed redevelopment program in this URP.

1.1 Equity and Inclusion Mission Statement

The Town of Stoughton believes that diversity, equity, and inclusion are an economic asset: that diverse perspectives foster innovation necessary to grow a strong economy, create new markets, and develop new enterprises.

In order to ensure equity within the public marketplace, connect business opportunities, and improve employment for underrepresented populations, the Stoughton Redevelopment Authority and/or designated developers will seek partnerships with organizations committed to using best efforts to encourage the participation of women, people of color, and other diverse groups during design, development, and construction - from firms certified by the Commonwealth’s Supplier Diversity Office and/or from firms and organizations with substantial and meaningful representation of the diverse groups identified herein.

1.2 Commonwealth’s Sustainable Development Principles

The Stoughton Center URP conforms with, and promotes, the Commonwealth’s following smart growth and sustainable development principles on using redevelopment, open space, and transportation improvements to attract economic development to the Urban Renewal Area (URA):

1. Concentrate Development and Mix Uses
2. Advance Equity
3. Make Efficient Decisions
4. Protect Land and Ecosystems
5. Use Natural Resources Wisely
6. Expand Housing Opportunities
7. Provide Transportation Choice
8. Increase Job and Business Opportunities
9. Promote Clean Energy
10. Plan Regionally

Downtown Stoughton is a commercial center and civic hub of the community with MBTA Commuter Rail Service. It contains commercial development, places of worship, and a strong civic presence (Town Hall, public library, recreation department, and police and fire departments’ headquarters). Furthermore, the MBTA station provides opportunities for many Transit Oriented Development (TOD) principles to be integrated into urban revitalization improvements.

¹ The SDRP available on the SRA website: <https://www.stoughton.org/redevelopment-authority/pages/documents>

² SDRP, Volume I, p. 5

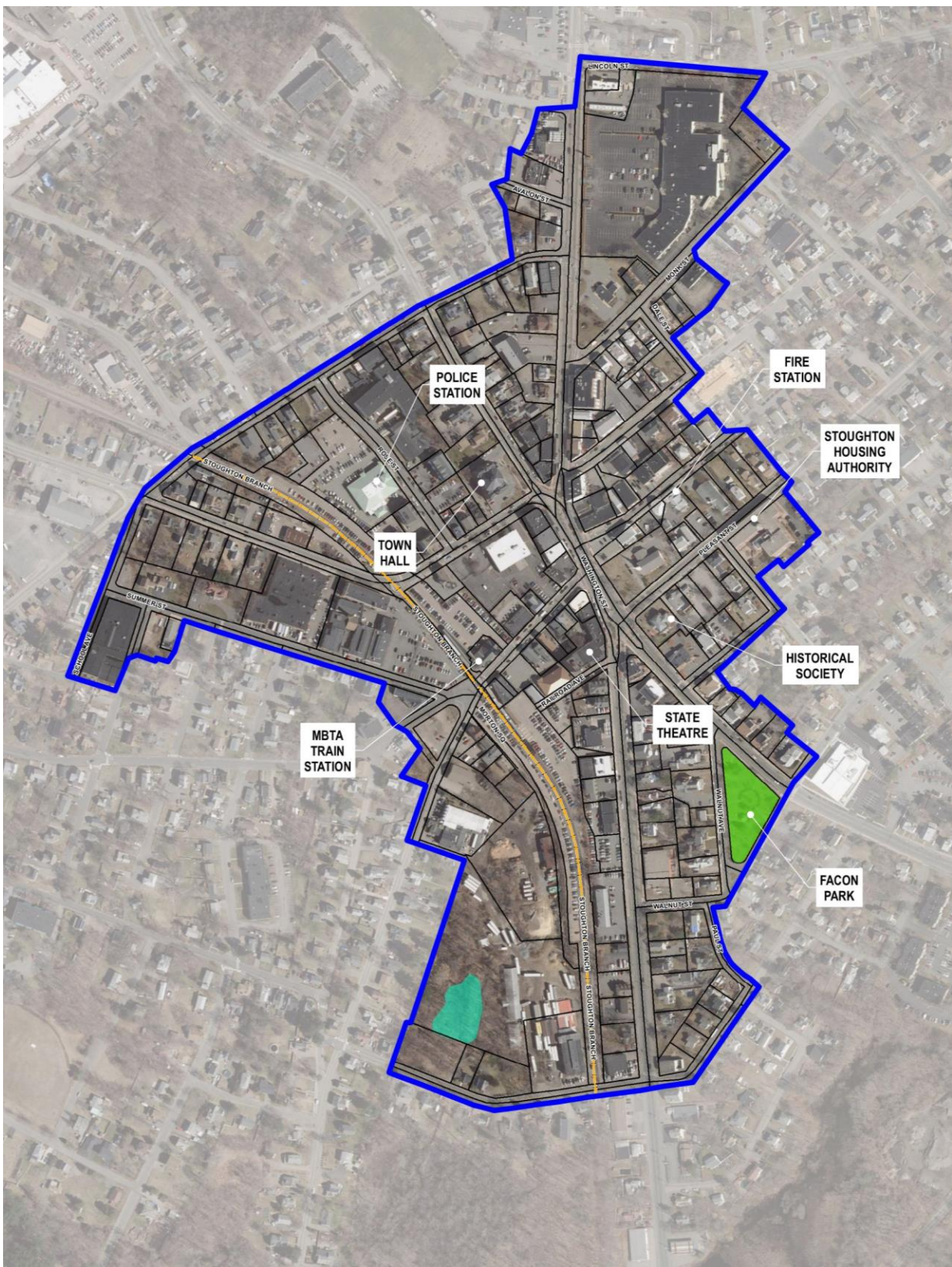
The vision for this URP is to center revitalization efforts in the Downtown Area with a focus on commercial, residential, and cultural development that is reflective of the community’s needs. This URP incorporates and emphasizes mixed-uses in Downtown. The SRA and Town are focused on reusing and redeveloping existing commercial and underutilized properties that are either underutilized or no longer functional. There are no ecosystems or natural resource areas that will be impacted, and encouraging mixed-use development Downtown will help mitigate development interests in other areas of the town that have valuable natural resources.

The SRA seeks to advance public and private investment with an equitable distribution of the benefits and burdens of development. To facilitate inclusive planning and decision-making, the SRA has undertaken outreach to include residents, stakeholders, and advocates, and has incorporated this input into the formulation of this URP’s goals and objectives.

The planned activities of this URP include preserving and providing expansion potential for existing businesses; expanded and enhanced open space; a safer and more attractive public realm; and additional housing opportunities. The proposed URP activities promote equity for current and future generations of Stoughton residents.

Lastly, the increased presence of residential, commercial, retail, and open space options in Downtown will address the many needs of the diverse populations living in Stoughton – by providing an area that will have parking, new civic spaces, and will be easily walkable. Additionally, the benefit of public transportation within downtown provides opportunities for commuting to and from work, which will reduce miles traveled, and which translates into reduced greenhouse gas emissions and fossil fuel consumption. Therefore, this URP is consistent with the principles of promoting clean energy, protecting land and ecosystems, and using natural resources wisely.

Stoughton Center URP Area



The Plan Area primarily encompasses all of Stoughton Center, centered on the crossroads of Routes 138, 139, and 27. Route 138 is a north-south connector and Routes 27 and 139 are east-west connectors. The congestion from the intersection of these routes is a detriment to the area, but also an opportunity to attract drivers who could become customers in a revitalized, mixed-use Downtown District. The train depot for the MBTA Commuter Rail is in the heart of Downtown. It is the last stop on the Providence/Stoughton Line branch, and with the proposed South Coast Rail expansion project, it would become a stopping point on the route from Boston to New Bedford and Fall River.³

³ <https://www.mass.gov/info-details/about-the-south-coast-rail-project>

Downtown Stoughton includes a mix of uses: residential, office, retail, commercial, and industrial. The area is also the center of Town Government. Town Hall, the police station, and a fire station are within this URP boundary.⁴ The area is almost completely developed and/or improved, with a significant amount of impervious surface. The area is in decline; some buildings are vacant and/or in need of significant repairs. An excessive amount of land is dedicated to parking, primarily for the Commuter Rail.

This URP incorporates data from a variety of sources to support the recommendation that the Urban Renewal Area (URA) meets the eligibility standards defined in **M.G.L. c. 121B** for consideration as a “decadent” area.

Decadent Area: An area which is detrimental to safety, health, morals, welfare or sound growth of a community because of the existence of buildings which are out of repair, physically deteriorated, unfit for human habitation, or obsolete, or in need of major maintenance or repair, or because much of the real estate in recent years has been sold or taken for nonpayment of taxes or upon foreclosure of mortgages, or because buildings have been torn down and not replaced and under existing conditions it is improbable that the buildings will be replaced, or because of a substantial change in business or economic conditions, or because of inadequate light, air, or open space, or because of excessive land coverage or because diversity of ownership, irregular lot sizes or obsolete street patterns make it improbable that the area will be redeveloped by the ordinary operations of private enterprise, or by reason of any combination of the foregoing conditions. (M.G.L. c. 121B, § 1)

The data evaluated includes parcel ownership, land and building assessments, parcel size, use, and current conditions. The finding that the URA is a decadent area is based upon all properties within the URA and is not limited to properties identified for acquisition. The URA has many characteristics that contribute to decadent conditions. Specifically, the following elements are contributing factors within the Project Area:

- Structures which are out of repair and physically deteriorated.
- Structures that lack the mechanical and building systems and accessibility necessary to meet contemporary office and commercial space needs.
- Structures which are obsolete and would require major modifications to become suitable for beneficial reuse.
- Structures which are old, indicating the potential for regulated materials that is common with older buildings.
- Unused or underutilized properties, and chronic building vacancies.
- The presence of incompatible uses which are directly adjacent to each other without adequate buffer.
- Infrastructure in need of upgrades to adequately service the area.
- One or more large vacant parcels.
- A diversity of ownership and irregular lot shapes and sizes that make it unlikely the area will be redeveloped under the normal operation of the private market.

⁴ SDRP, Volume II, p. 14

12.02(2) CHARACTERISTICS

2.1 Stoughton Center Urban Renewal Plan Figures and Maps

This section presents plans and maps of the updated Stoughton Center Urban Renewal Plan (URP) area. *Section 2.1* presents the required and supplemental maps to demonstrate the need for improvements in the Town of Stoughton. *Section 2.2* provides a narrative explaining these plans and/or maps as well as references to other sections of this URP. Additional information is presented throughout **Chapter 12.02 (3) Eligibility**.

It is important to note that maps have been updated from those presented in the 2016 Stoughton Downtown Redevelopment Plan, and the maps presented herein and listed below adhere to DHCD's requirements for Urban Renewal Plans.



Image 1. Conceptual development showing the extension of Rose Street and proposed Train Depot park

Required Maps

- A-1 Aerial Map with URA Boundaries
- B-1 Existing Property Lines and Building Footprints
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- S-4 Stoughton Center URP Concept Plan
- S-5 Environmental Justice Populations
- S-6 Vacant and Underutilized Parcels
- S-7 Environmental Constraints
- S-8 Cultural and Historic Resources

STOUGHTON URBAN RENEWAL PLAN
FIG. A-1: AERIAL MAP WITH URA BOUNDARIES

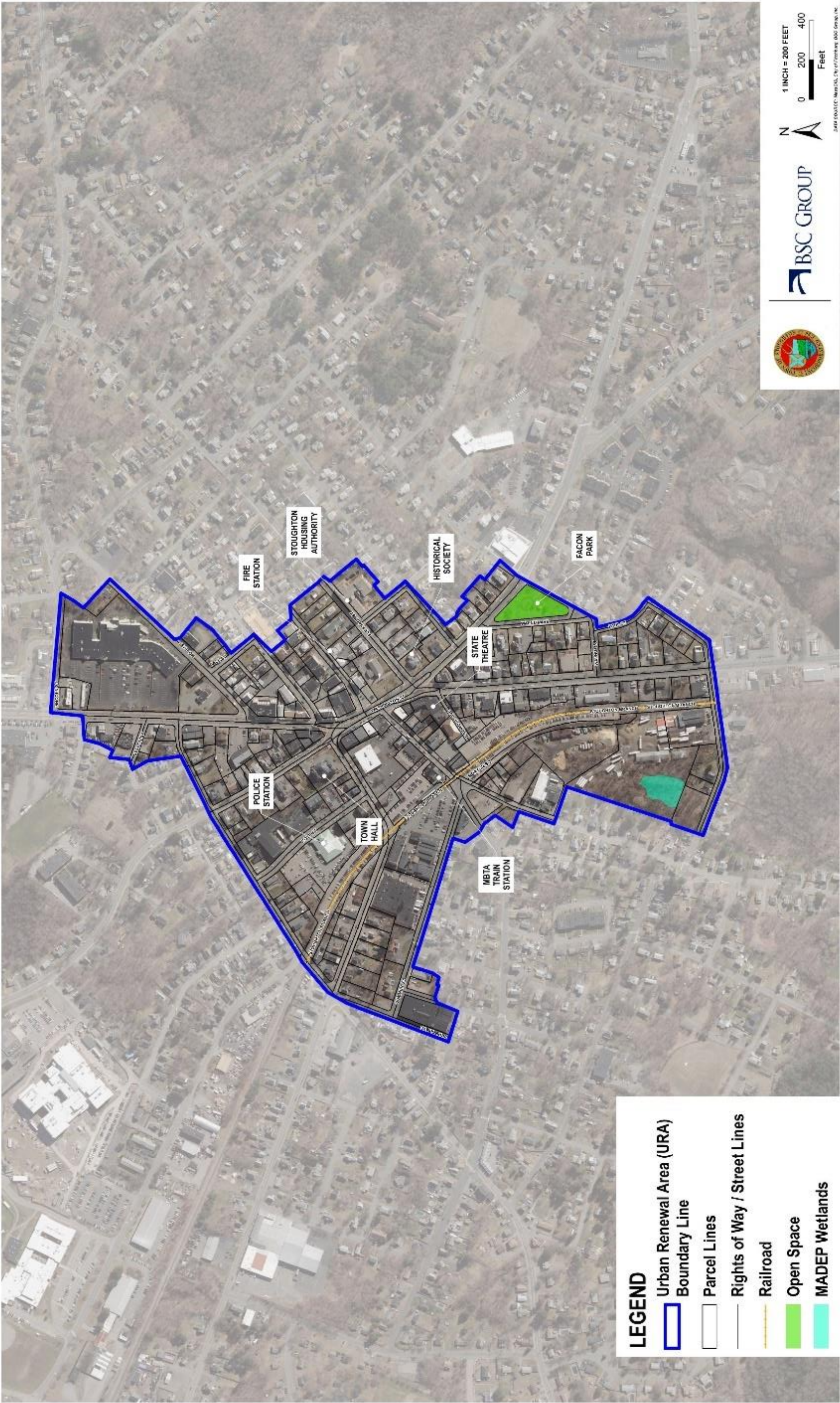
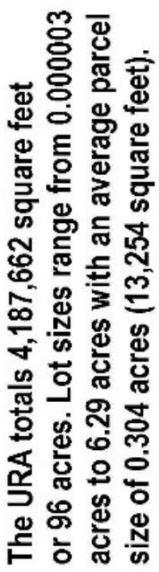
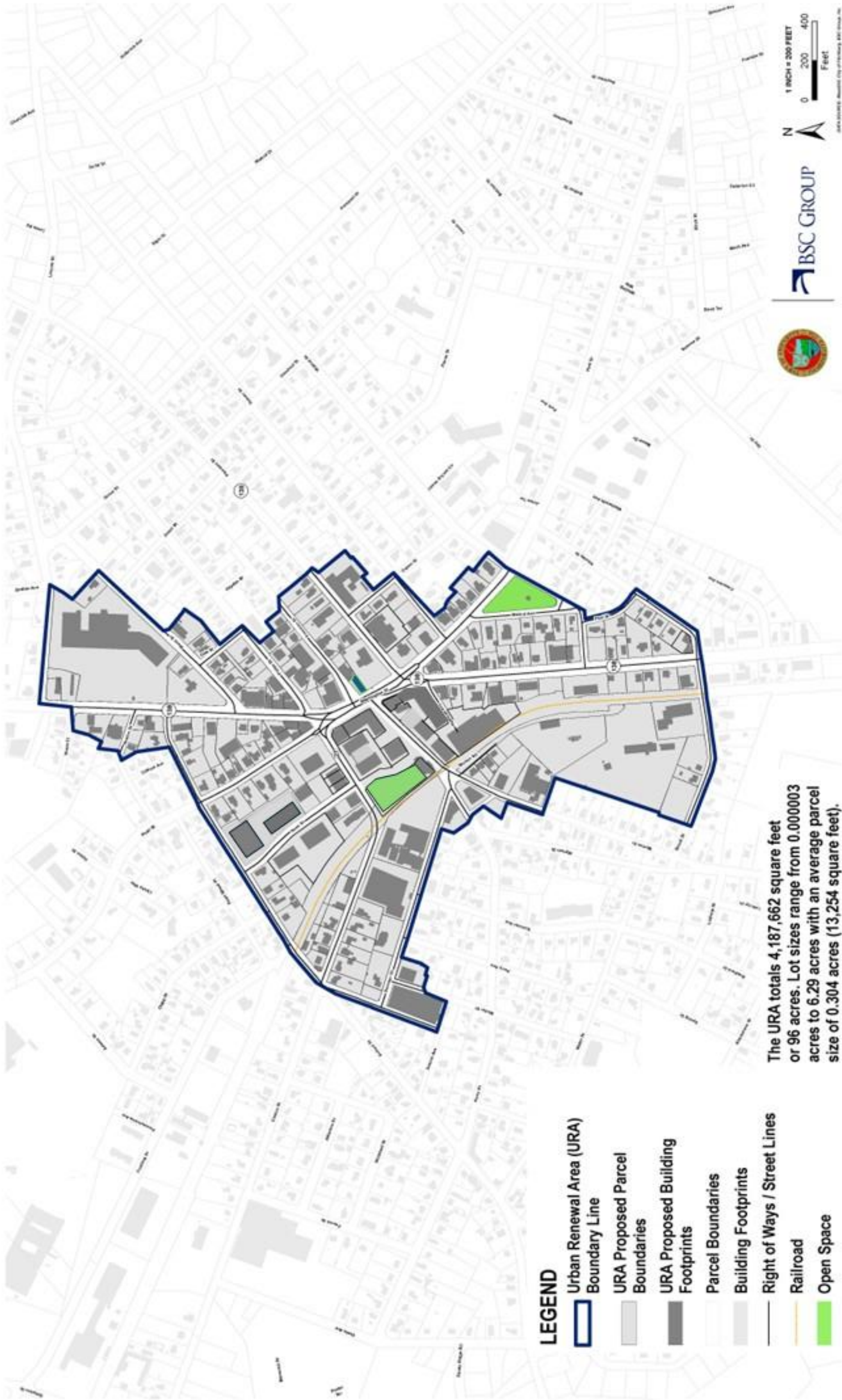


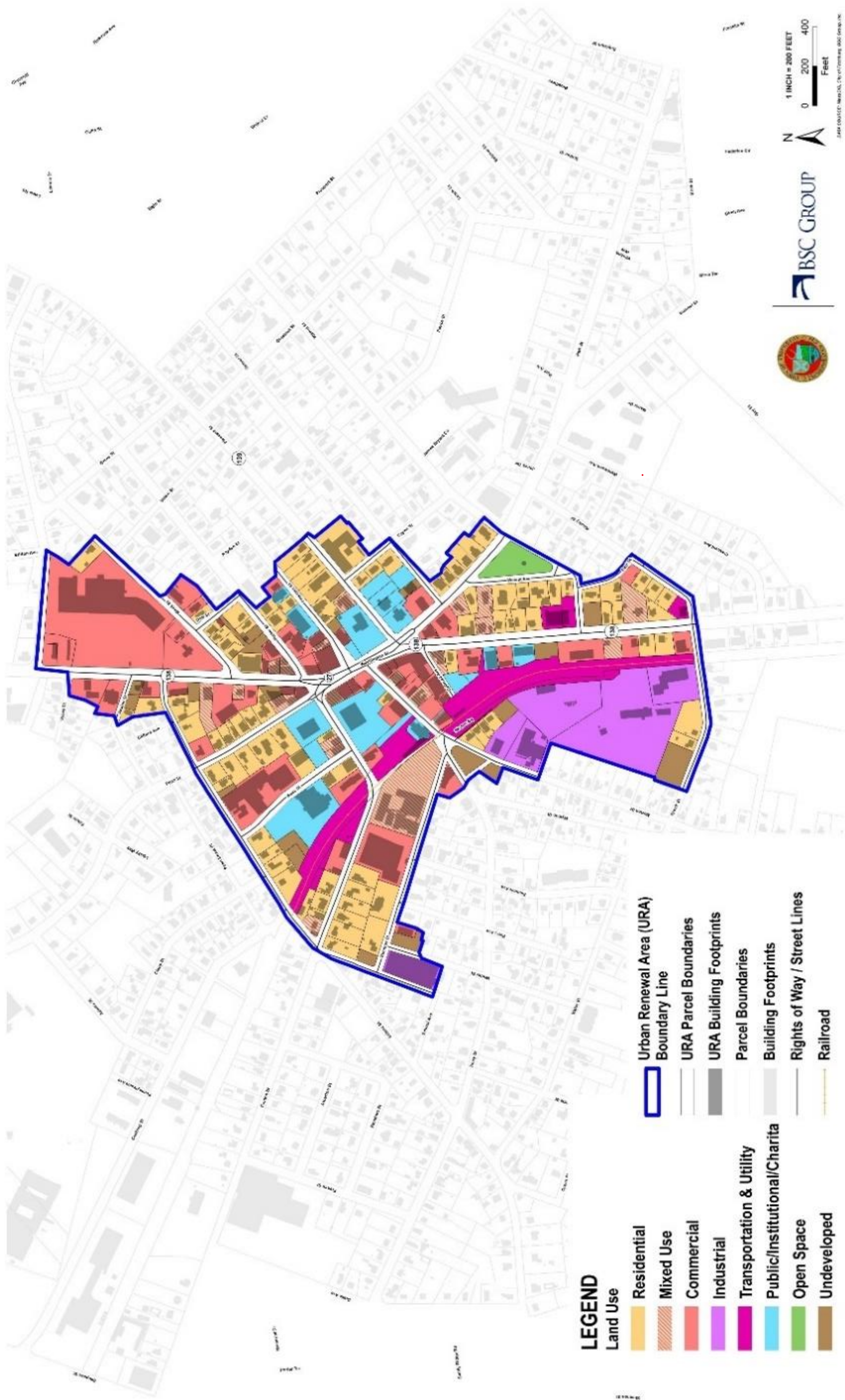
FIG. B-1: EXISTING PROPERTY LINES AND BUILDING FOOTPRINTS



STOUGHTON URBAN RENEWAL PLAN
FIG. B-2: PROPOSED PROPERTY LINES AND BUILDING FOOTPRINTS



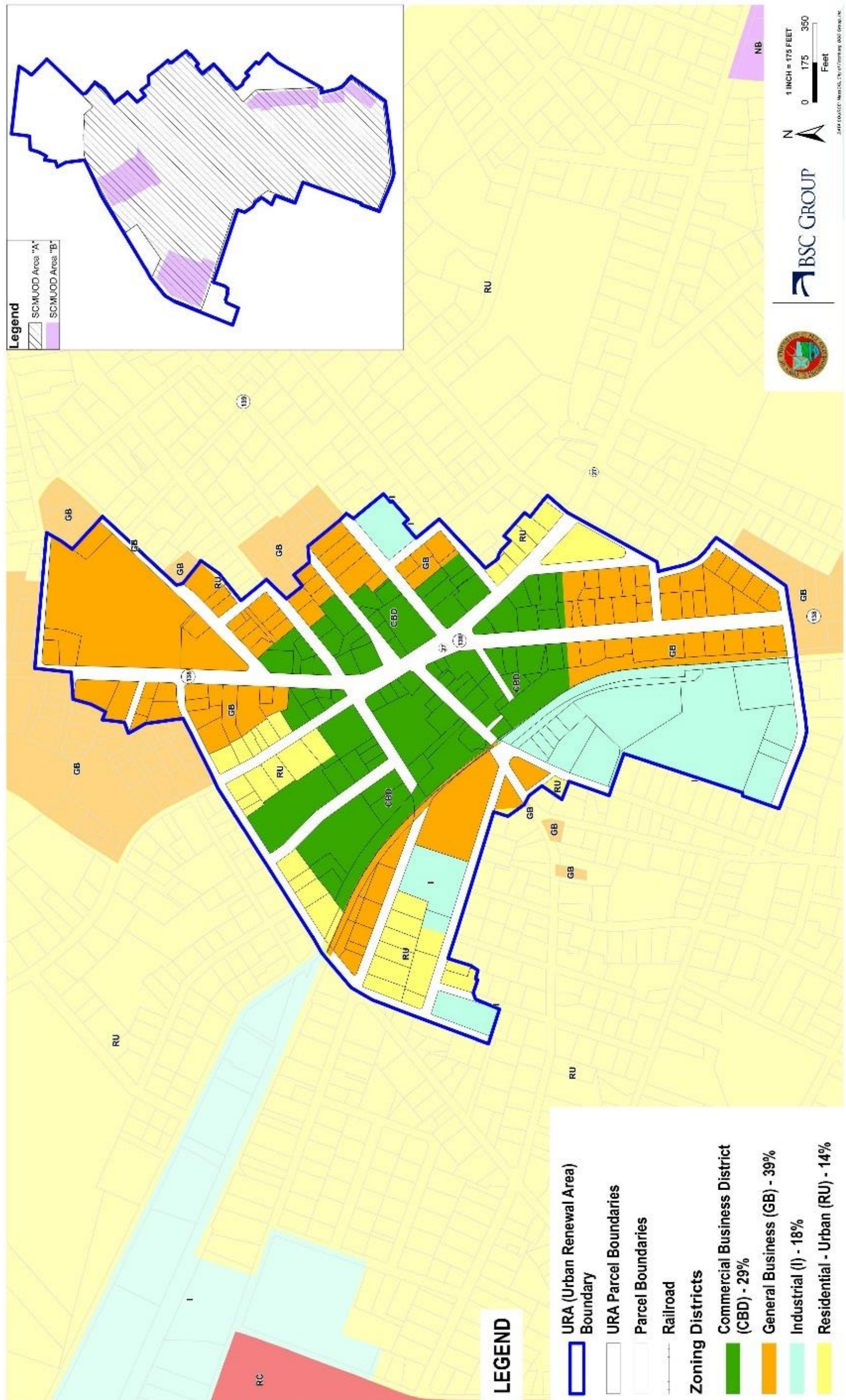
STOUGHTON URBAN RENEWAL PLAN
FIG. C-1: EXISTING LAND USES



STOUGHTON URBAN RENEWAL PLAN

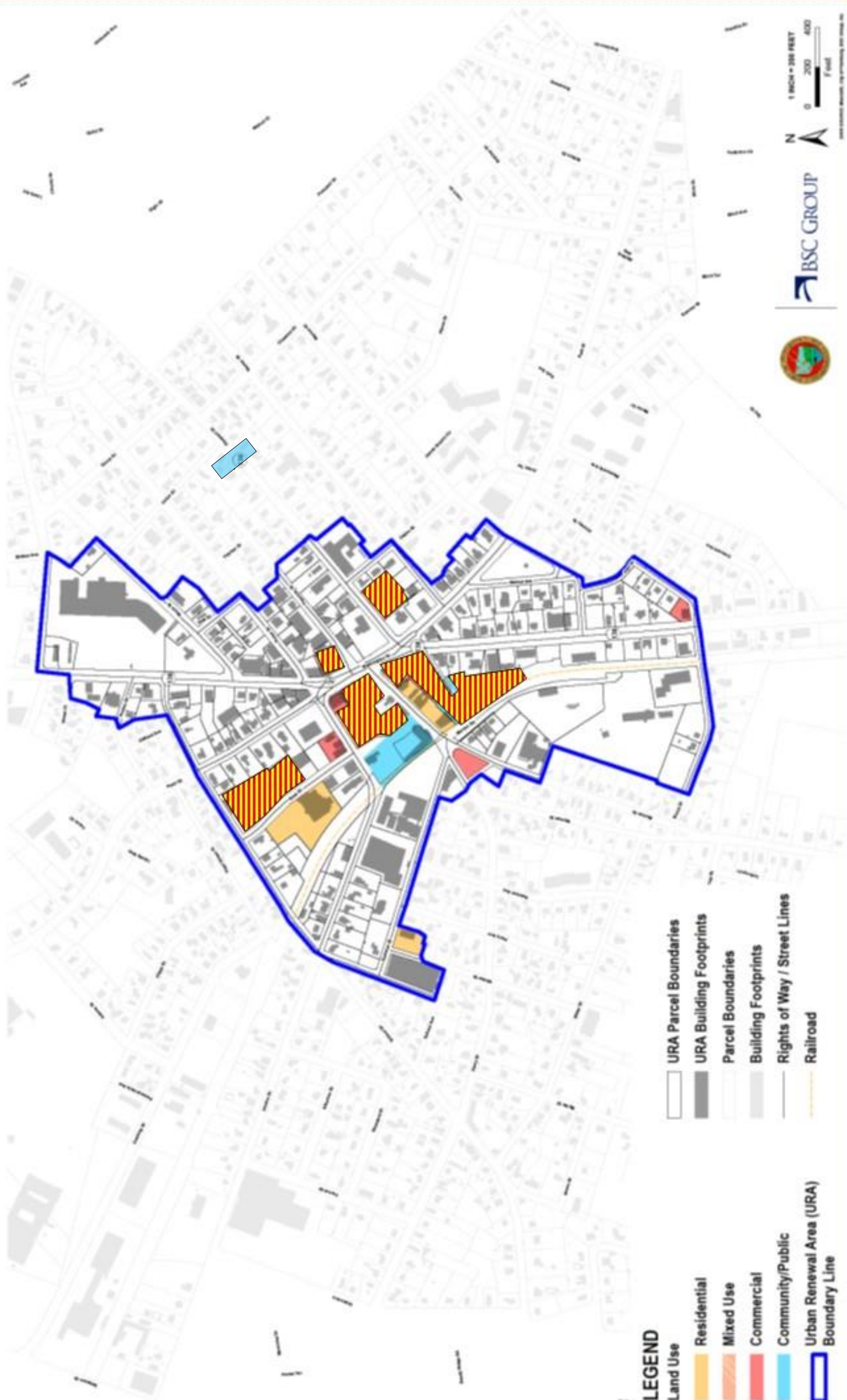
FIG. C-2: EXISTING ZONING

Fig. C-2: Former Zoning



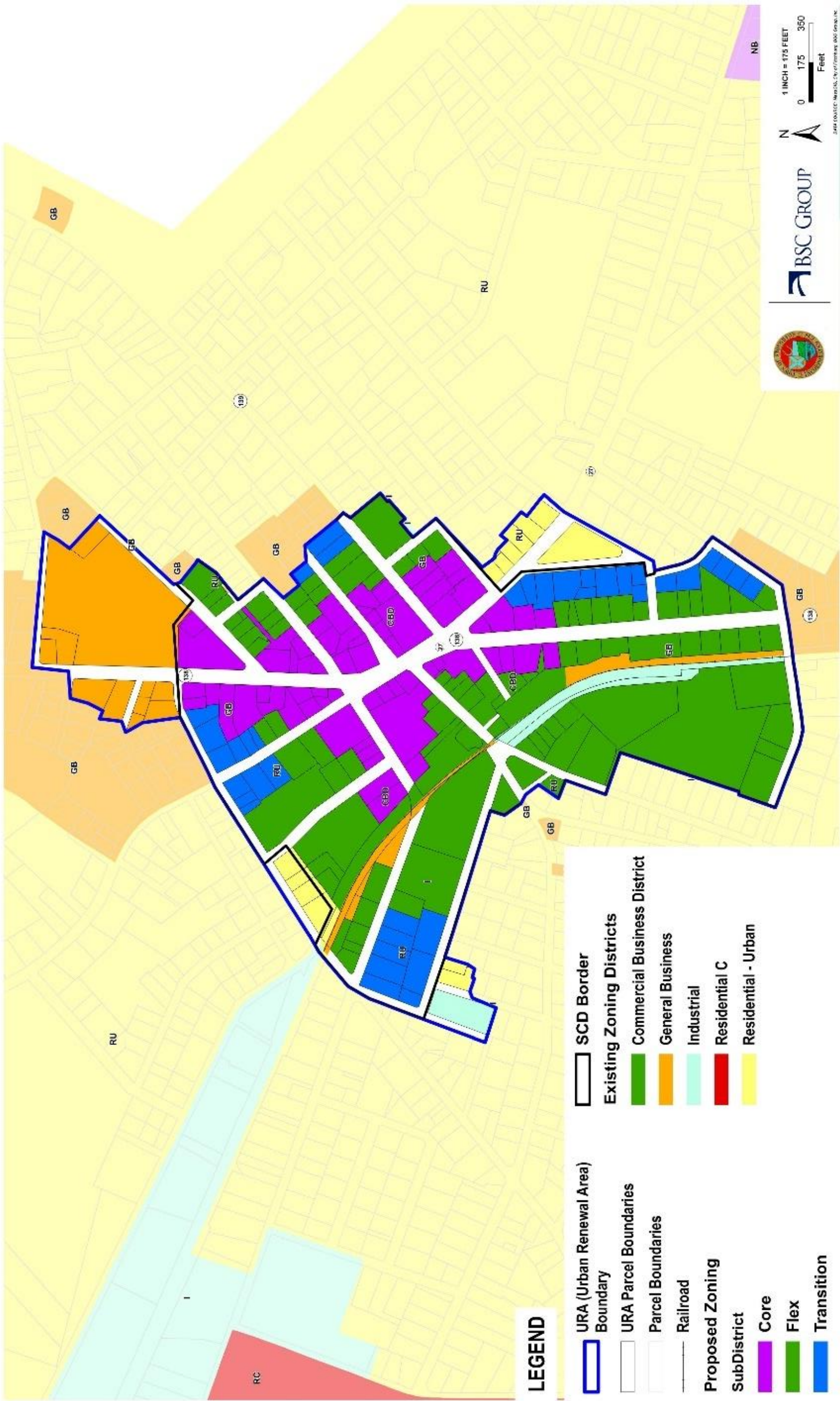
STOUGHTON URBAN RENEWAL PLAN
FIG. C-2: PROPOSED LAND USES

Fig. D-1: PROPOSED LAND



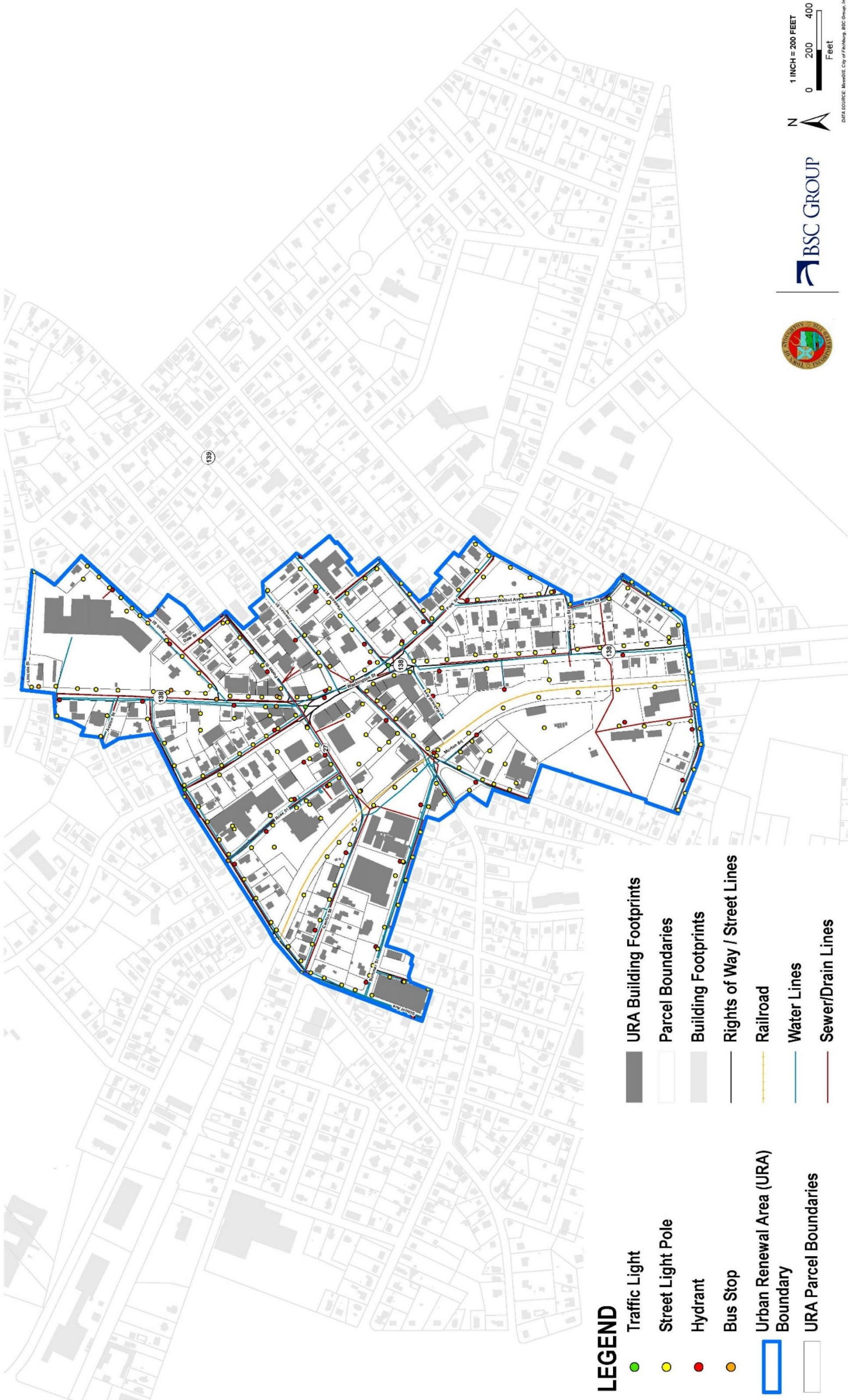
STOUGHTON URBAN RENEWAL PLAN

Fig. D-2: RECENTLY APPROVED ZONING



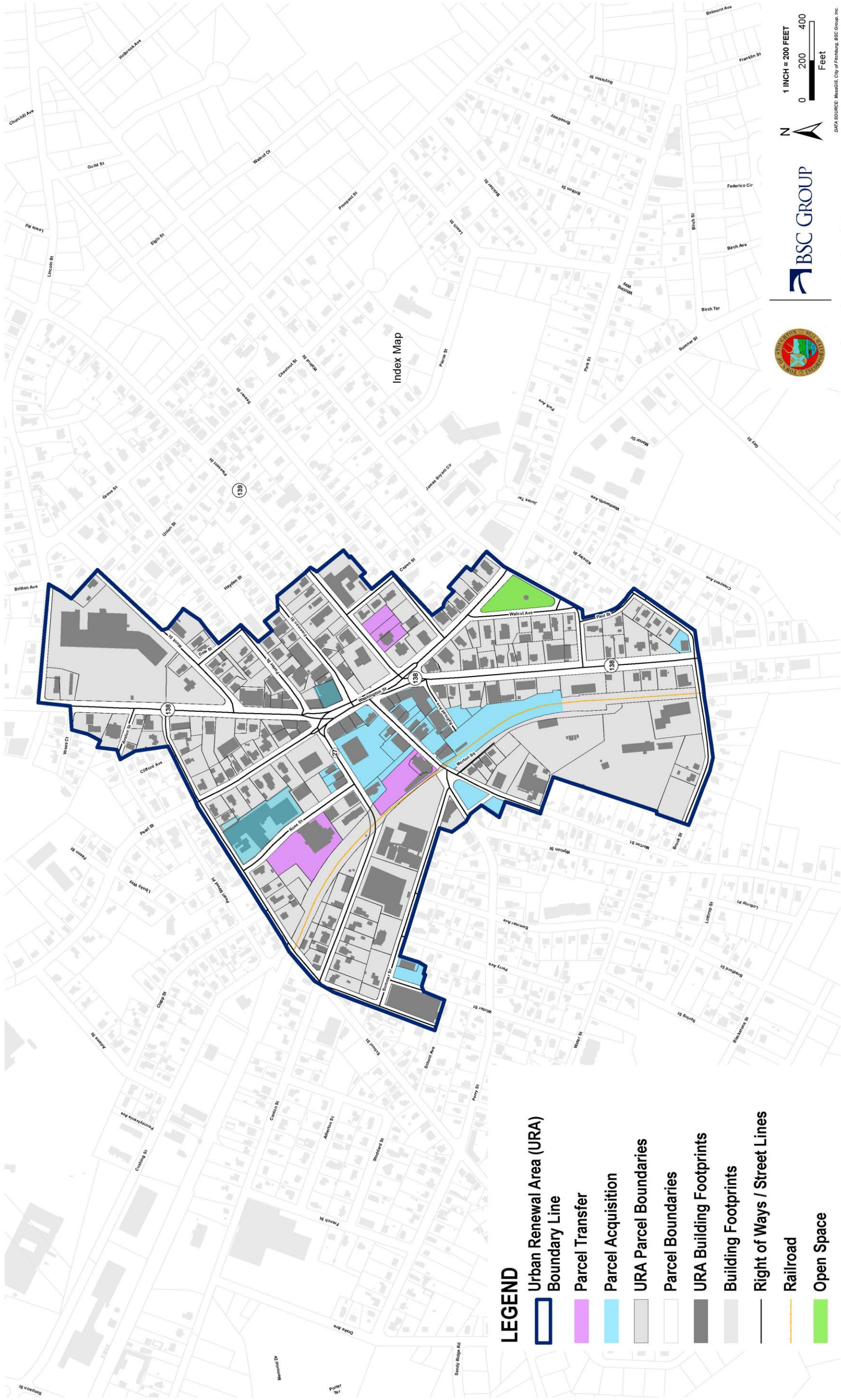
STOUGHTON URBAN RENEWAL PLAN

FIG. E-1: EXISTING THOROUGHFARES, PUBLIC RIGHTS-OF-WAY, AND EASEMENTS

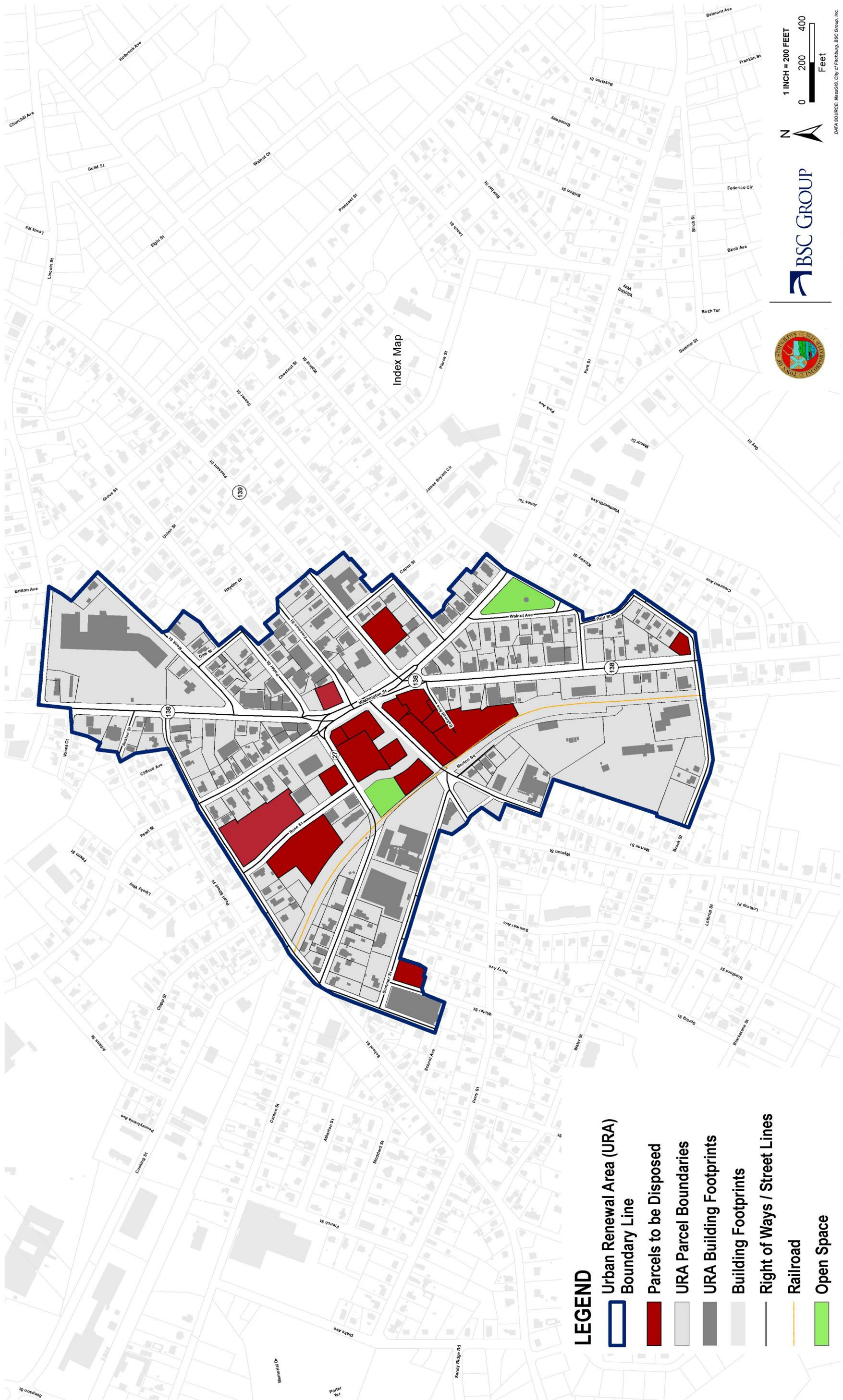


STOUGHTON URBAN RENEWAL PLAN

FIG. F-1: ACQUISITION PARCELS



STOUGHTON URBAN RENEWAL PLAN
FIG. G-1: DISPOSITION PARCELS



STOUGHTON URBAN RENEWAL PLAN

FIG. H-1: BUILDINGS TO BE REHABILITATED

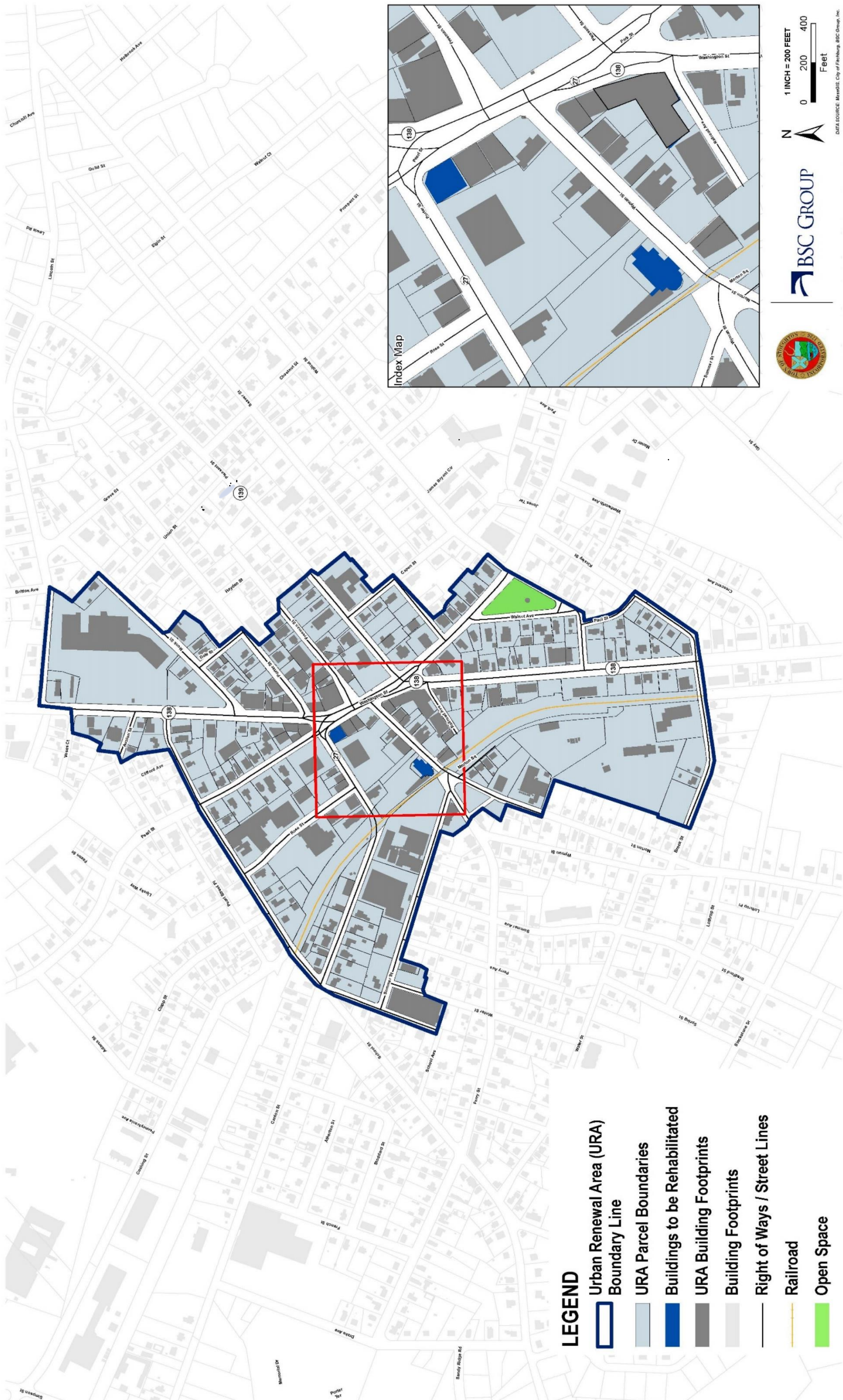
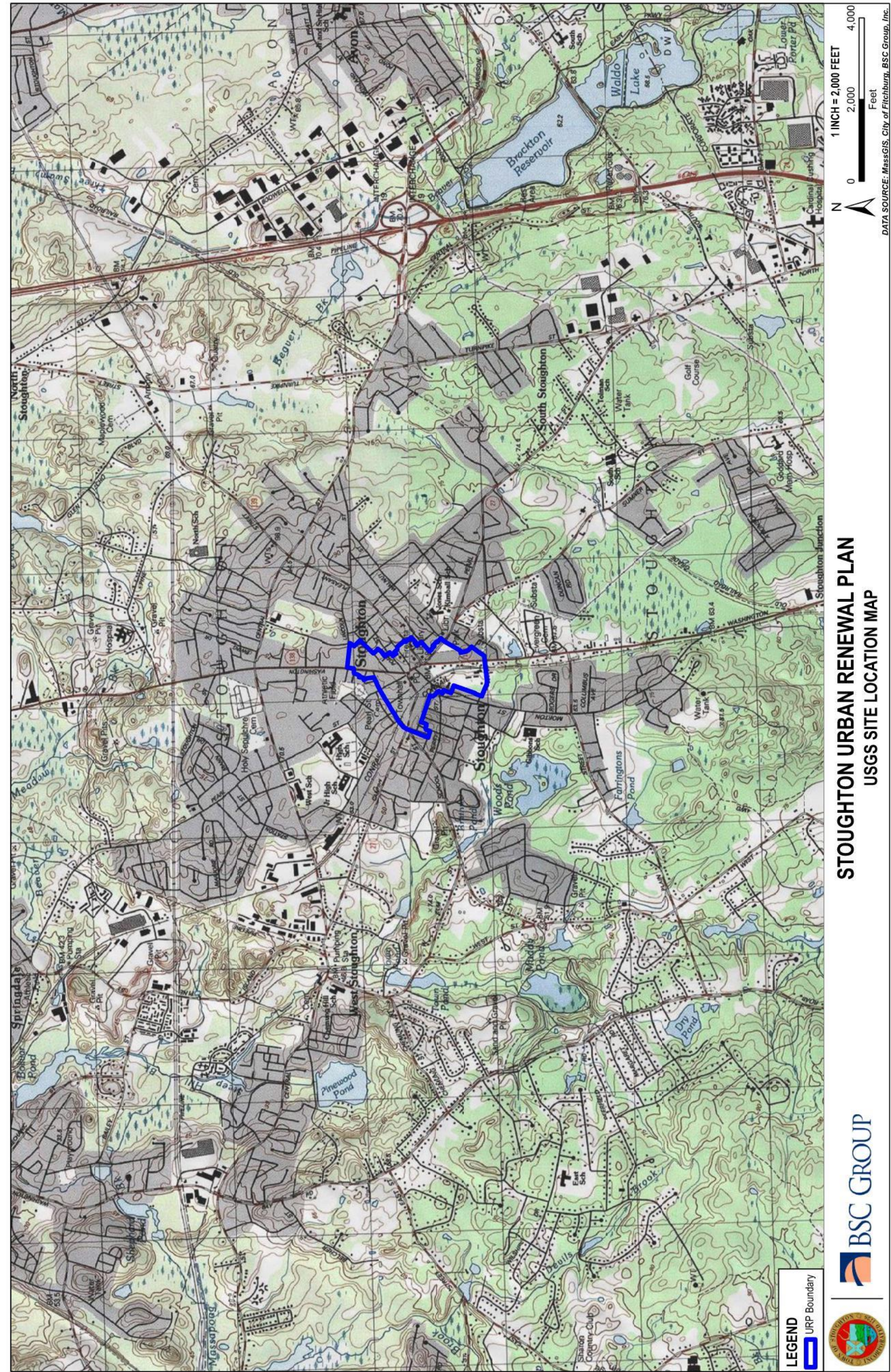


FIG. I-1: BUILDINGS TO BE DEMOLISHED





STOUGHTON URBAN RENEWAL PLAN
FIG. S-2: IMPERVIOUS SURFACE

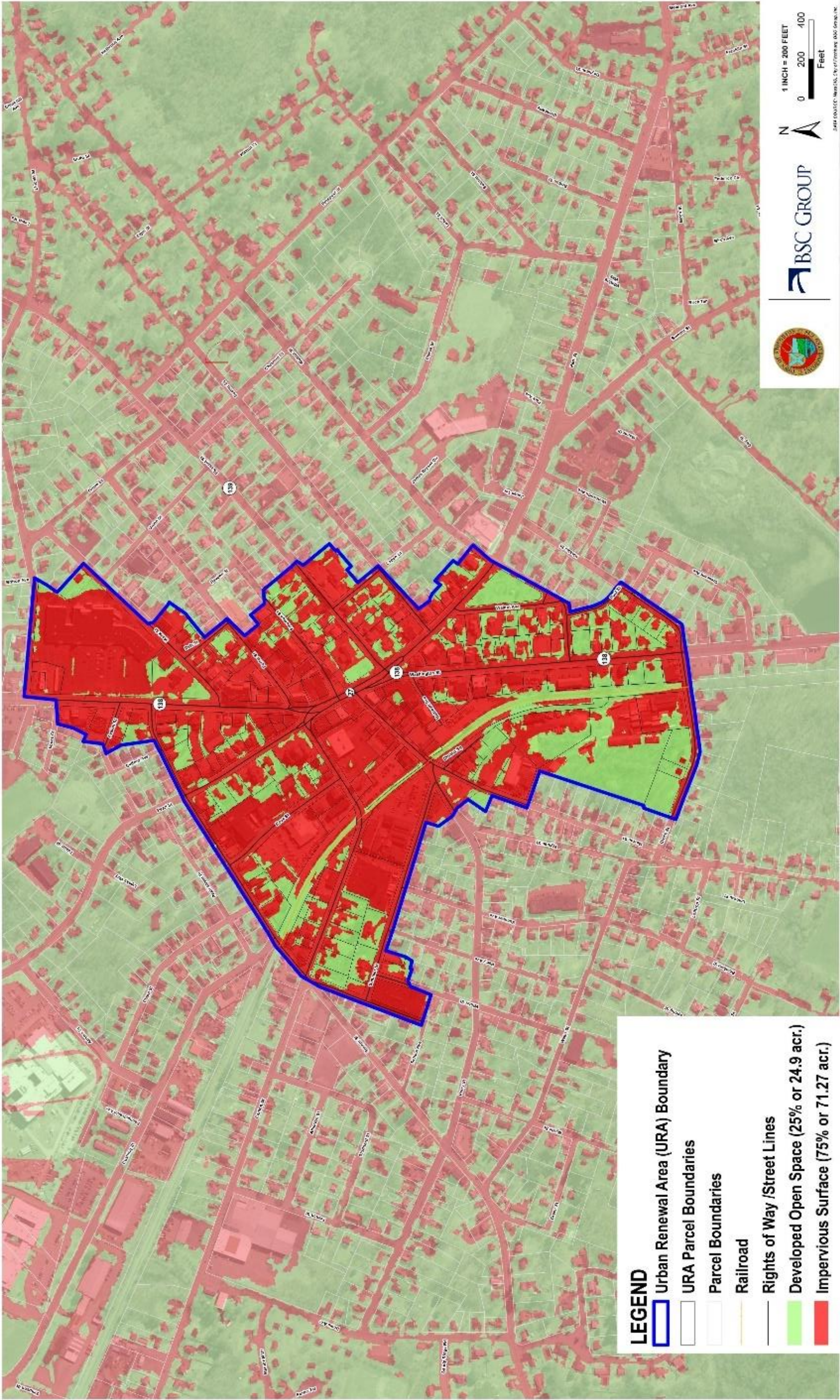
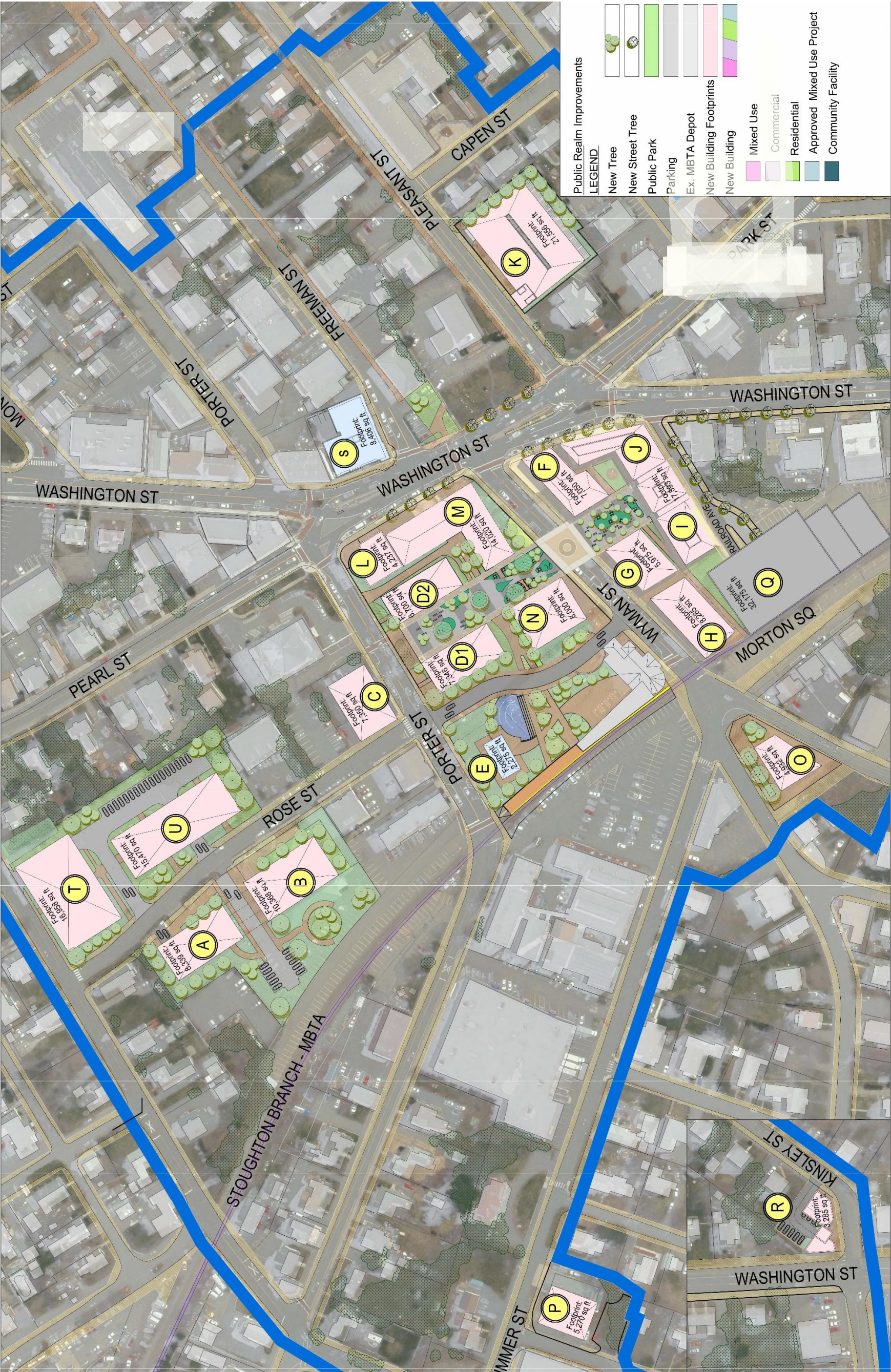
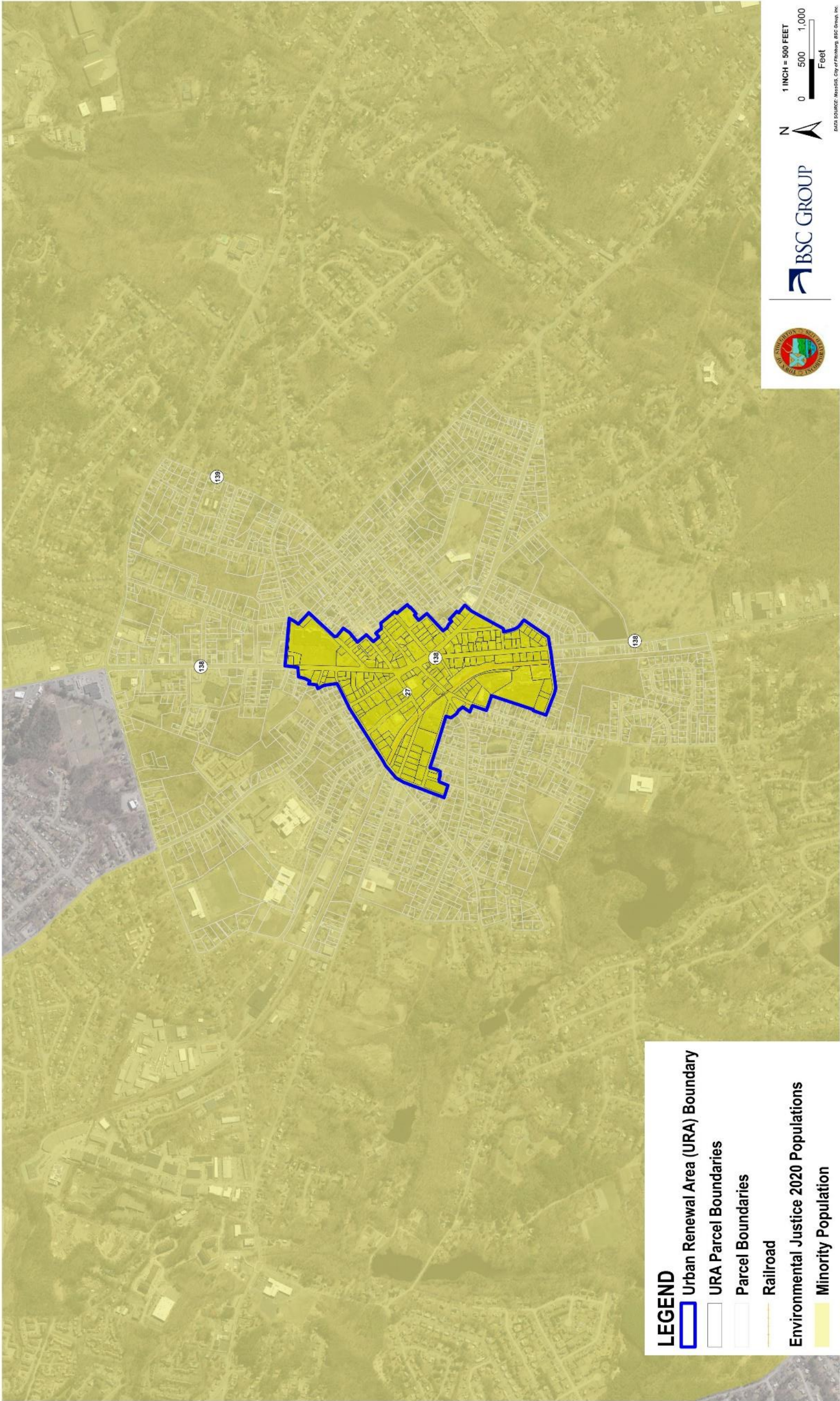


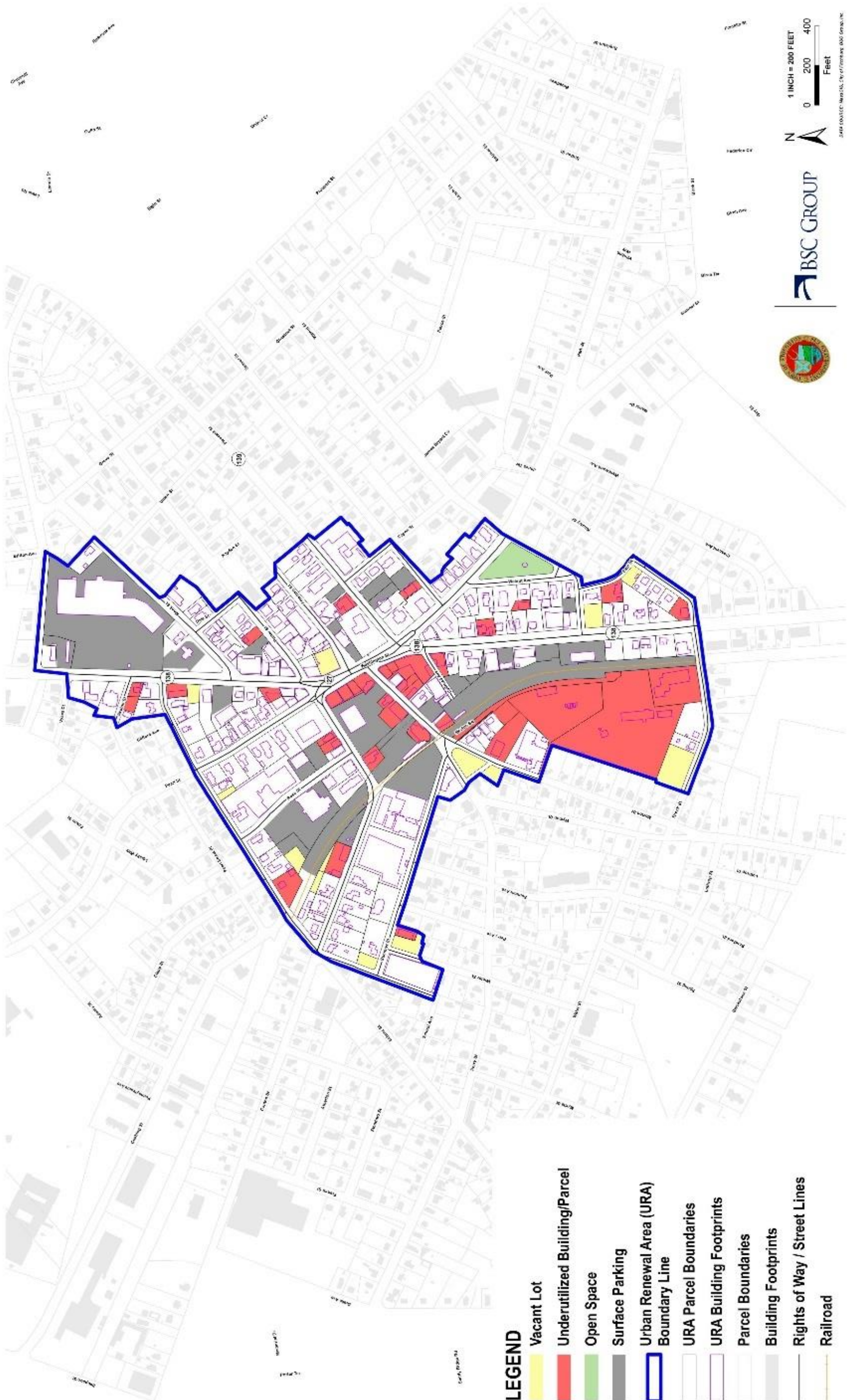
Fig. S-3: Public Realm Improvements



STOUGHTON URBAN RENEWAL PLAN
FIG. S-5: ENVIRONMENTAL JUSTICE

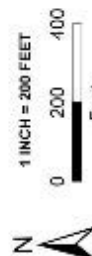


STOUGHTON URBAN RENEWAL PLAN
VACANT AND UNDERUTILIZED PARCELS AND SURFACE PARKING





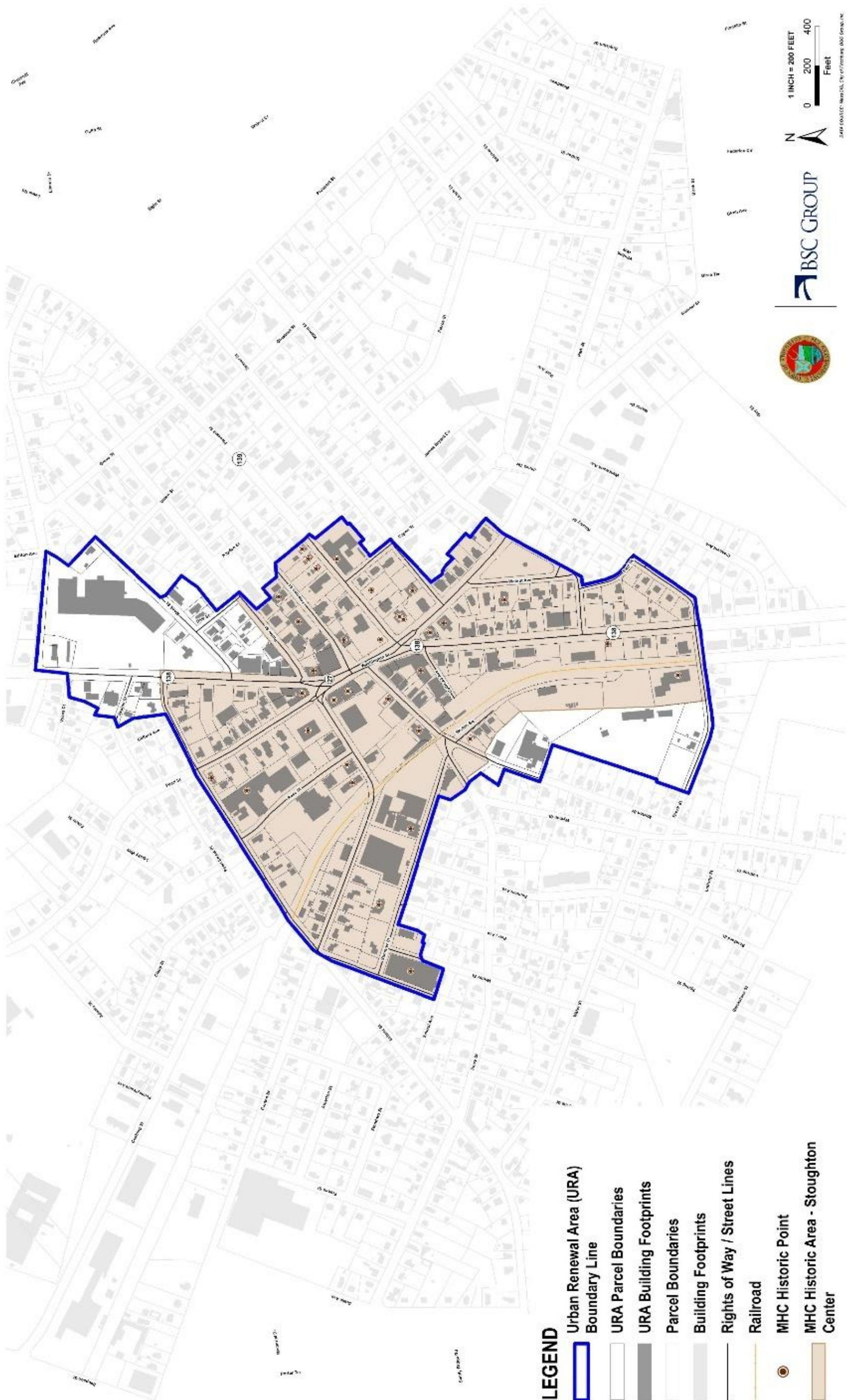
STOUGHTON URBAN RENEWAL PLAN ENVIRONMENTAL CONSTRAINTS



DATA COLLECTED: March 2015, City of Stoughton, BSC Group, Inc.



STOUGHTON URBAN RENEWAL PLAN
Cultural and Historic Resources Map



2.2 Supplemental Narrative for URP Maps

Most of the maps presented in *Section 2.1* are self-explanatory, but some warrant a brief narrative to provide insight into the information provided. The following material expands on the information presented in some of the maps, with references to other sections of this URP, as appropriate.

Figure A-1: Aerial Map with URA Boundaries

Figure A-1 The aerial map provides important contextual information for the entire URA as well as the surrounding area, which is heavily developed. The figures also identify landmarks and projects in and around the URA for ease of reference. The aerial view is a snapshot in time, and as such, it does not always include recent changes or development. Despite the potential for minor inaccuracies, an aerial view provides a level of detail that is difficult to convey in a schematic plan.

Figure B-1: Existing Property Lines & Building Footprints

Figure B-1 depicts the existing property lines and building footprints within the URA. Mixed-use in nature, development in Stoughton Center has been constrained by the size and location of surface parking lots as well as irregular lot sizes and parcels.

Figure B-2: Proposed Property Lines & Building Footprints

Figure B-2 shows changes to parcels identified in this URP for acquisition and assemblage as well as proposed buildings to be constructed. Many parcels are currently underused, and the strategic acquisition of these parcels is intended to result in more dense, mixed-use development to help revitalize Stoughton Center.

Figure C-1: Existing Land Uses

Figure C-1 depicts the land uses found within the URA: industrial, commercial, public/institutional, transportation/utility, mixed use, residential, and undeveloped/vacant land.

Figure C-2: Prior Zoning

Figure C-2: Prior Zoning depicts zoning prior to May 2022. Prior to May 2022, the Stoughton Center URA consisted of four (4) zoning districts and one overlay district: Central Business District (CBD), General Business (GB), Industrial (I), Residential Urban (RU), and Stoughton Center Mixed-Use Overlay District (SCMUOD) A and B. Zoning information was obtained from the Town of Stoughton's Zoning By-Laws and Map as amended through Town Meeting, as of December 2, 2020.⁵

Figure D-1: Proposed Land Use

Figure D-1 depicts the proposed changes to land use in the URA. With changes to the Zoning By-Laws to foster denser, mixed-use development Downtown, this URP is anticipated to increase residential and commercial uses throughout the URA. In addition, the URP is expected to increase the amount of open space in Stoughton Center. Additional public improvements are depicted in *Figure S-3: Public Realm Improvements* and described in **Chapter 12.02 (8) Public Improvements**.

Figure D-2: Recently Approved Zoning

Figure D-2 depicts recent zoning changes to Downtown to facilitate a walkable, mixed-use, compact, core downtown business district. The proposed zoning amendments were presented at a Town Meeting vote in May 2022 and approved. As a result, there are now six (6) zoning districts within the URA: Core, Flex, Transition, Residential-Urban, General Business, and Industrial. Although these amendments were recently approved, they originated as proposals when the work first commenced for this URP. As such, there are no *further* recommended zoning changes at the time of this Plan submission.

Figure E-1: Existing Thoroughfares, Public Rights-of-Way, and Easements

Figure E-1 depicts the thoroughfares, rights-of-way, utilities, and easements in the URA. Water and sewer service extends throughout the area.

Figure E-2: Proposed Thoroughfares, Public Rights-of-Way, and Easements

Figure E-2 depicts how this URP contemplates a new public right-of-way - extending Rose Street from Porter Street to Wyman Street. Please refer to **Chapter 12.02 (8) Public Improvements** for additional details.

Figure F-1: Acquisition Parcels

Figure F-1 depicts the parcels that have been identified for acquisition. See **Chapter 12.02 (5) Acquisitions** for detailed information regarding the proposed acquisition parcels.

Figure G-1: Disposition Parcels

Figure G-1 identifies the disposition parcels within the URA. These include parcels which will remain unchanged, as well as a planned approach to parcel assemblage. Please refer to **Chapter 12.02 (9) Disposition** for detailed information on disposition parcels, including the addresses, current owner(s), and existing and proposed lot sizes.

⁵ https://www.stoughton.org/sites/g/files/vyhlf3866/f/pages/zoning_final_12-2-20_0.pdf

Figure H-1: Buildings to be Demolished

Please refer to *Section 7.2 - Demolition to Support Redevelopment*.

Figure I-1: Buildings to be Rehabilitated

Please refer to *Section 7.3 - Building Rehabilitation*.

Figure J-1: Buildings to be Constructed

Please refer to *Section 4 - Buildings to be Constructed*.

Figure S-1: Project Area Location - USGS Locus

Figure S-1 presents the URA on a United States Geological Survey (USGS) map. This standard map is required by the Massachusetts Historical Commission (MHC) and the Massachusetts Environmental Policy Act (MEPA) as part of their review process.

Figure S-2: Impervious Surface

Figure S-2 depicts impervious surfaces within the URA. Impervious surfaces are defined as manmade features such as buildings, parking lots, and roads developed with asphalt, concrete, or other constructed surfaces, which do not allow the infiltration of precipitation through the surface. While much of the overall URA is covered with an impervious surface, the remaining land is generally railroad right of way, open space, and residential yards. The largest component of pervious surface is a wetland located in the southwest corner of the URA.

Figure S-3: Public Realm Improvements

Figure S-3 depicts the proposed public realm improvements within the URA. Public realm improvements include a new roadway, streetscape improvements, and enhanced gateways into the Downtown. Please see **Chapter 12.02 (8) Public Improvements** for additional details.

Figure S-4: SDRP URP Concept Plan

Figure S-4, the SDRP Concept Plan, presents the conceptual vision for the long-term redevelopment of the URA. It shows public realm improvements as well as anticipated private redevelopment, as discussed throughout this URP. What is shown on this Plan is a concept that represents the vision of how key parcels may be redeveloped – future redevelopment projects may differ from the layouts shown. A key to identify the parcels by letter can be found in Table 9-1. Please see **Chapter 12.02 (4) Objectives** for additional details.

Figure S-5: Environmental Justice Populations

Figure S-5 depicts environmental justice populations within the URA. Using population data from the 2020 Census, the URA encompasses Census Blocks classified as EJ populations based on the minority population criterion. Please see *Section 3- Environmental Justice Populations* for additional information.

Figure S-6: Vacant and Underutilized Parcels

Figure S-6 depicts vacant and underutilized parcels. Please see **Section 3-5 Area Eligibility Designation** for additional details.

Figure S-7: Environmental Constraints

Figure S-7 depicts sites with open MassDEP files, sites with Activity and Use Limitations (AULs) within the URA, and designated wetlands. Please see **Section 3.3 Environmental Conditions** for additional details.



Image 1. Conceptual redevelopment of key downtown sites and new Train Depot Park

12.02(3) ELIGIBILITY

The Commonwealth's Department of Housing and Community Development (DHCD) must make the following findings to approve a proposed urban renewal plan:

- Without public involvement, the area would not be (re)developed.
- Proposed projects will enhance/promote private reinvestment.
- The Plan for financing the project is sound.
- The designated urban renewal area is a decadent, substandard, or blighted open area.
- The Urban Renewal Plan is complete, and
- The Relocation Plan is approved under **M.G.L. c. 79A**.

This section will provide evidence that the proposed URA is a decadent area, that the activities proposed by this Plan are justified by the conditions, and that the recommendations of this plan are consistent with previous planning efforts at the local, regional, and state levels. The current focus of urban renewal is on creating incentives for the private market to invest. These incentives can include regulatory environment changes, public infrastructure investments, and/or financing assistance.

Following a finding of decadence for the URA, the purpose of this Plan is to identify the current conditions that prevent such private investment; identify the SRA and Town's goals and objectives for downtown revitalization; anticipate the impacts on the larger community; and define those actions that will create incentives for the private market, over time, to improve the existing conditions. The following discussion includes trends and conditions with regard to the physical and economic deterioration that has accompanied the URA's decline.

The data and other descriptive material demonstrate that the URA is a decadent area. The content of this section supports this finding with evidence that meets the requirements of **M.G.L. c. 121B** and **760 CMR 12.00**, the regulatory requirements for urban renewal in Massachusetts.

3.1 Background Information

Information used throughout this document was obtained from a range of publicly accessible online resources and recent state and local studies, as listed below:

- Stoughton Downtown Redevelopment Plan (2015)
 - Volume I: Stoughton Downtown Redevelopment Plan
 - Volume II: Draft Urban Renewal Plan
 - Volume III: Existing Conditions Memorandum and Appendices
- Stoughton Reconnaissance Report (2001)
- Master Plan, Phase I: Vision and Existing Conditions Report (2013)
- Complete Streets Policy (2014)
- Stoughton Redevelopment Authority By-Laws, Revised (2014)
- Master Plan, Phase II: Assessment, Recommendations, and Implementation Plan (2015)
- Economic Development Master Plan – Town wide (2015)
- Economic Development Master Plan – Downtown Stoughton (2015)
- Sewer Area Ranking Plan (2015)
- Town Square Traffic Improvement Plan (2015)
- Stoughton Downtown Restaurant Supply and Demand Study (2016)
- Open Space and Recreation Plan (2017)
- Community Development Strategy (2017)
- Streetscape Policy and Design Guidelines for Stoughton Town Center (2018)
- Open Space and Recreation Plan (2018)
- Stoughton Parking Management – Downtown Parking Analysis and Action Items Final Report (2018)
- Stoughton Housing Production Plan (2020)
- Comprehensive Economic Development Strategy - OCPC (2020-2025)

3.2 URA Location and Context

The Town of Stoughton, MA is situated in Norfolk County, and is located seventeen miles from Boston and 25 miles from Providence, RI, encompassing a total area of 16.3 square miles - with a population of approximately 29,280 residents.⁶ Stoughton is part of the larger metropolitan Boston economy, and is connected to Boston via Route 24, Interstate 95, and by the Massachusetts Bay Transportation Authority (MBTA) Commuter Rail (Providence/Stoughton Line). It is bordered by Canton to the north, Randolph to the northeast, Avon to the east, Brockton to the southeast, Easton to the south, and Sharon to the west.

As described on page 12 of the Economic Development Master Plan for Downtown Stoughton:

The town center in Stoughton, sometimes called Downtown, or Stoughton Square or Stoughton Town Center, is nearly the geographic center of Stoughton. The town center grew around the Boston & Providence Railroad, whose terminal station was situated on Wyman Street. The present Stoughton train depot was built in 1888 and designed by Charles Brigham. It is the only granite stone station with a tower in the MBTA system, and it is listed on the National Register of Historic Places. Stoughton's town center is also the coming together of three state roads, Route 138 (Washington Street), Route 127 (known as Park Street east of the

⁶ U.S. Census Bureau 2020

town center, and Canton Street west of the center), and the origin of Route 139 (Pleasant Street). (Downtown Stoughton Economic Development Master Plan, 2015).

Beginning in the immediate aftermath of World War II, the confluence of the forces from a burst of economic activity, residential and business development, the affordability of cars to many more people, and the advent of the interstate highway system brought growth to most suburban communities across the country. That growth took different forms in different communities. In Stoughton, as in many other communities, the housing boom occurred early with large, affordable residential subdivisions along with flourishing strip commercial development along Route 138, and parts of Route 27 with little consideration for the impact on downtown Stoughton’s prosperity. The effects are evident today.

Downtown Stoughton, the town’s center, is the number one priority area for improvement as identified by townspeople in the master planning process. Residents wish for a more positive image of the downtown and Stoughton, overall. As the social and cultural center and heart of the Stoughton community, Downtown is considered an important focus for economic development. The transportation network, the train, and the roadways, including the primary Routes 138, 139, and 27, have shaped the development of Downtown Stoughton since the mid-nineteenth century.

The Stoughton Redevelopment Authority (SRA) was established in 1963 pursuant to a vote of Town Meeting and filing of a Certificate of Organization with the Secretary of the Commonwealth of Massachusetts. The SRA completed a development known as Stoughton Technology Center on a 200-plus acre parcel of land in North Stoughton. The Technology Center consists of commercial and retail space including BJ’s Wholesale Club, Kohl’s Department Store, Shields Health Solutions, and several restaurants as well as a multi-family apartment complex and two (2) office buildings. The SRA’s role in the development was to oversee the orderly construction on land in the Technology Center, to increase jobs for Stoughton residents, and to increase the Town’s inventory of taxable property.⁷

In recent years, Downtown Stoughton has experienced significant decline relative to commercial activity. The area has a considerable number of vacant parcels and buildings in disrepair, an abundance of underused surface parking, and incompatible and inconsistent land uses. The present focus of the SRA is the redevelopment of Downtown Stoughton, working in concert with the Town’s Select Board and the Planning Board.

3.2.1. Stoughton History

Archaeological evidence indicates Massachusetts Native people, including the Ponkapoag, inhabited the region for centuries prior to European settlement.⁸ Stoughton was settled in 1713 and incorporated in 1726 from the southwestern portion of the town of Dorchester. Named after William Stoughton, the first chief justice of the Colonial Courts, it was an agricultural community in the eighteenth century. Industrial development started in the early 1800s, and with the advent of electricity, the center of manufacturing shifted to the town center and remained as such up to the early 1950s. Boot and shoe manufacturing were the predominant industries, but Stoughton was noted for a variety of products – rubber, textiles, and machine tools.

“With the passage of the Highway Transportation Bill of 1956 came the establishment of far-reaching roadway networks and the convenience of automobile travel. With easy access to major highways, the character of the town evolved to what it is today – a bedroom community.”⁹ With a history of manufacturing, Stoughton has experienced an emerging cluster of regional retail, and has a strong base of land zoned for commercial and industrial uses.¹⁰

3.2.2. URA History and Current Conditions

The Urban Renewal Area primarily encompasses Stoughton’s Downtown center and its gateways in from the north and south along Route 138/Washington Street. Town Hall, Post Office, Police and Fire Departments, and Public Library are all in Stoughton Center. The MBTA commuter rail tracks are a significant focus within the boundary as well as the surface parking lots surrounding it. However, the commuter rail is more focused on bringing commuters to Boston than it is on bringing commuters from elsewhere into Stoughton. Based on recent planning studies, the Downtown is the number one priority area for improvement as identified by the community during various master planning efforts.

The URA itself encompasses 96 acres of land, with lot sizes ranging from 0.01 to 6.42 acres, and an average parcel size of approximately .30 acres. One open space (Faxon Park) is present within this URP boundary. Stoughton Center is congested, with the commuter rail trains stopping traffic as they pass through the center and multiple traffic lights to slow vehicular traffic and aid in navigating the area safely. Two main intersections in Stoughton Center converge in the heart of the downtown – at Pleasant, Washington, and Park Streets, as well as at Washington, Porter, and Pearl Streets. While significant traffic flow passes through the town center, it is primarily drive-through traffic, incorporating measures to accommodate safe traffic flow through the area - versus capturing visitors to park, stay, and visit.

Stoughton’s Downtown developed as a convenient location at an intersection of major roads that provided people with a place to shop and conduct business. However, the current commercial base serves the community as a neighborhood commercial district, consisting of personal services, restaurant and retail trade, and professional office uses. Strip shopping plazas as you enter and exit the URA along Washington Street also detract from the strength of the Downtown business core. A major challenge faced in the last few decades of Downtown redevelopment is the lack of progress in restoring ground floor activity due to the number of vacancies (real or perceived) both at the ground-floor and upper story levels. Many buildings/storefronts have outdated or insufficient signage, and with draped windows and a weathered exterior, it is hard to ascertain the utilization of the space. Many of the buildings within the core of Stoughton Center suffer from a lack of property investment, accessibility challenges, and outdated building systems. This URP focuses on strategic

⁷ Stoughton Redevelopment Authority Bylaws
⁸ <https://massachusetttribe.org/>
⁹ Open Space and Recreation Plan, January 2018, p. 12
¹⁰ Stoughton Housing Production Plan, October 2020, p. 11

investments within the Downtown core, particularly along Washington, Wyman, and Porter Streets. The URA is compact for pedestrians but lacks a real density in building sizes.

Per the SDRP, creating a mixed-use town center environment is the key to re-establishing a special mixed-use environment that offers office workers, residents, and visitors choices on how to live, work, and play - while at the same time providing a real amenity for the Town as a whole. It is important to cater to the pedestrian experience by making improvements in physical property components as well as surrounding infrastructure, circulation, and parking. But it is also important to diversify the current retail tenant mix and storefront visibility, update residential units, and reconfigure parcels to provide the right mix of building types, access, and parking.

The current configuration and condition of buildings and parcels is a challenge, with a lack of connectivity, density, and size. While some buildings do lend themselves to the creation of a revitalized Downtown, many are too small, and sit on small and/or oddly shaped parcels that need to be combined with other parcels to achieve true transformative redevelopment. “By focusing on the appropriate mix and type of office, retail, and residential uses, the Downtown Area has the accessibility, customer base, and historical character to establish itself as a future focal point for entertainment, place making, and expansive activity.”¹¹

3.2.3 Stoughton Center URP Boundaries

The following is an exact description of the Stoughton Center URP boundaries:

The boundary begins at the intersection of Washington Street and Lincoln Street and travels approximately 610 feet easterly along Lincoln Street. The boundary then moves southwesterly, to travel along the southeasterly parcel line of 638-684 Washington Street (Parcel 055 168 0), before then moving southeasterly along the northeasterly parcel line of 96 Monk Street (Parcel 055 169 0) and meeting with Monk Street. The boundary then travels southwesterly for approximately 460 feet before connecting with the northeasterly parcel line of 49 Monk Street (Parcel 054 251 0). The boundary line then moves onto the southeasterly parcel line of 49 Monk Street, cuts through 124 Porter Street (Parcel 054 269 0), and connects with the northwestern parcel line of 120 Porter Street (Parcel 054 268 0).

The boundary then connects to Dale Street and travels southeasterly to the intersection of Dale and Porter Street. From there, it travels southwesterly along Porter Street for approximately 98 feet until connecting with the northeasterly parcel line of 99-101 Porter Street (Parcel 054 280 0). The boundary moves northeasterly to the northwesterly parcel line of 50 Freeman Street (Parcel 054 290 0) and turns southeasterly along the northeasterly parcel boundary. The boundary cuts across Freeman Street easterly to connect with the northeasterly parcel line of 64 Pleasant Street (Parcel 054 312 0). The boundary line moves to Pleasant Street, then travels approximately 40 feet southwesterly before connecting to the northeasterly parcel line of 4 Capen Street (Parcel 054 320 0). The boundary continues along the southeasterly parcel lines of 4 Capen Street and connects to Capen Street. The boundary then moves to the intersection of Capen Street and Seaver Street. The boundary travels along Seaver Street for approximately 270 feet to connect with the northeasterly parcel line of 34-36 Park Street (Parcel 054 346 0), then moves to the northwesterly parcel line and cuts through 34-36 Park Street to connect with the northeasterly parcel line of 46-48 Park Street (Parcels 054 348 46 and 054 348 48).

The boundary then moves to the northwesterly parcel line of 52-54 Park Street (Parcel 054 349 0). It continues along 52-54 Park Street and then moves onto the northeasterly parcel line to connect with the northeasterly parcel line of 58-60 Park Street. Then, it moves onto the southeasterly parcel line of 58-60 Park Street to connect with the northeasterly parcel line of 70 Park Street (Parcel 054 351 0) and connects with Walnut Street to the intersection of Walnut and Park Streets. The boundary continues southwesterly on Walnut Street until it reaches the intersection of Paul Street and Walnut Street. The boundary then moves along Paul Street until it reaches the intersection of Paul Street and Kinsley Street. Then, the boundary moves southwesterly along Kinsley Street where it reaches the intersection of Washington Street and Kinsley Street. The boundary moves onto Brock Street where it travels for approximately 840 feet and connects with the northwesterly parcel line of Brock Street (Parcel 053 098 0). It travels along the parcel until it connects with the northwesterly parcel line of 25 Brock Street (Parcel 053 102 0). Then it follows the southwesterly parcel line of 25 Brock Street until it connects with Morton Street.

The boundary line continues northeasterly on Morton Street for approximately 190 feet until it connects with the southwesterly parcel line of Morton Street (Parcel 054 421 0). At the northwestern parcel corner, the boundary cuts through Morton Street to the north parcel corner. Then the boundary moves onto the northeasterly parcel line of 78 Wyman Street (Parcel 054 423 0). The boundary crosses Wyman Street to connect with the southwestern parcel line of 63 Wyman Street (Parcel 054 059 0). The boundary continues onto the northwesterly parcel line of 63 Wyman Street where it connects with Summer Street. It travels 685 feet northwesterly until it connects with the southeasterly parcel line of 90 Summer Street (Parcel 054 078 0). The boundary cuts through 15 Perry Ave. (054 076 0) to the southeasterly parcel corner of 9 Winter Street (Parcel 054 079 0). It continues along the southernly parcel line of 9 Winter Street until it crosses Winter Street southwesterly for approximately 150 feet. It then connects with the southwesterly parcel line of 104 Summer Street (Parcel 054 087 0).

The boundary line connects with School Avenue where it travels northeasterly until it reaches the intersection of Summer Street and School Avenue. Continuing past the intersection, the boundary travels northeasterly until it reaches the intersection of School Street, Summer Street, and Canton Street. It moves northeasterly along School Street approximately 1,460 feet until it connects with the westerly parcel line of 11 School Street (Parcel 055 054 0) and continues onto the southwesterly parcel line of 16 Avalon Street (Parcel 055 058 0). The boundary crosses Avalon Street to connect with the westerly parcel line of 657 Washington Street (Parcel 055 068 0). It then travels along the northeasterly parcel line until it moves onto the westerly parcel line of 645 Washington Street (Parcel 055 069 0). The boundary makes a connection with Voses Court, then moves easterly to the intersection of Voses Court and Washington Street. Finally, the boundary travels northly to the intersection of Washington and Lincoln for approximately 160 feet to the starting point.

¹¹ SDRP, Volume III: Existing Conditions Memorandum (2015), page 14.

3.3 URA Data and Characteristics

This section presents available data and statistics to provide an overview of the URA’s characteristics and support the characterization of Stoughton Center as a decadent area.

3.3.1. Land Ownership

The Town of Stoughton owns fourteen (14) parcels in the URA, totaling approximately 5.75 acres. The MBTA owns eight (8) parcels totaling approximately 6.14 acres, and the Stoughton Housing Authority owns two (2) parcels totaling approximately 1 acre. In addition, the shopping plaza, 6.97 acres in size, along the northern URA boundary is owned by Stoughton Center Power LLC. Finally, there is common ownership of four parcels totaling approximately 6.82 acres of industrial land on the southwestern border of the URA by Alpha Chemical and affiliates.

3.3.2. Parcel Size

Figure B-1 depicts the existing property lines and building footprints within the URA. Lot sizes in the URA range from .001 acres to 6.42 acres, averaging a mere 0.30 acres. Almost 70% of the parcels within the URA are 1/4-acre or less, and 91% are less than 1/2-acre.

Table 3.1 shows the breakdown of parcels by size.

Table 3-1. Parcel Size		
Parcel Size (Acres)	Parcels (#)	Total Parcels (%)
≤1/4	173	69%
≤1/2 but >1/4	55	22%
≤1 but >1/2	11	4%
>1	12	5%
Total	251	100%

3.3.3. Existing Land Use and Zoning

As shown in Figure C-1, the URA exhibits a diversity of land uses: commercial, industrial, mixed-use, public/institutional/charitable, residential, and transportation/utility. Table 3.2 depicts the existing property lines and building footprints within the URA. Relative to Table 3.2, it is important to note that rights-of-way are reflected in this calculation. This information was generated using Town of Stoughton Assessing Data. The largest land uses (excluding public rights-of-way) are commercial (27%) and residential (21%). It is important to note that mixed-use parcels only comprise 3% of the total land area.

The Town of Stoughton recently completed an overhaul of its Stoughton Center Zoning By-Laws, with a vote of approval of the changes at the Annual Town Meeting in May 2022. As of the publication of this URP, the Zoning By-Laws and Map have not been officially posted with the approved changes on the Town website, and the version posted is *as amended* through Town Meeting of December 2, 2020. With the recent approval of the revised Stoughton Center zoning district for the Downtown, this URP does not contemplate any proposed zoning amendments currently. For the purposes of this Plan, Figure C-2 represents the zoning which was in place when the urban renewal project started, while Figure D-2 represents the zoning amendments approved in May 2022.

The Town’s new Zoning By-Laws removed the Central Business District (CBD) and the Stoughton Center Mixed Use Overlay District (SCMUOD) and replaced them with a base zoning district called the Stoughton Center District (SCD). The SCD was further broken down into three sub-districts: Core, Flex, and Transition areas. This is represented on Figure D-2. The major changes to the zoning were intended to accomplish the following:

- 1. Ensure the new zoning holds developers accountable for meeting the Town’s goal relative to development in Stoughton Center.
- 2. Create a process that is easier and more predictable for applicants.
- 3. Make the Zoning By-Laws easier to understand, interpret, and enforce.

Table 3-2. Land Uses			
Land Use	Parcels (#)	Total Area (%)	Area (acres)
Commercial	68	27%	26.1
Uncategorized (Public Rights-of-Way)	55	22%	20.9
Residential	53	21%	20.4
Public/Institutional/Charitable	25	10%	9.7
Transportation & Utility	18	7%	6.8
Industrial	13	5%	4.8
Undeveloped	13	5%	4.4
Mixed Use	8	3%	3.0
Total	251	100%	96.1

3.3.4. Age of Structures and Property Conditions

Table 3-3. Age of Structures		
Date of Construction	Structures (#)	Structures by Age (%)
Pre- 1900	45	22%
1900 to 1940	102	50%
1941 to 1980	36	17%
1981 – Present	23	11%
Total	206	100%

The URA contains approximately 206 structures. Table 3-3 summarizes the age of the structures within the URA. Based on information available from Town Assessor records, over 70% of structures were constructed prior to 1940, and close to 90% were constructed before 1980. The spine of the Washington Street corridor, within the URA, was identified by the Town as a targeted area of disrepair and disinvestment, eligible for Community Development Block Grant (CDBG) funding. Triggers for this finding include buildings that exhibit one or more of the following conditions: high vacancy rates, deterioration of buildings (including finishes, facades, roofing, and signage), and alterations made to a structure which mars the character of historic structures or contributing structures to a potential historic district.

3.3.5. Cultural Resources

Consistent with the above discussion of the ages of structures, there are many architecturally significant buildings in the URA. As documented in the Massachusetts Cultural Resource Information System, MHC Inventory, Stoughton Center has been identified as a district with significance for architectural, commerce, community planning, and industry. *Table 3-5* identifies the historic structures within the Stoughton Center District that fall within the URA.

Table 3-4. Historic Resources					
Property Name	MHC Number	Parcel ID	Address	Current Use	Const. Date
Meade Rubber Company	STG.1	053 101 0	25 Brock Street	Factory	1916
Mystic Rubber Company	STG.2	054 110 0	2 Canton Street	Industrial Warehouse	1877
George E. Belcher Company	STG.3	054 320 0	Capen and Pleasant Streets	Housing Authority	1893
International Order of Odd Fellows Hall	STG.5	054 304 0	7 Freeman Street	Store	1892
Stoughton Fire Station	STG.6	054 287 0	30 Freeman Street	Improved	1927
Trinity Episcopal Church	STG.7	054 289 0	34 Freeman Street	Function Hall	1898
First Stoughton Public Library/Residence	STG.9	054 411 0	Morton Square	Apartment 4-8	ca. 1850
Stoughton Public Library	STG.11	054 326 0	6 Park Street	Improved	1903
First School Marker	STG.900	054 326 0	6 Park Street	Improved	unknown
Stoughton U.S. Post Office	STG.90	054 373 0	19 Park Street	Office	1939
Britton Block	STG.37	054 239 0	Pearl and Washington Streets	Store	1899
Stoughton Town Hall	STG.12	054 221 0	10 Pearl Street	Improved	1881
Daniel French House	STG.13	054 226 0	64 Pearl Street	Apartment 4-8	ca. 1847
Hill House	STG.14	054 323 0	25 Pleasant St	Improved	1855
Lehan Block	STG.91	054 106 0	761-769 Washington St	Store	ca. 1920
Site of First Meeting House Marker	STG.901	054 306 0	Pleasant and Washington Streets	Church/Synagogue	1908
James Hill House	STG.15	054 310 0	52 Pleasant Street	Two Family	1837
Wales French House	STG.16	054 311 0	58 Pleasant Street	Two Family	1876
Samuel Paul House	STG.17	054 312 0	64 Pleasant Street	Two Family	1823
P.M. Withington Furniture and Undertaker	STG.23	054 172 0	Porter Street	Office	1860
J.W. Elastic Web Company	STG.25	054 215 0	Rose Street	Commercial Warehouse	1936
Phinney House	STG.30	Multiple Parcel IDs	81 Summer Street	Residential Condos	1854
S.C. & J.G. Phinney Boot Counter Manu. Co.	STG.31	054 087 0	Summer and Winter Streets	Factory	1848
W.O. Faxon House	STG.32	054 367 0	15 Walnut Avenue	Apartment 4-8	1854
Dr. Swan’s Block	STG.38	054 284 0	752-770 Washington Street	Store	1904
Monks Block	STG.39	054 107 0	Washington and Porter Streets	Store	1886
State Theater	STG.40	054 392 0	797 Washington Street	Store	1900
Stoughton Trust Company	STG.41	054 371 0	810 Washington Street	Office	1917
Porter Coal and Wood Co.	STG.42	053 107 0	893 Washington Street	Residential/Commercial	1876
Parker House	STG.43	054 103 0	17 Wyman St	Two Family	1854
Stoughton Railroad Station	STG.44	054 442 0	3 Wyman Street	Improved	1888

3.3.6. Environmental Conditions

As shown in *Figure S-7*, there are limited environmental constraints within the URA. There is no impact to floodplain in Stoughton Center. There is one identified wetland in the southwestern portion of the URA, but no identified vernal pools, rare species, or Areas of Critical Environmental Concern (ACECs). The site is not proximate to an Outstanding Resource Waters, nor is it within any MassDEP surface or groundwater protection zones for drinking water supplies. As indicated in *Table 3-5*, there are eighteen (18) waste release tracking sites found within the URA that are listed in the Massachusetts Department of Environmental Protection (MassDEP) waste site release database.

Table 3-5. Summary MassDEP Listed Sites				
Site Name & Address	MassDEP Site Number	Chemical	Category/ RAO Class	Status
Residence Next to Former Getty Station, 815 Washington St.	4-0023959	Oil and Hazardous Material	72 Hours	Closed
Getty Service Station, 825 Washington St.	4-0013560	Oil	72 Hours	Closed
Former Getty Station, 825 Washington St.	4-0024910	Oil	72 Hours	Closed
Truck Depot-Repair Area, 793 Washington St.	4-0013478	Oil	Two Hour, A1	RAO
Old Factory/Machine Shop, 25R Brock St.	4-0013476	Oil	Two Hour, A1	RAO
Alpha Chemical Services Inc 46 Morton St.	4-0011611	Hazardous Material	Two Hour, A1	RAO
2 Canton Street Corp, 2 Canton Street	4-0018753	Oil	72 Hour	Closed
Former JF Corcoran Shoe Company, 2 Canton St.	4-0021470	Oil	72 Hour	Closed
Town Waste Oil Reclamation, 26 Rose St.	4-0020125	Oil	Two Hour	TEIR1D
Corner School, 49 Rose Street	4-0010574	Oil	72 Hour, A3	RAO
Market, 31 Porter Street	4-0017655	Oil	Two Hour, A1	RAO
No Location Aid, Rte 24N Rte 139	4-0010537	Oil	Two Hour, A1	RAO
Stoughton Getty, 663 Washington Street	4-0010742	Oil	72 Hour, A2	RAO
No Location Aid, 645 Washington Street	4-0018789	Oil	120 Day	Closed
Johnny's Texaco, 645 Washington Street	4-0018460	Oil	120 Day, A2	RAO
Alpha Chemical Services Inc, 46 Morton St	4-0011611	Hazardous Material	Two Hour, A1	RAO
Old Factory/Machine Shop, 25 R Brock St	4-0013476	Oil	Two Hour, A1	RAO

3.3.7 Characteristics of the Area

Parking

Vehicular parking areas are located throughout the Downtown Area and occupy a number of parcels in key locations. Following is a summary of some of the parking analyses that has been completed by others recently.

Within the core of the Downtown, land is dedicated to parking for the commuter rail, on land owned by the Massachusetts Department of Transportation, and for postal service vehicles, on land owned by the United States Postal Service, but little land is available for parking to support local businesses (Volume II: Draft Urban Renewal Plan).

While parking is needed to support retail, office, residential and transit uses, the amount of land dedicated to parking and driveways (about 30 acres) is excessive with respect to both the amount of land dedicated to buildings (about 18.5 acres) and the amount of land coverage allowed by the zoning regulations. For this reason, the SDRP Study Area qualifies as a Decadent Area under the statutory definition (Volume II: Draft Urban Renewal Plan).

2018

The MAPC conducted a parking study in 2018. Their study identified a total of 765 parking spaces, 387 (51%) of which are located in private parking lots, 248 (32%) on-street spaces, and 130 (17%) municipal off-street spaces. As the Town has control over public parking assets only, the primary focus of this analysis was on municipal parking in the study area, but it must be noted that a considerable amount of parking in Stoughton Center is only available through use of a parking permit, most notably the 329 spaces owned by the MBTA at the Commuter Rail station, which are available at a \$4 daily fee. The on-street spaces have a variety of posted regulations, including 2-hour, 1-hour, handicap, loading, 15-minute, and unrestricted/unsigned parking spaces. Additionally, many municipal parking lots are restricted for municipal permit holders, including the parking lot behind Town Hall and in the Rose Street municipal lot. In total, of the 765 parking spaces in the study area, only 264, or 35%, are available to the general public. Results from the study are as follows:

Parking Occupancy

Overall, peak parking occupancy in Stoughton Center occurred at 6:00 PM for on-street parking (52% occupancy), and 4:00 PM for off-street parking lots (58% occupancy). The overall peak period for the study area was 6:00 PM with 52% of all parking spaces utilized. Off-street parking had peaks and valleys throughout the day, but on-street parking steadily increased until the peak time of 6:00 PM, after which all downtown parking declined rapidly. It should be noted that the observed parking occupancy fell well below the recommended 85%, even during the peak hour.

Off-Street Municipal Parking

The Freeman Street/Washington Street lot occupancy rate climbed steadily throughout the day, which is aligned with the on-street public parking trends. The Town Hall Municipal Lot was mostly full from 9:00 AM to 6:00 PM, with a small dip in occupancy during the lunchtime hours. Interestingly, the Rose Street Municipal Lot, which experienced a much lower overall occupancy rate than the Town Hall Municipal Lot, peaked at 12:00 PM and 1:00 PM, with a 57% occupancy rate.

In addition to these off-street lots, MAPC also periodically observed the 27 Municipal/Permit spaces adjacent to one of the MBTA lots. MAPC conducted periodic occupancy spot checks at 9:00 AM, 12:00 PM, and 6:00 PM. These spaces experienced a utilization pattern similar to the MBTA Commuter Rail lots (which is detailed below). At 9:00 AM and 12:00 PM, the spaces were about 65% full. By 6:00 PM, the spaces had emptied significantly, with only 22% spaces occupied at this time.

MBTA Parking

As noted previously, MBTA commuter rail parking makes up an extensive portion of the total parking capacity available in the downtown. MAPC observed the occupancy rate of the four MBTA lots (totaling 329 parking spaces, or 43% of the study area capacity) at 9:00 AM, 12:00 PM, and 6:00 PM, and the findings are noted in *Image 3* below.

Image 2. MAPC Study Area Parking Capacity (2018)

Ref #	Type of Parking	Capacity	Percent
Private Parking (51% of total)			
1	MBTA Surface Lot 1	80	21%
2	MBTA Surface Lot 2	99	26%
3	MBTA Surface Lot 3	64	16%
4	MBTA Surface Lot 4	86	22%
5	Private Lot on Rose Street	27	7%
6	First Parish Universalist Church Parking Lot	31	8%
	Private Parking Subtotal	387	
	(MBTA Subtotal)	(329)	
On-Street Parking (32% of total)			
	2 Hour	131	53%
	1 Hour	85	34%
	Unrestricted	19	8%
	15 Minute	8	3%
	Handicap	3	1%
	Loading	2	1%
	On-street Parking Subtotal	248	
Municipal Parking: Off-Street (17% of total)			
7	Rose Street Municipal Lot	65	50%
8	Municipal/Permit Surface Lot (Railroad Ave)	27	21%
9	Town Hall Municipal Lot	22	17%
10	Freeman St./Washington St. Lot ²	16	12%
	Off-Street Municipal Parking Subtotal	130	
	Parking Total	765	100%

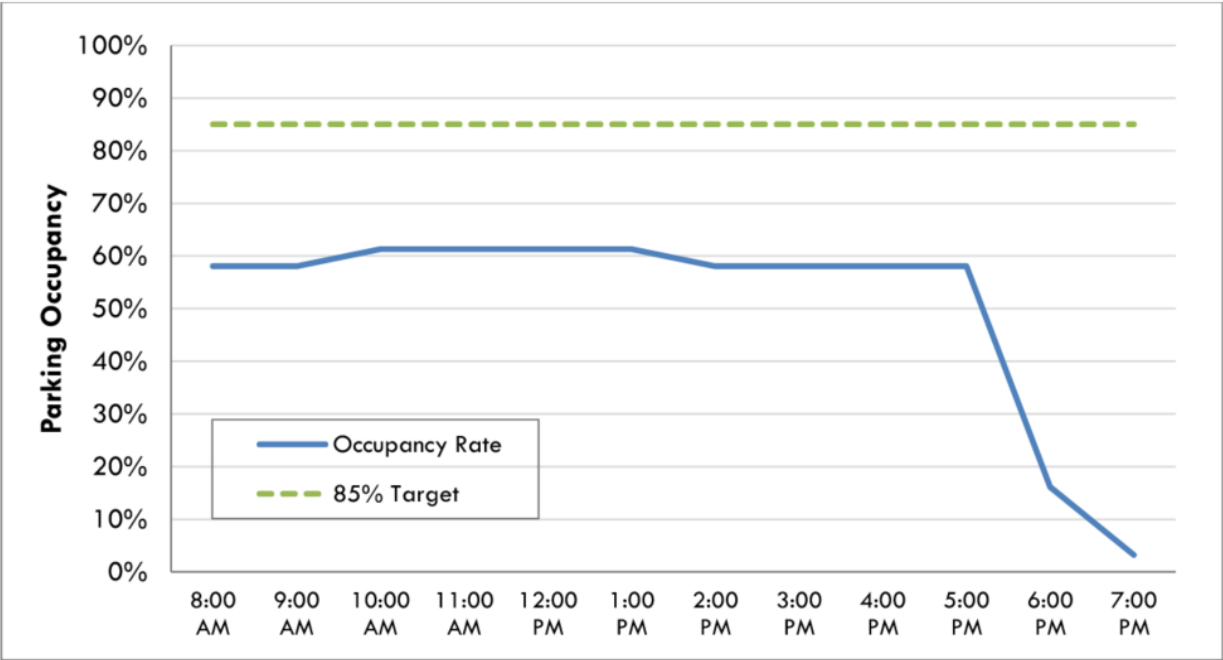
Between 9:00 AM and 12:00 PM, the overall occupancy rate did not fluctuate much. By 6:00 PM, all four lots had significantly emptied out, and commuters were gone for the day. Lots 2 and 3 experienced some of the highest utilization rates, while Lots 1 and 4 were under the 85% target, even during standard working hours. Lot 4 is long and narrow, and the southernmost end of the lot is furthest away from the boarding platform. If drivers can find parking closer, they likely will not park all the way at the end of Lot 4. Additionally, Lot 4 is on the opposite side of the tracks from the boarding platform. Similar issues may explain the lower occupancy rates for Lot 1. The lot is further away from the boarding platform, and drivers who park in Lot 1 must cross Porter Street to reach the platform.

Residents and employees would like access to the MBTA lots for use on nights and weekends for a low fee or no fee. Employees of businesses do not have a long-term place to park, causing frustration and often resulting in ticketing of employees. Employees parking on the street should be discouraged, however, there are currently no alternative options available to them, other than the MBTA commuter rail lot at a fee of \$4 per day.

Church Parking Lot

The First Parish Universalist Church has a private off-street parking lot with 31 spaces. A portion of these spaces are allocated to users with commuter permits, which allows users to park at the church and take the Commuter Rail to work. MAPC counted the number of vehicles parked at the lot at each hour, and the findings are aligned with traditional commuting patterns. As noted in *Image 4* below, the lot was about 60% full from the beginning of the data collection time to 5:00 PM. After that point, occupancy dropped dramatically, showing similar trends as the MBTA Commuter Rail lot.

Image 3. MAPC Study, Church Off-Street Parking Occupancy (2018)



Bus and Rail Access

The Stoughton Station for the Commuter Rail is located in the heart of Downtown. This Station is the last stop of the Stoughton branch of the Providence/Stoughton Line; with the proposed South Coast Rail expansion project, it would become a waypoint on a commuter rail line that would link Boston to New Bedford and Fall River (Volume II: Draft Urban Renewal Plan). Local bus service is provided by the Brockton Area Transit Authority (BAT).

Existing Roadway, Sidewalk, and Utility Infrastructure

Surficial elements were deemed generally in fair to good condition, including the main thoroughfares (Route 138, Route 27). Poor conditions, including roadway pavement cracking, inadequate sidewalks, and inadequate curbing, were observed on eight secondary roads and were considered to be in blighted condition due to the inadequacy of the infrastructure for pedestrian and/or vehicular circulation. The condition of underground water, sewer, and drainage infrastructure was largely found to be in poor to fair condition. Poor condition of water and sewer infrastructure is due to the age of pipes and the corresponding materials of construction.

3.4 Demographic and Market Analysis

3.4.1 Municipal Demographic Data

Table 3-6. Municipal Demographic Data		
Demographic Parameter	2010	2020
Population Estimates	26,781	28,742
Household Income		
Median Household Income	67,175	90,201
Per Capita Income	30,669	41,899
Individuals below Poverty Level (%)	7.8	5.9
Families below Poverty Level (%)	6.8	4.3
Housing		
Number of Housing Units	10,426	11,637
Occupied (%)	97.0	95.0
Vacant (%)	3.0	5.0
Owner-occupied (%)	77.0	74.6
Renter-occupied (%)	23.0	25.4
Households		
Number of Households	10,117	11,052
Household Size	2.57	2.57
Total Families (%)	68.6	
Non-Family Households (%)	31.4	
Educational Attainment Level (%)		
Without a High School Diploma (age 25+)	12.3	8.8
High School Graduate or Higher (age 25+)	55.6	51
Bachelor’s Degree or Higher (age 25+)	32.1	40.3
Age		
Persons under 18 years (%)		19.0
Persons 18 to 64 (%)		
Persons 65 years and over (%)	15.9	19.4
Median Age	42.1	45.8
Foreign Born Persons (%)	4,673	6,345

Source: U.S. Census Bureau, 2016–2020 American Community Survey and ESRI

Table 3-7. Demographic Data Comparison - Town versus URA (2019)		
Demographic Parameter	Stoughton	URA
Household Income		
Median Household Income	\$98,865	\$71,038
Per Capita Income	\$45,958	\$38,747
Individuals below Poverty Level (%)	6.8%	8.1%
Households		
Number of Households	11,348	345
Total Family Households	4,001	115
Total Non-Family Households	1,364	43
Educational Attainment Level		
Without a High School Diploma (age 25+)	7.4%	8.7%
High School Graduate or Higher (age 25+)	52.0%	56.2%
Bachelor’s Degree or Higher (age 25+)	40.7%	35.1%

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

3.4.2 Environmental Justice Populations

Using population data from the 2020 Census, 63.2% of block groups in Stoughton were designated as EJ communities, with 66% of the city’s population residing in an EJ Census block group. Table 3-8 outlines the EJ designation thresholds for the various Census block groups located within Stoughton.

Table 3-8. Environmental Justice (EJ) Census Block Groups in Stoughton ¹²							
Block Group (BG) Census Tract (CT)	EJ Criteria	Pop.	HH (#)	Median HHI (\$)	State Median Income (%)	Minority Population (%)	Language Isolation (%)
BG 1 CT 4562	Minority	1,654	723	95,281	113	53	3
BG 2 CT 4562	Minority	2,386	874	115,439	137	37	1
BG 2 CT 4561.02	Minority	2,226	813	95,058	113	40	2
BG 2 CT 4561.01	Minority	1,816	592	115,556	137	37	0
BG 1 CT 4561.01	Minority	2,299	620	112,365	133	42	3
BG 2 CT 4561.02	Minority	1,837	888	68,365	81	45	24
BG 3 CT 4561.02	Minority	1,081	338	68,333	81	40	17
BG 2 CT 4564.01	Minority	1,774	538	111,250	132	29	5
BG 1 CT 4564.02	Minority	930	295	131,906	156	27	0
BG 2 CT 4564.02	Minority	1,382	375	110,673	131	28	0
BG 3 CT 4565.02	Minority	2,383	960	134,250	159	29	1
BG 4 CT 4564.02	Minority	847	358	111,875	133	33	7
BG 1 CT 4564.01	Minority	1,112	386	85,500	101	45	2
BG 2 CT 4563.01	Minority	798	549	74,208	88	46	4
BG 1 CT 4563.01	Minority	1,219	381	58,466	69	62	21
BG 2 CT 4563.02	Minority	1,196	334	75,208	89	37	16
BG 4 CT 4563.02	Minority	1,504	530	88,167	104	54	0
BG 1 CT 4563.02	Minority	2,097	1,238	70,119	83	33	6

MA Executive Office of Energy and Environmental Affairs. “The Environmental Justice Map Viewer.” <https://mass-eoeea.maps.arcgis.com/apps/webappviewer/index.html?id=1d6f63e7762a48e5930de84ed4849212>. Accessed January 2024.

The Massachusetts Environmental Justice (EJ) Policy (2021) administered through the Executive Office of Energy and Environmental Affairs (EEA), states “environmental justice is based on the principle that all people have a right to be protected from environmental hazards and to live in and enjoy a clean and healthful environment regardless of race, color, national origin, income, or English language proficiency. Environmental justice is the equal protection and meaningful involvement of all people and communities with respect to the development, implementation, and enforcement of energy, climate change, and environmental laws, regulations, and policies and the equitable distribution of energy and environmental benefits and burdens.”

¹² MA Executive Office of Energy and Environmental Affairs. “2020 Environmental Justice Populations.” <https://www.mass.gov/doc/massachusetts-cities-towns-with-environmental-justice-populations/download>. Accessed August 4, 2021.

Per the EEA EJ policy, a neighborhood is defined as an EJ population if any of the following is true:

- 1. The annual median household income is not more than 65% of the statewide annual median household income;
- 2. Minorities comprise 40% or more of the population;
- 3. 25% or more of households lack English language proficiency; or
- 4. Minorities comprise 25% or more of the population and the annual median household income of the municipality in which the neighborhood is located does not exceed 150% of the statewide annual median household income.

Using population data from the 2020 Census, 94.7% of block groups in Stoughton were designated as EJ communities, with 97.5% of the city’s population residing in an EJ Census block group.¹³ The entire URA is comprised of Census block groups that qualify as EJ populations and include the following EJ Census block classifications: Minority.¹⁴ EJ populations residing within Stoughton are important stakeholders for revitalizing the Stoughton URA, as one of the objectives of the Massachusetts Environmental Justice Policy is to encourage “investment in responsible economic growth in these neighborhoods where there is existing infrastructure, in particular where an opportunity exists to restore a degraded or contaminated site and encourage its clean, productive and sustainable use.”¹⁵

3.4.3 Economic Data and Market Analysis

Table 3-9. Jobs by NAICS Industry Sector		
NAICS Industry Sector	Count	Share
Other Service Excluding Public Admin	188	14.2%
Construction	164	12.4%
Retail Trade	150	11.3%
Professional/Scientific/Tech	146	11.0%
Health Care/Social Assistance	116	8.7%
Accommodation/Food Services	75	5.7%
Food Service & Drinking Places	66	5.0%
Unclassified Establishments	66	5.0%
Real Estate/Rental/Leasing	62	4.7%
Wholesale Trade	59	4.4%
Admin/Support/Waste Management & Remediation	58	4.4%
Finance & Insurance	54	4.1%
Manufacturing	50	3.8%
Automotive Repair & Maintenance	40	3.0%
Educational Services	39	2.9%
Transportation/Warehouse	33	2.5%
Legal Services	29	2.2%
Central Bank/Credit Intermediation	25	1.9%
Information	23	1.7%
Food & Beverage Stores	22	1.7%
Insurance/Funds/Trusts/Other	22	1.7%
Arts/Entertainment/Recreation	21	1.6%
Building Material/Garden Equipment & Supply	19	1.4%
Public Administration	18	1.4%
General Merchandise Stores	17	1.3%
Furniture/Home Furnishings	16	1.2%
Miscellaneous Store Retailers	14	1.1%
Gas Stations	12	0.9%
Motor Vehicle/Parts Dealers	11	0.8%
Health/Personal Care	9	0.7%
Clothing/Accessories	9	0.7%
Accommodation	9	0.7%
Electronics/Appliances	7	0.5%
Sports/Hobby/Book/Music	7	0.5%
Non-store Retailers	7	0.5%
Securities/Commodity Contracts	7	0.5%
Agriculture/Forestry/Fish/Hunting	3	0.2%
Mining	1	0.1%

Median Income

The Fiscal Year 2021 median income for Stoughton, as defined by HUD, is \$120,800. The income for a low-income, two-person family would be \$80,850 and a four-person family it would be \$101,050¹⁶.

¹³ MA Executive Office of Energy and Environmental Affairs. “2020 Environmental Justice Populations.” <https://www.mass.gov/doc/massachusetts-cities-towns-with-environmental-justice-populations/download>. Accessed August 4, 2021.

¹⁴ <https://www.mass.gov/info-details/massgis-data-2020-environmental-justice-populations>

¹⁵ Environmental Justice Policy of the Executive Office of Energy and Environmental Affairs (2021). <https://www.mass.gov/doc/environmental-justice-policy6242021-update/download>

¹⁶ FY2021 Section 8 Income Limits, Department of Housing and Urban Development, <https://www.huduser.gov/portal/datasets/il/il2021/2021summary.odn>, accessed February 14th, 2022.

Dwelling Units

There are 11,739 housing units in Stoughton counted during the 2020 Census¹⁷. 1,284 were listed were listed on the Subsidized Housing Inventory maintained by DHCD¹⁸. This means that 10.9% of the housing stock qualifies as affordable housing.

Population (2021) Compared to (2010)

According to the American Community Survey 5-Year Estimates, Stoughton’s 2020 population was 28,742. In 2010, it was 26,781. Between 2010 and 2020 Stoughton’s population increased by 7.3%.^{19 20}

Median Home Value (Zillow) Compared to Norfolk County

The median home value in Stoughton is approximately \$518,000 as of January 2022. When compared to Norfolk County, the average home price of \$651,000²¹.

Percentage (%) of Commercial v. Residential Real Estate

- Residential - Urban (RU): 11% - 9.059
- Commercial Business District (CDB): 34% - 27.743

Race and Trends in Race

Stoughton’s population has become more diverse in recent decades. In the year 2000, almost 89% of Stoughton’s population identified as white alone. From 2000 to 2010 Stoughton’s population that identifies as Asian and African American grew significantly. According to 2010 Census data, there were 26,267 people, out of the total population of 26,962, who identified as one race. Of those individuals, 82% identified as White, 11% identified as Black, 3% Asian, and 2% identifying as some other race. All race groups apart from White grew in the past decade²².

According to 2020 census data there were 26,561 people, out of the total population of 29,281, who identified as one race. Of those individuals, 68% of people identified as White, 19% Black or African American, 5% Asian and another 5% identifying as some other race alone.

3.5 Area Eligibility Designation

The SRA is required to make a finding that the area contains substandard, decadent, and/or blighted open conditions in accordance with the Commonwealth’s Urban Renewal regulations. Once the designation is accepted by DHCD, the SRA, in partnership with the Town of Stoughton, will have discretion to undertake revitalization activities to stimulate economic development and investment within the URA. This report assembles data from a variety of sources to support a recommendation that the URA meets one or more of the eligibility standards, and that it is improbable that the area will be redeveloped by the ordinary operations of private enterprise.

The planning process that resulted in the 2016 SDRP examined the existing conditions of the Downtown Area, including detailed information about each building/parcel in the study area. It included both the core town center and a wider context of industrial, neighborhood, and commercial land uses. This information is available in the 2015 *Existing Conditions Memorandum* report prepared by Harriman and can be found in this Plan’s Appendices.

On February 26, 2018, the Stoughton Interim Town Manager, on the behalf of the Town of Stoughton, signed a resolution certifying that the Commercial Corridor within the Stoughton Center Mixed Use Overlay District as an “Area of Disrepair and Disinvestment”. The Town then utilized the existing conditions information Harriman had compiled on the SRA’s behalf to apply for FY18 Community Development Block Grant (CDBG) funding. Upon receipt of CDBG funding, the Town administered a Downtown Sign and Façade Improvement program for strategic storefront properties.

As such, a portion of the URA (primarily the Washington Street corridor) falls within the Town’s designated area of disrepair and disinvestment, which meets the definition of a decadent, substandard, or open blighted area, pursuant to **Massachusetts General Laws, Chapter 121A and Chapter 121B**. It can be stated that throughout the designated Target Area, there are deteriorated and deteriorating buildings, and public realm features that are in a general state of disrepair. Overall, Stoughton Center has seen significant deterioration in terms of commercial activity in recent decades. The area has substantial vacant and/or underused buildings, and redevelopment in the area is constrained by the amount of surface parking dedicated to the commuter rail station in the heart of the downtown.

3.5.1. Decadent Area Criteria

M.G.L. c 121B § 1 defines a “Decadent Area” as an area which is detrimental to safety, health, morals, welfare, or sound growth of a community because one or more of the following is present:

- Building(s) out of repair, physically deteriorated, unfit for human habitation, obsolete, or in major need of repair;
- Much of the real estate has been sold or taken for nonpayment of taxes upon foreclosure of mortgages;
- Buildings have been torn down and not replaced and under existing condition is improbable that the buildings will be replaced;
- A substantial change in business or economic conditions;
- Inadequate light, air, or open space;
- Excessive land coverage; and/or
- Diversity of ownership, irregular lot sizes or obsolete street patterns make it improbable that the area will be redeveloped by the ordinary operations of private enterprise.

¹⁷ 2020: DEC Redistricting Data (PL 94-171), <https://data.census.gov/cedsci/table?q=Stoughton%20town,%20Norfolk%20County,%20Massachusetts&t=Housing%20Units&d=DEC%20Redistricting%20Data%20%28PL%2094-171%29>

¹⁸ Chapter 40B Subsidized Housing Inventory (SGI), Department of Housing and Community Development, December 21, 2020.

¹⁹ <https://data.census.gov/cedsci/table?q=Stoughton%20town,%20Massachusetts&t=Age%20and%20Sex&tid=ACST5Y2010.S0101>

²⁰ 2020: DEC Redistricting Data (PL 94-171) <https://data.census.gov/cedsci/table?q=Stoughton%20town,%20Norfolk%20County,%20Massachusetts>

²¹ <https://www.zillow.com/ma/home-values/>

²² 2020: DEC Redistricting Data (PL 94-171), <https://data.census.gov/cedsci/table?q=Stoughton%20town,%20Norfolk%20County,%20Massachusetts&tid=DECENNIALPL2010.P1>

This eligibility section of this URP relies on various data sources, including the prior SDRP work completed by Harriman (formerly the Cecil Group), recent town economic development, revitalization, and master planning efforts, and through an updated assessment of existing conditions, including confirmatory review and updates of town assessing/GIS data, current property conditions, and field visits. The SDRP efforts built a solid foundation for URP eligibility, and additional information supplements those findings as discussed below.

The major findings for URP eligibility are summarized in the following table:

Table 3-10. URP Eligibility Findings		
Applicability to the URA	Decadent Area Conditions	Summary of Conditions
✓	Building(s) out of repair, physically deteriorated, unfit for human habitation, obsolete, or in major need of repair	Most of the building stock predates 1980, and the presence of hazardous building materials/other environmental contaminants is likely. The URA contains many underused or underutilized properties.
	Much of the real estate has been sold or taken for nonpayment of taxes upon foreclosure of mortgages	
✓	Buildings have been torn down and not replaced and under existing conditions is improbable that the buildings will be replaced	Vacant lots, primarily surface parking lots remain where buildings once stood.
✓	A substantial change in business or economic conditions	Multi-family housing is in demand, and residential developments have been proposed or constructed in areas surrounding the URA.
✓	Inadequate light, air, or open space	Town officials and the public have stated there is insufficient open space within the URA to support existing and proposed uses. With the potential for new additional residential units in downtown, the need for more open space will increase.
✓	Excessive land coverage	The URA has excessive underutilized land coverage and is predominantly covered by impervious surfaces, i.e., features such as buildings, parking lots, and roads.
✓	Diversity of ownership, irregular lot sizes or obsolete street patterns make it improbable that the area will be redeveloped by the ordinary operations of private enterprise	Parcels within the URA are typically small, irregularly shaped, and have a diversity of ownership.

Building(s) Out Of Repair, Physically Deteriorated, Unfit For Human Habitation, Obsolete Or In Major Need Of Repair

Finding: The age of structures indicates the potential for regulated materials common with older buildings.

As noted in **Section 3.3.4**, of the 206 structures within the URA, approximately 71% were built prior to 1940. In all, 89% of structures in the URA were built prior to 1980. As shown in *Table 3-4, Age of Structures*, approximately 23 buildings, or 10% of all structures, have been constructed in the URA since 1981. The presence of such old structures indicates an increased potential for decadent conditions, outdated or abandoned facilities, lack of accessibility, maintenance issues, and the presence of regulated materials common with older buildings (e.g., lead paint and asbestos).

Finding: The URA contains numerous buildings which are out of repair, physically deteriorated, unfit for human habitation, or obsolete.

Buildings and parcels within Stoughton Center are no longer utilized to their fullest potential. One reason for this is that older multi-story commercial buildings in the Downtown are functionally obsolete and lack standard amenities considered necessary in the current business environment. In addition, many buildings are not up to current code regulations, and to rehabilitate a building to meet the building code would be costly and outweigh any return on investment. Building age and size reduces flexibility of reuse, which can impede redevelopment. Buildings constructed more than 50 years ago often did not incorporate accessibility features into their design and may not be friendly to people of all abilities.

In addition, according to the 2018 resolution certifying the Commercial Corridor within the Stoughton Center Mixed Use Overlay District as an Area of Disrepair and Disinvestment, the Town found that 44% of the properties in the corridor have experienced physical deterioration of buildings or improvements.

Finding: The URA contains many unused or underutilized parcels.

Underutilized parcels can stunt economic investment. However, underutilized parcels have the potential to act as a catalyst for redevelopment and allow the SRA and the Town, in conjunction with the community, to pursue their desired vision of a revitalized Stoughton Center. Underutilized land, in sufficient amounts, presents opportunities for substantial new, well-planned development. Smaller isolated sites that are underutilized can also have dramatic impacts on the community if repurposed into higher and better uses

– by reinforcing connections, increasing property values, and fostering economic investment. Some commercial buildings along Washington Street are underutilized, serving as storage or vacant space, and the main spine of the URA suffers from a disjointed appearance – some blocks have active storefronts while others suffer from a lack of ground floor activity. In fact, the Town certified that not only is the Washington Street commercial corridor in a general state of disrepair, but the district also has a pattern of recognizable disinvestment, with a commercial unit vacancy rate (whole or partial) of 39% in 2018. In addition, there are vacancies within commercial properties scattered throughout the URA. The subsequent COVID-19 pandemic cause additional economic impacts, especially for small businesses. As such, the current vacancy rate is presumed to be similar to that of prior analyses. Buildings have been torn down and not replaces and under existing conditions it is improbable that the buildings will be replaced.

Finding: There are parcels in the URA where a building has been demolished and the parcel remains undeveloped over many years.

Multiple structures at the corner of Washington Street and Freeman Street have been demolished over time from 2012 through 2022. In 2016, a developer received Planning Board approval to construct a mixed-use building at the site; however, the parcels remain undeveloped.

A Substantial Change In Business Or Economic Conditions

Finding: Historic and current economic conditions are relevant to Stoughton Center’s future economic success.

Stoughton Center faces the challenges experienced by other communities of similar size and scale. However, given the growth of Greater Boston, Stoughton, as a Commuter Rail community, could be the recipient of significant development interest, particularly for housing. Careful planning and visioning for the future are essential at this juncture; there is a concern that without careful planning, these pressures may have a detrimental effect on the character and sustainability of Stoughton Center as a vibrant, mixed-use business district. With any future development, there is a need to ensure that the URA is enhanced as a convenient, walkable, transit-friendly, and diverse district, while adding new housing options and additional business opportunities.

Inadequate Light, Air, Or Open Space

Finding: Town officials and the public have stated there is insufficient open space within the URA to support existing and proposed uses. With the potential for new additional residential units in downtown, the need for more open space will increase.

Downtown Stoughton has developed over a 300-year timeframe, and during that time, a central green space nor park was developed. Recent studies and recommendations from citizens have identified the need for a new park to serve as a public gathering space, a location for civic events, and an open space amenity for Downtown workers and residents. The Master Plan recommends the creation of “beautiful public gathering spaces” in the Town Center, and citizens voiced their desire for a “Town Green”. The 2015 Economic Development Master Plan echoes this recommendation. This URP recommends new mixed-use development in Downtown, including many new residential units. This URP also recommends features essential to the wellbeing of residents’ and the Downtown, such as sufficient open space, light, and clean air.

Excessive Land Coverage

Finding: The URA is predominantly covered by impervious surfaces, i.e., features such as buildings, parking lots, and roads.

Approximately 75% of land in the URA is covered with an impervious surface.

The Town, the State, and the U.S. Government collectively own land that has substantial amounts of surface parking within the URA:

- Approximately 2.4 acres are used for commuter rail parking.
- The entire U.S. Post Office site (1.38 acres) is impervious – both the building and its associated surface parking.
- The Town also owns an additional acre of land which is divided into a separate parking lot for the Town Hall, a municipal lot next to the Police Station, and a public parking lot on Freeman Street.

Finally, four (4) acres of surface parking for the Town Center shopping plaza are found in the northern portion of the URA. Multiple small commercial strip malls exist along the corridor, contributing to the impervious surface calculation and prevalence of surface parking lots.

Diversity Of Ownership And Irregular Lot Sizes Make It Improbable That The Area Will Be Redeveloped By The Ordinary Operations Of Private Enterprise

Finding: Parcels within the URA are typically small and have irregular shapes.

There are 249 parcels in the 96 acres in the URA. The parcels are generally small, ranging in size from 0.01 acres to 6.42 acres. The average lot size is approximately 0.30 acres. Approximately 69% of the parcels are 1/4-acres or less, and 91% are 1/2-acres or less.

Smaller parcel sizes are a barrier to development as assemblage may be required to facilitate redevelopment within the area. In a dense downtown core, smaller parcel sizes present challenges; namely, the diversity of ownership can be difficult to navigate when acquisition, assemblage, and demolition is needed for redevelopment purposes. The presence of parcels and blocks with an irregular shape, a lack of frontage, and smaller size (relative to the minimum lot sizes required by Zoning) contribute to this eligibility finding for the URA.

3.5.2. Spot Clearance and Rehabilitation Eligibility

DHCD requires justification for spot clearance areas. Spot clearance may involve buildings that are in good condition, but whose demolition is necessary to achieve the Plan objectives within the URA.

Table 3-11, along with corresponding Figure I-1, includes the 26 buildings slated for necessary acquisition and demolition, to achieve URP objectives related to parcel assemblage, redevelopment, and provision of public space. For many of these properties, the buildings are

vacant, in disrepair, and their condition has persisted for many years. Other parcels offer an opportunity to be reassembled with adjacent parcels to create larger disposition parcels or public uses - to attract the mix of uses consistent with revitalizing Stoughton Center, improving the Downtown business environment, and improving the quality of life of the Downtown as a neighborhood.

Table 3-11. Spot Clearance			
Parcel ID	Address	Owner	Current Use
054 400 0	27 Railroad Av	Dubois Richard L & Delores Trs	Com Whs
054 401 0	48 Wyman St	Wyman Street 48 Llc	Com Whs
054 218 0	22 Porter St	Fernandes Luisa	Com/Res
054 219 0	26 Porter St	Porter Street Llc	Com/Res
054 395 0	10 Wyman St	Vardakostas Demetrios Trs	Com/Res
054 404 0	0 Wyman St	Mass Bay Trans Authority	Commass
053 113 0	934 Washington St	Brockton Edison Co	Elecsub
054 399 0	21 Railroad Av	Portuguese Natl Club	Fratrnl
054 175 0	26 Rose St	Town Of Stoughton	Pub/Police
054 215 0	49 Rose Street	Green Acres Financial	Warehouse
054 324 0	0 Pleasant St	Town Of Stoughton	Pub/Rec
054 325 0	15 Pleasant St	Town Of Stoughton	Pub/Rec
054 105 0	767 Washington St	Marra George A & Linda F Trs	Office
054 109 0	3 Porter St	Kimlee Realty Trust Llc	Office
054 078 0	90 Summer St	Sawyer John F	Oth M/V
054 398 0	26 Wyman St	26 Wyman Street Llc	Res/Com
054 104 0	773 Washington St	Ruscito Brothers Llc	Rst/Bar
054 102 0	21 Wyman St	Deamorim Domingos F	Store
054 106 0	761 Washington St	Stoughton Real Estate Llc	Store
054 393 0	793 Washington St	Boston Nominee Trust	Store
054 394 0	785 Washington St	Next Level Management	Store
054 396 0	16 Wyman St	Dykeman Louis E	Store
054 397 0	24 Wyman St	Dykeman Elec Co Inc	Store
054 103 0	17 Wyman St	17 Wyman Street Llc	Two Fam
054 108 0	31 Porter St	United States Postal Service	Us Govt
054 392 0	797 Washington St	Vardakostas Demetrios Trustee	Store/vacant

Table 3-12 and the corresponding map, Figure H-1, include three (3) buildings, slated for rehabilitation. Recent development completed within and surrounding the URA demonstrates that the area has desirable qualities that are conducive to achieving this URP’s objective to foster redevelopment, improve quality of life, attract uses consistent with revitalizing Stoughton Center, and improve the Downtown business environment.

Table 3-12. Building Rehabilitation						
Parcel ID	Site Address	Owner	Current Use	Lot Size (Acres)	Building Area (SF)	Cost
054 101 0	45 Wyman Street	Town of Stoughton	Vacant	0.18	3,084	\$ 246,720
054 107 0	753 Washington Street	Northeastern Conference Corp of Seventh Day Adventists	Commercial/Vacant	0.12	9,090	\$ 727,200

The properties chosen for rehabilitation in this URP represent a strategic approach to revitalizing the heart of Stoughton Center, while connecting various development projects in ways that encourage nearby and adjacent property owners to make investments in their properties. When properties are maintained, the surrounding public spaces are perceived as safer and more vibrant. This sort of investment demonstrates potential and opportunity, which then attracts more investment. Similarly, when a property is allowed to fall into a state of disrepair, the perception of safety and disorder negatively impacts investment. Developers are less likely to want to invest in an area that does not show promise or any return on investment.

While there have been no studies of the feasibility of rehabilitating these buildings, there are multiple factors which contribute to the recommendation for rehabilitation rather than demolition. Both buildings contribute to the historic legacy of Stoughton Center; losing them would negatively impact the character of the commercial core. The building at 753 Washington Street while deteriorated, has historic significance as well; losing this building to destruction by neglect would be detrimental to the historic feel of Stoughton Center. The train depot building at 45 Wyman Street is a unique fixture, historically important in railroad history and to the growth of the town.

3.6 Local Survey and Conformance with the Stoughton Master Plan

MASTER PLAN GOALS

The *Stoughton Master Plan* identifies the revitalization of the Town Center as a primary goal (Strategy L-2). It identifies two other major goals directly relevant to the Town Center:

- Support housing as a cornerstone for Town Center revitalization. (H-2)
- Improve the vitality of the Town Center through transportation, streetscape, and parking enhancements. (T-4)

The goals of this URP, discussed in **Chapter 12.02 (4) Objectives**, are consistent both with these major goals and their related strategies. Many of the Master Plan’s Goals and recommended Actions have been incorporated into this URP. Because a community’s

comprehensive plan has a shorter lifespan than a redevelopment plan, the specific action steps to implement these goals will change as conditions in the Downtown change. The SRA should review each update of the Stoughton Master Plan to ensure that this Plan remains in accordance with the community’s goals over time. Other implementation strategies from the Stoughton Master Plan are relevant to the URA, including additional recommendations related to land use, housing, and transportation and circulation; recommendations related to natural, cultural, and historic resources; and open space and recreation. The SRA has been identified as a potential partner for individual strategies within these topic areas, including the preservation and adaptive reuse of historic buildings, infill development within the core of the Downtown, and a focus on improvements to the streetscape to provide a safe and welcoming environment for pedestrians and bicyclists. These strategies were identified in *Master Plan Implementation Summary of the Existing Conditions Memorandum*, dated April 2015. The SRA looks forward to partnering with Town departments, boards, commissions, committees and staff to address these Master Plan strategies.

ECONOMIC DEVELOPMENT PLAN GOALS

The *Economic Development Master Plan: Downtown Stoughton* was specifically prepared for the core of the Downtown, also identified as the Town Center. The goals identified in this Plan are as follows:

- Increase and improve active retail businesses as ground floor uses.
- Support housing and offices on upper floors.
- Create beautiful public gathering spaces.
- Provide adequate, accessible, and safe parking to meet the needs of businesses, residents, and visitors.
- Assure that the design and maintenance of buildings, infrastructure, and landscapes create a cohesive and attractive center.
- Create traffic and pedestrian patterns that promote safety and accessibility.

The goals of this URP are consistent with those of the *Economic Development Master Plan: Downtown Stoughton*. A summary of specific recommendations that identify the SRA as a partner have been incorporated into this Plan.

CONSISTENCY WITH REGIONAL PLANS

There are three organizations whose plans may have an impact on development in Stoughton. Although consistency with these agencies’ plans is not required by DHCD for an urban renewal plan, proposed projects and objectives should be checked against the plans, as they are updated, of these organizations. Stoughton is in the Metropolitan Area Planning Commission (MAPC) Three Rivers Interlocal Council (TRIC). The Town of Stoughton is also a member of the Old Colony Planning Council (OCPC); this agency updates its Comprehensive Economic Development Strategy (CEDS) for the region. MassDOT’s Capital Improvement Plan identifies projects for Stoughton, many are within the proposed SDRP Area. MassDOT has also been involved with the South Coast Rail Project, which could greatly impact Stoughton Center.

ENVIRONMENTAL JUSTICE POPULATIONS

The Massachusetts Environmental Justice (EJ) Policy (2021) administered through the Executive Office of Energy and Environmental Affairs (EEA), states “environmental justice is based on the principle that all people have a right to be protected from environmental hazards and to live in and enjoy a clean and healthful environment regardless of race, color, national origin, income, or English language proficiency. Environmental justice is the equal protection and meaningful involvement of all people and communities with respect to the development, implementation, and enforcement of energy, climate change, and environmental laws, regulations, and policies and the equitable distribution of energy and environmental benefits and burdens.”

Per the EEA EJ policy, a block group is defined as an EJ population if any of the following is true:

1. The annual median household income is not more than 65% of the statewide annual median household income;
2. Minorities comprise 40% or more of the population;
3. 25% or more of households lack English language proficiency; or
4. Minorities comprise 25% or more of the population and the annual median household income of the municipality in which the neighborhood is located does not exceed 150% of the statewide annual median household income.

The entire URA is comprised of Census block groups that qualify as an EJ community through a minority classification.

12.02(4) Objectives

The SRA has worked with the Citizen Advisory Committee (CAC) to consider how this URP and its proposed actions support the strategies identified in the *Stoughton Master Plan* and other supporting planning documents.

4.1 Plan Goals/Objectives

The purpose of this section is to identify how this Plan will facilitate positive change within the URA for both physical development of land and buildings, and as well as quality of life improvements. To that end, URP actions contemplate:

- The nature and scope of redevelopment – the specific types (retail, housing, industrial, and commercial) and quantities (number of square feet, number of jobs added, retained, or lost);
- Specific actions that will lead to the desired physical changes and resulting improvements to the community and the timelines associated with those actions;
- Parcels to be acquired by negotiated purchase or by eminent domain taking;
- The resources required to implement the projects and the source of those funds;
- Regulatory controls related to density, dimensional standards, and land uses and any related changes to the zoning for the redevelopment area; and
- Design review procedures and guidelines.

The SRA, with guidance and input from the Citizen Advisory Committee, determined that the Vision outlined in the Stoughton Master Plan should inform this URP goals/objectives.

“The Stoughton Downtown should be the municipal, social, and cultural heart of the community, with a strong sense of place and belonging for residents, employees, and business owners.”

In addition, the Master Plan stated that the Town Center is the municipal, social, and cultural heart of Stoughton. Anchored by restored and repurposed historic buildings, and served by beautiful public gathering spaces, accessible sidewalks, safe streets, and convenient parking, Town Center is active - with a mix of residential, commercial/retail and government buildings.

Master Plan Phase 1 Goals for the Downtown include:

- Increase and improve active retail businesses as ground floor uses;
- Support housing & offices on the upper floors;
- Create beautiful public gathering spaces;
- Provide adequate, accessible and safe parking to meet the needs of businesses, residents and visitors;
- Assure that the design and maintenance of buildings, infrastructure and landscapes create a cohesive and attractive center; and
- Create traffic and pedestrian patterns that promote safety and accessibility.

The CAC recommended that the SRA maintain the Goals of the Master Plan as the guiding principles for this URP and undertake the following actions to support those goals.

- Address existing conditions that prevent the private market from investing in the Stoughton Downtown.
- Build capacity within the SRA so that the organization can react effectively to changes in the economic and physical environment of the SDRP.
- Build relationships with the community and other Town entities that have a role in the SDRP Area.
- Identify, plan for, and undertake a project or projects that act as a catalyst for the revitalization of the Downtown.

As the heart of the Stoughton community, the Downtown should be a place where both new and historic architecture are celebrated and coexist. It should be a walkable place with a variety of shops, services, homes, and public spaces with easy access to the MBTA Commuter Rail. Over the last few years, the Town worked diligently to amend its Zoning By-Laws to enable Stoughton Center to become denser, provide housing opportunities for all, and guide development in a way that meets the SRA and Town’s vision, goals, and objectives.

In the past, the Zoning By-Laws hindered the economic development of the Downtown in many ways, contributing to the instability of the Downtown neighborhood. However, with recent adoption of proposed zoning amendments, this concern will be alleviated. Proponents of URP actions will be required to seek all necessary permits and approvals from all relevant Town boards/commissions, State agencies, and the SRA.

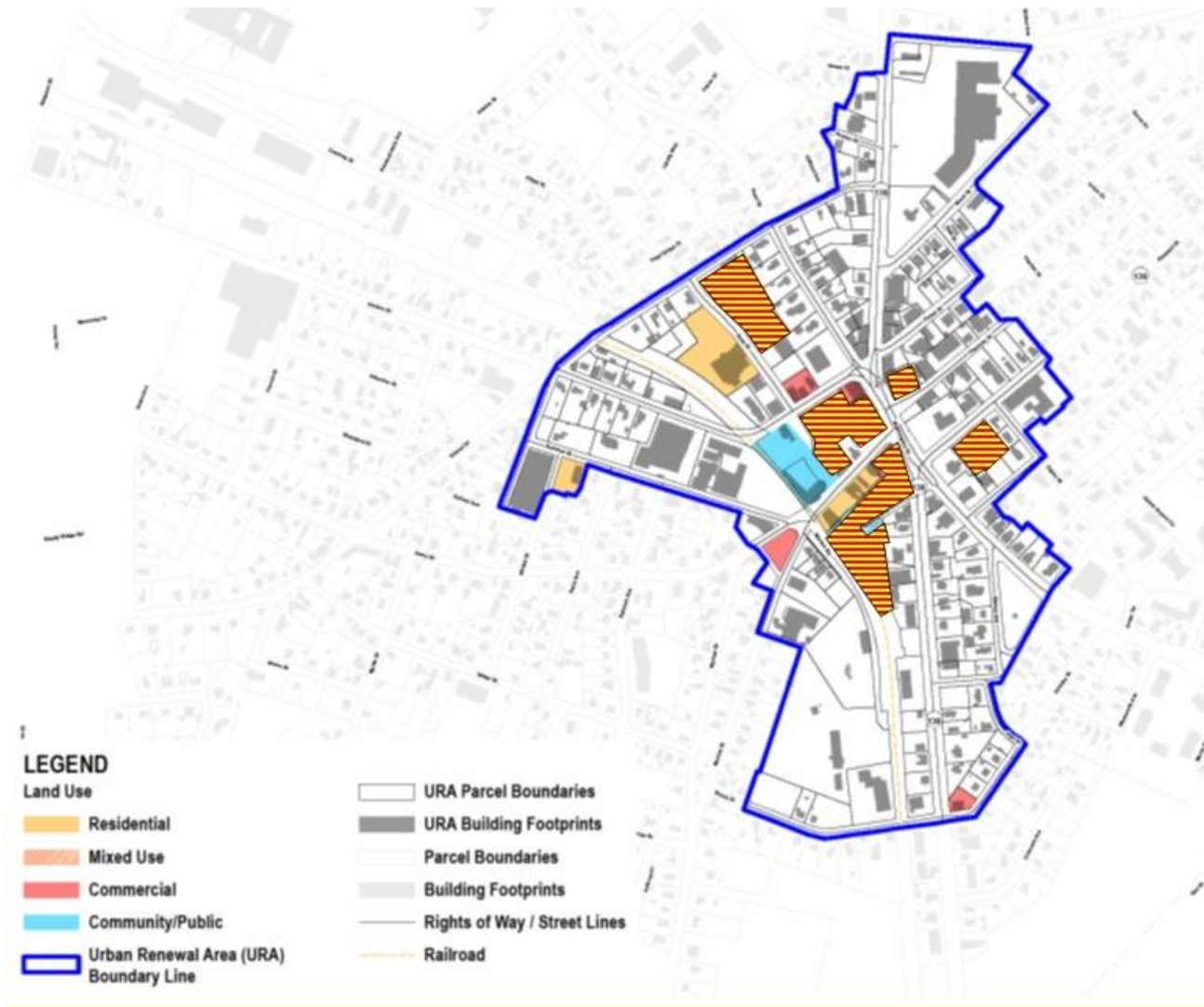
4.2 Plan Activities

Urban renewal plan approval allows the SRA to undertake the following activities within this URA:

- Planning Activities
- Acquisition
- Parcel Assemblage
- Transfer Of Publicly Owned Property To The SRA
- Sale Or Lease Of SRA Owned Land
- Rehabilitation Or Demolition Of Structures
- Roadway/Streetscape Improvements
- Historic And Architectural Preservation
- Improving All Modes Of Circulation
- Parking Improvements
- Open/Public Space Improvements
- Façade Improvements
- Design Review
- Grants And Loans
- Public Utility Improvements
- Affordable Housing Incentives
- MBE/WBE/DBE Business Incentives
- Other Regulatory Mechanisms

4.3 Overall Redevelopment Strategy

An approved URP is a tool to attract and guide private investment and provide a redevelopment agency with a mechanism for land acquisition and parcel assemblage to accomplish redevelopment objectives. It allows the SRA to negotiate directly with potential developers. The conceptual plan below depicts a mixed-use redevelopment strategy with the potential for increased commercial and residential development, to attract more residents and businesses into the Downtown, thereby increasing daily pedestrian traffic and encouraging additional ground-floor commercial activity as well as renewed vibrancy.



The proposed changes to land use in the URA are primarily intended to add mixed-use development. In addition, proposed changes also reflect the following goal and actions from the Stoughton Master Plan.

- Work toward the revitalization, re-use, and redevelopment of targeted sites in Town Center include:
- o Repurpose and rehabilitate the Stoughton Train Station Depot Building for use as a community center.
 - o Redevelop the Post Office site (retain customer services but relocate distribution facilities) for mixed-use.
 - o Encourage more housing and mixed-use development around a new train station (Transit Oriented Development).
 - o Infill existing development with shops and restaurants and ground level and upper floor office and residential uses.
 - o Focus on strategic reuse, rehabilitation, and redevelopment along Wyman Street corridor.

In general, ground floor uses will be consistent with existing ground floor uses, but the addition of upper-floor residential in the transit-oriented Downtown core will steer the transition from primarily commercial to true mixed-use.

In summary, mixed-use development might include ground floor retail, restaurant, community, and/or office space with upper floor residential units or commercial space. Plan implementation will also result in improved traffic, bicycle, and pedestrian circulation to support economic vitality; improved efficiency of parking; and enhanced public space to increase socio-economic benefits and economic opportunities.

The implementation of URP actions will help attract residents, businesses, and customers to the area - which will in turn help stabilize and grow the local economy, create jobs, and increase quality of life. A closer look at this Concept Plan shows the focus on the Porter Street, Washington Street, Wyman Street core within Stoughton Center. This redevelopment strategy could result in at least 250 new residential units and up to 90,000 SF of new commercial space, while increasing building density, creating a vibrant public gathering space, and celebrating the historic character of key rehabilitated buildings.



Image 4. Concept of proposed development on Pleasant Street showing residential use over parking



4.5 Buildings to be Constructed

As shown above, in *Figure J-1*, and listed in *Table 4-1*, fourteen (20) new buildings are proposed to be constructed in the URA.

The buildings identified in the Concept Plan labeled A-I, K, and M-R are proposed as new buildings resulting from an SRA action. Building S is identified as a private development; it has been included as shown from site plans approved by the Stoughton Planning Board. It is the only proposed private redevelopment permitted in the URA currently.

Table 4-1. Buildings to be Constructed			
Concept Plan Building ID	Concept Plan Parcel ID	Site Address	Proposed Use
A	A/B	26 Rose St	Residential - 30 Units
B	A/B	26 Rose St	Residential - 30 Units Leasing Office / Amenity Center
C	C	22 Porter St	Mixed Use
		26 Porter St	
		30 Porter St	
D	D	31 Porter St	Residential – 52 units Retail - 19,000 SF
E	E	Wyman St	Public Pavilion
		3 Porter St	
F	F	797 Washington St	Residential - 26 units Retail - 9,750 SF
		785 Washington St	
		10 Wyman St	
G	G/H	16 Wyman St	Mixed-Use with Residential Leasing Office/Amenity Center
		24 Wyman St	
		26 Wyman St	
		21 Railroad Av	
		48 Wyman St	
H	G/H	16 Wyman St	Mixed-Use with Residential
		24 Wyman St	
		26 Wyman St	
		21 Railroad Av	
		48 Wyman St	
I	I	21 Railroad Av	Mixed-Use
J	J	797 Washinton St	Mixed-Use with Residential
K	K	25 Pleasant St	Mixed-Use with Residential. Parking, and Recreation Department
		0 Pleasant St	
		15 Pleasant St	
M	M	773 Washington St	Mixed-Use with Residential
		767 Washington St	
		761 Washington St	
		31 Porter St	
N	N	21 Wyman St	Mixed-Use with Residential

Table 4-1. Buildings to be Constructed			
Concept Plan Building ID	Concept Plan Parcel ID	Site Address	Proposed Use
O	O	0 Morton St	Mixed-Use
P	P	9 Winter St	Residential - 4 units
		90 Summer St	
Q	Q	27 Railroad AV	Mixed-Use WITH Residential, and Parking
		Railroad Av	
		Wyman St	
R	R	934 Washington St	Commercial
S	S	760 Washington St	Mixed-Use with Residential
T-1 & T-2	T	49 Rose St	Mixed-Use with Residential

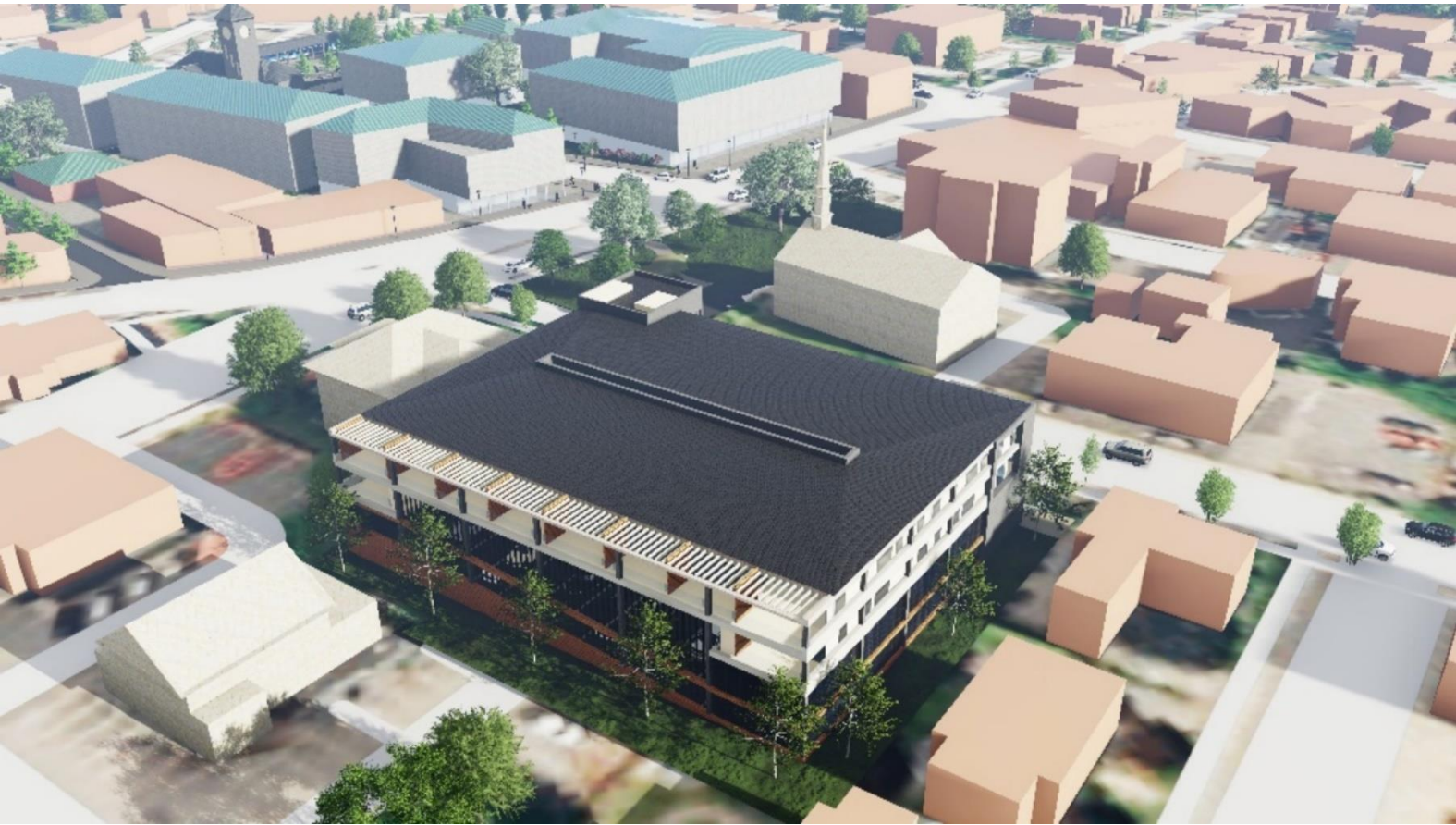


Image 5. Aerial view of proposed new development with Pleasant Street redevelopment in foreground



Image 6. Pleasant Street parking garage conceptual development

4.5 Economic Benefits and Jobs Analysis

The redevelopment of the URA will return property that is currently underutilized into places of commerce and productivity, which increases employment for the local workforce. Consistent with the objectives outlined for the revitalization of Stoughton Center, economic benefits of the Proposed Plan include catalyzing private investment; creating temporary jobs during construction then sustainable and permanent jobs in a variety of fields; increasing housing opportunities; and returning the value of vacant and underutilized land to the Town's tax rolls.

Redevelopment within the URA will create temporary jobs during construction, and permanent jobs upon completion. This will occur over the course of the 20-year implementation. Construction activity is expected to create approximately 862 temporary jobs (construction-related) and an estimated 322 new, permanent, full-time equivalent positions. These positions will include office workers and professionals (e.g., accountants and attorneys) associated with commercial development as well as service providers (e.g., restaurant workers/caterers, florists, security, maintenance, etc.) who open or work at small businesses.

4.6 Development Considerations

In the past, the Zoning Ordinance in Stoughton hindered the economic development of Stoughton Center in many ways, contributing to the instability of the downtown core. Residential use was restricted in the Central Business District, a crucial element of a vibrant and active, commercial district. However, with recent zoning amendments, this concern has been rectified, providing for residential in upper floors in the Core sub-district and residential in both ground-floor and upper floor buildings in the Flex and Transition sub-districts. Proponents of URP actions will be required to seek all necessary permits and approvals from all relevant Town boards/commissions, State agencies, and the SRA.

Applicable regulations in the recently updated Zoning By-Laws will be used to control densities, land uses, setbacks, off-street parking and loading, and building height and bulk, as the URP is implemented. The Master Plan states that the Town should:

“Preserve and enhance traditional settlement patterns and design characteristics of Town Center: Revise downtown design guidelines to address key traditional design characteristics in the center which are considered baseline vitality indicators and contribute to a positive mixed use and walkable environment.”

In 2022, the Town started implementing this Goal with Design Guidelines and the new Stoughton Center District Zoning By-Laws. The SRA will work with the Town staff and the Planning Board to apply these new tools to projects within this URA Boundary. Design Guidelines will guide the design of new buildings and parcels, as well as the rehabilitation of key existing structures within the URA. Furthermore, the SRA will support the Planning Board should they want to update the Design Guidelines at any time.

4.7 Downtown Public Realm Improvements

In addition, a “Downtown Storefront Improvement Design Guidelines” report was prepared for the Town in 2018 by Archit8 Studio LLC. . That document includes guidelines for Storefront Facades, Building Design and Use Types Building Style and Materials, Scale and Form, Landscape, and Signage. Those guidelines will be used by the SRA and developers to guide both public and private improvements in the URA.

The Master Plan includes specific goals for public realm improvements, and the SRA will apply the following urban renewal projects Downtown.

Improve the pedestrian environment through “Street Activation”: Permit, encourage and incentivize “Street Activation” techniques such as the following:

- o Active uses of private frontages between the buildings and the sidewalks (civic gathering areas, outdoor dining, store displays, etc.).
- o Active uses of public frontages between the private frontage and the curb (banner, benches, lighting, and other sidewalk furnishings and streetscape treatments).
- o Shop front treatments to engage pedestrians including various façade, sign and window treatments.

Enhance streetscape and walkability in Town Center: Continue to Make Streetscape Improvements:

- o Reconsider the center boulevard along Washington Street in the square.
- o Extend pedestrian-level lighting beyond the square
- o Add curb extensions with accent material approaching the square to calm traffic
- o Plant more street trees with variable species and distribution patterns
- o Provide additional bus shelters and pull outs where appropriate
- o Install street furnishings such as benches, planters, window boxes, informational kiosks, and trash receptacles.
- o Install gateway treatments and directional signage.
- o Create a Murals Program

Expand and enhance community gathering areas in Town Center

- o Faxon Memorial Park – Work with community to make landscape enhancements and program for regular civic events and activities to draw more people to Town Center.
- o Determine feasibility of public space between Porter and Wyman Streets.
- o Create a Food Vendor Court as a Business Incubator.

4.8 Build Relationships with the Community and Town Entities

A recommendation of the Stoughton Master Plan, which is endorsed by the SRA and will be part of urban renewal implementation, is to

“Foster public/private cooperation and commitment to revitalizing Town Center: Establish a public/private cooperative partnership to work on revitalization involving a broad range of municipal departments, boards and committees, property owners, residents, business owners, and potential developers.”

A major goal of this URP is for the SRA to “Build Relationships with the community and other Town entities that have a role in the SDRP area”. While preparing this URP, the SRA established a Citizen Advisory Board to build upon the recommendations of the Master Plan and provide citizen input regarding Downtown actions and priorities. More about this Council is described in **Section 12.02 (13) Citizen Participation**. Following plan approval, the SRA will collaborate with Town Boards, Commissions, Committees, and staff to secure funding, undertake design improvement, and implement URP actions. At a minimum, the SRA proposes to establish a URP implementation team with representative(s) from the Board of Selectmen, and Development Services, and other interests as appropriate for specific actions.

12.02(5) ACQUISITIONS

This section presents the parcels within the URA proposed for acquisition by the SRA. Most of the parcels are currently used for commercial purposes, and the strategic acquisition of these parcels is intended to result in mixed-use development that will help revitalize Stoughton Center. In all, thirty-seven (37) parcels have been identified for acquisition.

Proposed acquisitions include a phased approach, with a priority focus on the properties adjacent to Wyman Street and along Washington Street. Redevelopment emphasis is on transit-oriented, mixed-use development and the use of publicly owned land as a catalyst for private investment. In addition, the acquisition strategy includes SRA acquisition of private properties as well as a transfer of publicly owned town, state, and federal properties. See *Figure 5-1 – Acquisition Parcels*.

Table 5-1. Parcels to be Acquired							
Parcel ID	Address	Owner	Lot Size (Ac.)	Building Size	Stories	Year Built	Current Use
Acquisitions							
054 400 0	27 Railroad AV	Dubois Richard L & Delores TRS	0.05	1,760	1	1950	Commercial Warehouse
053 113 0	934 Washington St	Brockton Edison Co	0.16	3,356	1	1900	Electrical Substation
054 079 0	9 Winter St	Ajax Development LLC	0.26	0	NA	NA	Accessory Land
054 078 0	90 Summer St	Sawyer John F	0.10	2,432	1	1950	Other Motor Vehicle
054 102 0	21 Wyman St	Deamorim Domingos F	0.27	4,411	1	1925	Store
054 103 0	17 Wyman St	17 Wyman Street LLC	0.07	2,534	2	1920	Two Family
054 104 0	773 Washington St	Ruscito Brothers LLC	0.16	1,392	1	1981	Restaurant/Bar
054 105 0	767 Washington St	Marra George A & Linda F Trs	0.08	4,386	1	1984	Office
054 106 0	761 Washington St	Stoughton Real Estate LLC	0.11	4,146	1	1920	Store
054 107 0	753 Washington St	17-19 Woodworth Street LLC	0.12	9,090	2	1890	Store
054 108 0	31 Porter St	United States Postal Service	1.38	10,810	1	1976	US Government
054 109 0	3 Porter St	Kimlee Realty Trust Llc	0.14	5,691	2	1850	Office
054 218 0	22 Porter St	Fernandes Luisa	0.08	3,290	2	1900	Commercial/Residential
054 219 0	26 Porter St	Porter Street LLC	0.11	2,704	2	1940	Commercial/Residential
054 220 0	30 Porter St	Porter Street LLC	0.07	1,313	1	1900	One Family
054 285 0	760 Washington St	Connelly Steven A Trustee	0.29	3,876	1	1920	Vacant
054 392 0	797 Washington St	Vardakostas Demetrios Trustee	0.42	14,553	1	1900	Commercial/Vacant (State Theater)
054 393 0	793 Washington St	Boston Nominee Trust	0.06	3,968	1	1900	Store
054 394 0	785 Washington St	Next Level Management	0.07	2,548	1	1950	Store
054 395 0	10 Wyman St	Vardakostas Demetrios Trs	0.07	4,630	2	1930	Commercial/Residential
054 396 0	16 Wyman St	Dykeman Louis E	0.12	2,966	2	1930	Store
054 397 0	24 Wyman St	Dykeman Elec Co Inc	0.11	3,295	2	1900	Store
054 398 0	26 Wyman St	26 Wyman Street LLC	0.18	6,866	2	1920	Residential/Commercial
054 399 0	21 Railroad Av	Portuguese Natl Club	0.38	9,845	1	2005	Fraternal Order
054 215 0	49 Rose St	Green Acres Financial LLC	1.62	79,093	1	1903	Warehouse
054 401 0	48 Wyman St	Wyman Street 48 LLC	0.11	4,319	1	1960	Commercial Warehouse
054 422 0	0 Morton St	H & R Construction Corp	0.24	0	NA	NA	Land-C

Table 5-1. Parcels to be Acquired							
Parcel ID	Address	Owner	Lot Size (Ac.)	Building Size	Stories	Year Built	Current Use
Acquisitions							
054 421 0	Morton St	H & R Construction Corp	0.17	0	NA	NA	Land
054 402 0	10 Pearl St	Town Of Stoughton	0.18	0	NA	NA	Improved
054 403 0	Railroad Av	Town Of Stoughton	0.05	0	NA	NA	Improved
054 404 0	Wyman St	Mass Bay Trans Authority	0.70	0	NA	NA	Commonwealth of MA
054 443 0	Wyman St	Town Of Stoughton	0.15	0	NA	NA	Vacant Land
Transfers							
054 175 0	26 Rose St	Town Of Stoughton	1.64	20,878	1	1997	Improved
054 323 0	25 Pleasant St	Town Of Stoughton	0.26	0	NA	NA	Improved
054 324 0	0 Pleasant St	Town Of Stoughton	0.19	0	NA	NA	Improved
054 325 0	15 Pleasant St	Town Of Stoughton	0.24	3,011	1	1957	Improved
054 442 0	45 Wyman St	Town Of Stoughton	0.18	3,084	1	1888	Vacant
054 101 0	Wyman St	Mass Bay Trans Authority	1.22	0	NA	NA	Commonwealth of MA

At the time that the SRA acquires a property, it must have two appraisals completed in accordance with **760 CMR 12.04**, except as set out in **760 CMR 12.04 (3)**, and DHCD must approve the acquisition price.

12.02(6) RELOCATION

This URP is to be used as a vehicle to revitalize Stoughton Center, to create density and remove decadent conditions while encouraging sound growth; to support redevelopment efforts; and to undertake public improvements that are necessary to support redevelopment activities. In so doing, this URP will result in public actions that are necessary to stimulate public and private revitalization efforts. The SRA plans to undertake all relocations which may occur in support of the URP with the applicable relocation assistance requirements in **M.G.L. c. 79A** and the regulations at **760 CMR 27.00**, and in so doing provide fair and equitable treatment, relocation assistance services, and payments to parties displaced due to public actions associated with the URP.

The SRA will prepare and submit detailed relocation plans to the Massachusetts Bureau of Relocation at DHCD for review and approval in advance of property acquisition or Project commencement in accordance with state laws and regulations. It is anticipated that this URP will be implemented over a 20-year period, and relocation plans may be submitted in phases, as needed. While the SRA may have a dedicated staff member to assist with relocation, the SRA anticipates engaging the services of an experienced relocation consultant to provide assistance, e.g., finding alternative sites, identifying relevant zoning issues, interviewing, and determining the needs of businesses and occupants to be relocated, and reviewing moving cost estimates. The SRA will request designation of a relocation advisory agency from DHCD prior to the SRA’s acquisition of property which involves the displacement of legal occupants.

The SRA acknowledges that each legal occupant at the time of the acquisition is entitled to remain on the said property for not less than four months from the date of receipt of the notice to vacate. The SRA will consult with the Bureau of Relocation in advance of property acquisition to ensure that **760 CMR 27**, **M.G.L. c. 79A**, and **49 Code of Federal Regulations (CFR) Part 24** are met. A list of uses that may require relocation is presented in Table 6-1 below.

Table 6-1. Relocation				
Parcel ID	Address	Owner	Current Use	Potential Businesses / Tenants to be Relocated
053 113 0	934 Washington St	Brockton Edison Co	Electrical Substation	Vacant
054 079 0	9 Winter St	Ajax Development LLC	Accessory Land	NA
054 078 0	90 Summer St	Sawyer John F	Other Motor Vehicle	
054 102 0	21 Wyman St	Deamorim Domingos F	Store	Central Liquor Stoughton Bakery Julia's Alterations
054 103 0	17 Wyman St	17 Wyman Street LLC	Two Family	
054 104 0	773 Washington St	Ruscito Brothers LLC	Restaurant/Bar	Lucky Garden
054 105 0	767 Washington St	Marra George A & Linda F Trs	Office	RTI Empowerment Center
054 106 0	761 Washington St	Stoughton Real Estate Llc	Store	Murphy Coal & Oil Co T&D Nail Lounge
054 107 0	753 Washington St	17-19 Woodworth Street Llc	Store	
054 108 0	31 Porter St	United States Postal Service	US Government	Post Office
054 109 0	3 Porter St	Kimlee Realty Trust Llc	Office	We Realty Group - The Parshley Team
054 218 0	22 Porter St	Fernandes Luisa	Commercial/Residential	Do Brazil Market
054 219 0	26 Porter St	Porter Street Llc	Commercial/Residential	Stoughton House of Brews
054 220 0	30 Porter St	Porter Street Llc	One Family	
054215 0	49 Rose Steet	Green Acres Financial	Warehouse	Maxx Training Center Forced Air Systems Inc.
054 392 0	797 Washington St	Vardakostas Demetrios Trustee	Store	Avocados Mexican Cuisine Massage Ultimate & Thai Massage Images Beauty Supply Kristen's Salon Le Nails Skin Care & Waxing DrivInstruct Driving Academy Bela Body Fitness Health Food and Vitamins
054 393 0	793 Washington St	Boston Nominee Trust	Store	Custom Interiors
054 394 0	785 Washington St	Next Level Management	Store	Phoenix Insurance LLC TBS Tax Services, Inc. Nex Level
054 395 0	10 Wyman St	Vardakostas Demetrios Trs	Commercial/Residential	Beatrice African Hair Braiding
054 396 0	16 Wyman St	Dykeman Louis E	Store	Vacant
054 397 0	24 Wyman St	Dykeman Elec Co Inc	Store	Dykeman Electrical Co Inc
054 398 0	26 Wyman St	26 Wyman Street Llc	Residential/Commercial	Cutters Edge Eye Candie ACB Realty

Table 6-1. Relocation				
Parcel ID	Address	Owner	Current Use	Potential Businesses / Tenants to be Relocated
054 399 0	21 Railroad Av	Portuguese Natl Club	Fraternal Order	Portuguese National Club
054 401 0	48 Wyman St	Wyman Street 48 Llc	Commercial Warehouse	Napa Auto Parts
054 422 0	0 Morton St	H & R Construction Corp	Land-C	NA
054 421 0	Morton St	H & R Construction Corp	Land	NA
054 404 0	Wyman St	Mass Bay Trans Authority	Commuter Parking	NA
054 443 0	Wyman St	Town Of Stoughton	Vacant Land	NA

This is a draft list of potential relocations because many of the properties have tenants that are subject to change for reasons outside of the purview of this URP. Business information will be verified/updated as part of a Relocation Plan prepared in accordance with the requirements in **760 CMR 27.03 (6)** and submitted for approval to the Bureau of Relocation at DHCD. The Relocation Plan will consider several factors, including the size of the existing business, the need for visibility, proximity to public transportation, customer access, and any necessary special equipment. Based on an exterior windshield survey and desktop research, the businesses in *Table 6-1: Relocation* were identified for relocation. Of the businesses identified for potential relocation, a small number of them are an immediate priority for the implementation timeline presented in **12.02 (11) Time Frame**.

12.02(7) SITE PREPARATION

Site preparation activities will address the existing conditions on sites acquired by the SRA that will be developed for public use, as well as sites that will be prepared for disposition and private development. Activities include stabilizing parcels after buildings are demolished, securing sites, assessment and management of any hazardous material, and other measures to provide a safe and secure site until redevelopment starts.

This section provides more detail of key activities planned as part of the site preparation process, as required by **760 Code of Massachusetts Regulations (CMR) 12.02 (6)**. Areas to be affected by site preparation activities are presented in *Figure I-1: Buildings to be Demolished*.

7.1 Site and Building Assessment

Based on the ages of structures and observed conditions, there is the potential of encountering unknown hazardous materials, either in subsurface conditions in areas to be redeveloped or within various buildings to be demolished. Initial site and building assessments will be conducted to identify potential areas or sources of contamination. Once this evaluation is completed, actions and costs for remediation can be estimated, if necessary.

7.2 Demolition to Support Redevelopment

As shown in *Figure H-1: Buildings to be Demolished*, structural demolition is proposed at the locations identified in *Table 7-1: Demolition Parcels*.

Table 7-1. Demolition Parcels				
Parcel ID	Site Address	Lot Size (Acres)	Building Area (SF)	Cost
054 400 0	27 RAILROAD AV	0.05	1,760	\$19,360.00
054 401 0	48 WYMAN ST	0.11	4,319	\$44,950.00
054 218 0	22 PORTER ST	0.08	3,290.20	\$34,662.00
054 219 0	26 PORTER ST	0.11	2,704	\$28,800.00
054 220 0	30 PORTER ST	0.07	1,313.20	\$14,892.00
054 395 0	10 WYMAN ST	0.07	4,630	\$48,060.00
054 404 0	0 WYMAN ST	2.98	0	--
053 113 0	934 WASHINGTON ST	0.16	3,356	\$35,320.00
054 399 0	21 RAILROAD AV	0.38	9,845	\$100,210.00
054 175 0	26 ROSE ST	1.64	20,877.75	\$210,537.50
054 324 0	0 PLEASANT ST	0.19	0	--
054 325 0	15 PLEASANT ST	0.24	3,011	\$31,870.00
054 105 0	767 WASHINGTON ST	0.08	4,386	\$45,620.00
054 109 0	3 PORTER ST	0.14	5,690.75	\$58,667.50
054 078 0	90 SUMMER ST	0.12	2,432	\$26,080.00
054 398 0	26 WYMAN ST	0.18	6,865.60	\$70,416.00
054 104 0	773 WASHINGTON ST	0.16	1,392	\$15,680.00
054 102 0	21 WYMAN ST	0.27	4,411	\$45,870.00
054 106 0	761 WASHINGTON ST	0.11	4,146	\$43,220.00
054 393 0	793 WASHINGTON ST	0.06	3,968	\$41,440.00
054 394 0	785 WASHINGTON ST	0.07	2,548	\$27,240.00
054 396 0	16 WYMAN ST	0.12	2,966	\$31,420.00
054 397 0	24 WYMAN ST	0.11	3,294.50	\$34,705.00
054 103 0	17 WYMAN ST	0.07	2,533.60	\$27,096.00
054 108 0	31 PORTER ST	1.38	10,810	\$109,860.00
054 215 0	49 ROSE ST	1.62	79,093	
054 392 0	797 WASHINGTON ST	0.42	14,553	\$1,162,240

Where demolition will occur, all utility services to the structures will be cut and capped within ten feet of the existing building foundations. All building materials, floor slabs and foundations of the demolished buildings will be removed and disposed of off-site, as appropriate. To the extent feasible, the contractor will recycle demolition debris. Any open excavations will be backfilled with on-site soils or imported clean fill and then graded. Public access to construction sites will be restricted by appropriate fencing materials and signage. Erosion and sediment controls will be implemented to control stormwater, as necessary. Where contamination or regulated materials are known or suspected to be present, a Licensed Site Professional will be present to ensure that all applicable MCP standards and procedures are followed.

The building at 797 Washington Street is home to the former State Theatre and has historic and cultural significance. Since the theater closed in 2007, the space has lain dormant and fallen into a state of disrepair that has been deemed the building unfit for reuse or rehabilitation.

7.3 Building Rehabilitation

Building rehabilitation is proposed for three (3) buildings, primarily within the core area of the URA – Washington Street and Wyman Street, and as identified in *Table 3-13: Building Rehabilitation*.

Where building rehabilitation is proposed, information gathered during the initial site and building assessment will be used to identify the appropriate measures for addressing materials requiring special handling and disposal. All work will be conducted under the supervision of qualified professionals who are knowledgeable and licensed, as appropriate. Where feasible, rehabilitation will be completed such that existing materials will be reused, and the character and ornamental details are consistent with original features.

12.02(8) Public Improvements

This URP actions are focused primarily on vacant and underutilized parcels that could be developed or redeveloped into mixed-use, commercial, or residential opportunities. In addition, some parcels or parts of parcels are proposed for public use to support the anticipated private development.

These areas for public improvements are found throughout the downtown and along the gateway entrances into the Downtown. Public realm improvements primarily focus on improving pedestrian and bicycle access, enhancing the street environment/streetscape, parking, and other connectivity and circulation improvements to help create a safe, accessible, and attractive public realm. This URP includes actions to expand open spaces, a key component of a vibrant downtown.

Some public realm improvements are already in the works. A portion of Washington Street is under MassDOT jurisdiction, and a roadway improvement project is in design. This URP proposed the extension of a portion of Rose Street from Porter Street to Wyman Street to encourage better vehicular and pedestrian travel. Also, as contemplated in the Stoughton Master Plan, the SRA could pursue area signage and wayfinding enhancements.

The SRA also anticipates the need for better circulation and connections within the downtown, particularly surrounding open space. While the SRA considered a proposal to close a portion of Wyman Street to vehicular traffic, it opted to consider the pursuit of temporary closures as needed in the immediate future. As development occurs within the core of Stoughton Center, the Plan contemplates a need for the construction of a parking structure, to create more of a parking density and ultimately free up surface parking lots to become development sites.

12.02(9) DISPOSITION

When redevelopment cannot be accomplished with existing regulatory powers or by the private sector alone, urban renewal agencies have broad powers to plan and implement activities needed to address the conditions contributing to the disinvestment that leads to substandard, decadent, and blighted open areas. Under **M.G.L. c. 121B** and **c. 30B**, the sale or lease of real property by urban renewal agencies engaged in the development and disposition of the real estate in accordance with an approved plan, is exempt from public disposition procedures required of all other local entities. The SRA vested with the powers of an urban renewal agency will exercise this authority, and negotiate directly, with any business within the URA who wishes to relocate onto one of the designated redevelopment parcels, provided they meet the requirements of this Plan.

The disposition parcels for redevelopment and the proposed building and parking improvements shown for each new lot on the Stoughton Center URP Concept Plan are theoretical in nature and depict development which is consistent with the goals of the Town’s Master Plan. However, the selected redeveloper(s) will be provided with the opportunity to propose alternative building and/or parcel arrangements for the URA, provided they meet the requirements of this Plan, the goals and objectives of the SRA, and applicable law. All development proposals will be reviewed by the SRA in accordance with the goals and objectives of this URP and the terms of the Land Disposition Agreement(s) to be negotiated with the developer. The Land Disposition Agreement must also be approved by DHCD along with the disposition price.

Table 9-1: Disposition Parcels supplements the information depicted in Figure G-1: Disposition Parcels.

Table 9-1. Disposition Parcels			
Concept Plan Area ID	Parcel ID	Site Address	Proposed Use
A/B	054 175 0	26 Rose St	Residential
C	054 218 0	22 Porter St	Mixed Use
	054 219 0	26 Porter St	
	054 220 0	30 Porter St	
D	054 108 0	31 Porter St	Mixed Use

Table 9-1. Disposition Parcels			
Concept Plan Area ID	Parcel ID	Site Address	Proposed Use
E	054 101 0	Wyman St	Community/Public
	054 109 0	3 Porter St	
F	054 392 0	797 Washington St	Mixed Use
	054 394 0	785 Washington St	
	054 395 0	10 Wyman St	
G/H	054 396 0	16 Wyman St	Residential
	054 397 0	24 Wyman St	
	054 398 0	26 Wyman St	
	054 399 0	21 Railroad Av	
	054 401 0	48 Wyman St	
I	054 399 0	21 Railroad Av	Commercial
J	054 393 0	793 Washington St	Mixed Use
	054 392 0	797 Washington St	
K	054 323 0	25 Pleasant St	Mixed Use
	054 324 0	0 Pleasant St	
	054 325 0	15 Pleasant St	
L	054 107 0	753 Washington St	Mixed Use
M	054 104 0	773 Washington St	Mixed Use
	054 105 0	767 Washington St	
	054 106 0	761 Washington St	
	054 108 0	31 Porter St	
N	054 102 0	21 Wyman St	Mixed Use
O	054 422 0	0 Morton St	Residential
P	054 079 0	9 Winter St	Residential
	054 078 0	90 Summer St	
Q	054 400 0	27 Railroad AV	Community/Public
	054 402 0	10 Pearl St	
	054 403 0	Railroad Av	
	054 404 0	Wyman St	
R	053 113 0	934 Washington St	Commercial
S	054 285 0	760 Washington St	Mixed Use
T	054 442 0	45 Wyman St	Public/ Community Center
	054 101 0	Wyman St	
U	054 215 0	49 Rose St	Housing

12.02(10) REDEVELOPER’S OBLIGATION

To the maximum extent possible, the SRA seeks to stimulate and leverage private investment and activities within the URA. The SRA will outline the desired uses for the parcels in accordance with this Plan. For each disposition, potential redevelopers shall be required to provide, at a minimum, the following information:

- A full description of the proposed development;
- A detailed description of the nature and location of any public improvements being sought;
- Financial strength of the developer with financial sources;
- Proposed job creation and job retention – temporary, permanent and construction jobs;
- Timetable for design, permitting and construction;
- Experience and references; and
- Partners or development team.

When submissions are made by interested developer(s), the SRA will check each proposal for completeness and adherence to submission requirements. The SRA will evaluate the proposals, considering issues such as (but not limited to) the following:

- Job creation and retention;
- Acquisition cost of SRA or town parcels;
- Commitment to add new commercial, retail, and/or residential activity;
- Advancement of URDP goals and objectives, including (but not limited to) job creation; a clean safe, physical, and natural environment; and town design principles that reflect energy efficiency; and
- Representation that the developer shares the SRA’s vision for the revitalization of the URA.

A designated redeveloper and the SRA will enter into a Land Disposition Agreement or an Urban Renewal Covenant, to be approved by the DHCD as required by **760 CMR 12.00**, and a Development Agreement. The preferred developer will be required to comply with the goals and objectives of this URDP, current zoning and any other regulations promulgated by the SRA and Town.

It is noted that DHCD will review the proposed Land Disposition Agreement for a time frame for completion of the redevelopment prior to execution of any such agreement. The redevelopment will comply with this URP and **M.G.L. c. 121B** and **760 CMR 12.00**, and the redeveloper, in accordance with **M.G.L. c. 151B**, will not discriminate.

12.02(11) TIME FRAME

As noted in *Table 11-1*, implementation of this URP is anticipated to be undertaken in phases. Overall, this URP presents a 20-year implementation to accommodate the projects which require long-range planning and funding. Along these lines, and addressing the issues and challenges described above, there are several Initial, Priority and Long-Term redevelopment actions and strategies that the SRA will undertake, some which will be done in coordination and cooperation with the Town. As such, the intention is for the Plan to be effective in 2023 and remain an active plan through 2043.

This Plan reflects current conditions in the SRA’s development priorities, which are dynamic and subject to change. In the future, any major changes to this URP will be subject to Stoughton Select Board approval as well as submitted to DHCD for review. Any submittal will include a detailed description of the change, the purpose and effect of the Plan change on Project activities, and pertinent revisions of the original application to reflect the change.

The timeframe of this Plan presents anticipated priorities for private redevelopment and public improvements.

- The initial steps include actions currently underway and actions that the SRA can undertake with existing resources.
- The Priority Actions (0 to 10 years), include actions involving publicly owned property, the public realm, and priority development parcels.
- The Longer-Term Actions may take more time to initiate and implement, but if an opportunity arises to address them sooner, the SRA may do so.

Table 11-1. Implementation - Anticipated Priorities	
Activity ID	Activity Description
Initial Steps (0 to 5 Years)	
1.1	Continue working with the MBTA to implement the “Quiet Zone” for the rail lines in downtown Stoughton.
1.2	Start promoting and marketing the Stoughton Center URP to developers, property owners and realtors.
1.3	Establish a working relationship with the Town for Town staff to provide support to the SRA for URP implementation. Core support will include planning, accounting, and legal.
1.4	Talk with the owners of parcels identified for acquisition that may be for sale or the owner has expressed interest in selling or partnering with the SRA to redevelop their building or parcel.
1.5	Seeking funding sources and/or bond/borrow for funding for acquisitions.
1.6	Work with the Town to develop a comprehensive downtown parking plan that quantifies current needs, projects future needs, identifies opportunities for shared parking, and defines an implementation plan so that paring needs are met as new parking areas are added to replace parking areas proposed for redevelopment.
1.7	Start talks with the Town to transfer Area K, (old Randolph Savings Bank and current Recreation Dept. office) to the SRA to redevelop the site with housing and public parking.
1.8	Start negotiations with the MBTA to transfer the parking lot next to the train depot to the SRA for a new downtown public/community space.
Priority Actions (0 to 10 Years)	
2.1	Implement the redevelopment of the old bank building (current Recreation Dept. office) to the SRA to redevelop the site with housing and public parking
2.2	Obtain funding to design and construct streetscape improvements along both sides of Washington Street in Stoughton Center to enhance pedestrian safety, circulation, and comfort.
2.3	Obtain funding to design and construct streetscape improvements along portions of Wyman and Porter Streets in the core of Stoughton Center to enhance pedestrian safety, circulation, and comfort.
2.4	Start negotiations with the MBTA to partner with them or have them transfer the parking lots parcels at the end of Railroad Ave. to the SRA for the construction of a new parking structure.
2.5	Secure ownership of the MBTA parking lot next to the train depot for a new public/community space.
2.6	Secure funding/grants to design and construct the new park next to the train depot along with the new connector road between Porter and Wyman Streets, Area E.
2.7	Prioritize the redevelopment of areas C, F, G, H and S though partnerships or acquisition.

Longer-Term Actions (0 to 20 Years)	
3.2	Negotiation with the MBTA to either partner with the MBTA or have them transfer the parking parcels at the end of Railroad Ave to the SRA for the construction of a new parking structure.
3.3	Prioritize the redevelopment of areas L and M through partnerships or acquisition.
3.4	Initiate the redevelopment of areas J, I, and O through partnerships or acquisition.
3.5	Initiate the redevelopment of areas P and R through partnerships or acquisition.
3.6	Reach out to the U.S. Postal Services Department to discuss the desire to redevelop the current post office parcel and find a new location for a downtown retail post office.
3.7	If the SRA can obtain all or a portion of the post office parcel, market it for redevelopment,
3.8	If desired, talk with the Town to transfer the train depot to the SRA for rehabilitation.

12.02(12) Financial Plan

The Financial Plan for the SDRP incorporates cost estimates for the proposed actions and projects to support the goals and objectives of this URP. Implementation of the SDRP will require expenditures for a number of actions including public improvements, land acquisition, site preparation, parcel assemblage and land disposition by the SRA. Other costs, such as rehabilitation and new construction, are anticipated to be borne by private developers. Please refer to *Table 12-2: Project Costs* (in **Section 12.4**) for an overview of the estimated costs and potential sources of funding associated with implementing this URP.

12.1 Estimated Land Acquisition and Relocation Costs

The acquisition of private parcels may occur either publicly by the SRA or by a private developer. The current estimated costs for parcel acquisitions by the SRA are based on information obtained from the Town of Stoughton Assessor’s office using 2021 assessed values. Before any action on a prospective acquisition is undertaken by the SRA, the SRA will engage professional, licensed appraisers to evaluate the subject property and will comply with all applicable DHCD regulations and policies throughout the acquisition process. Property transfers between the town and the SRA will be negotiated with the appropriate town department. The subsequent sale of transferred/assembled parcels to private developers will provide a source of revenue to the redevelopment authority which can be appropriated to accomplish future URA actions.

The parcels identified for acquisition include vacant and underutilized land and buildings. Cost estimates for relocation, while preliminary, consider the size and type of businesses to be relocated.

Table 12-1. Parcel Acquisition Assessed Value			
Parcel ID	Address	Owner	Assessed Value
Acquisitions			
054 400 0	27 Railroad AV	Doreen M Agresta & Agresta Family Living Trust	\$ 134,000.00
053 113 0	934 Washington St	Brockton Edison Co	\$ 346,200.00
054 079 0	9 Winter St	AAA United Inc	\$ 179,500.00
054 078 0	90 Summer St	EX LLC	\$ 278,400.00
054 102 0	21 Wyman St	Deamorim Domingos F	\$ 643,500.00
054 103 0	17 Wyman St	Avondale Properties	\$ 490,300.00
054 104 0	773 Washington St	Ruscito Brothers LLC	\$ 352,900.00
054 105 0	767 Washington St	Lauradin Rinoldi A	\$ 534,400.00
054 106 0	761 Washington St	Redeemed Christian Church of God	\$ 484,800.00
054 107 0	753 Washington St	Northeastern Conference Corp of Seventh Day Adventists	\$ 849,600.00
054 108 0	31 Porter St	United States Postal Service	\$ 1,633,400.00
054 109 0	3 Porter St	William Piazza & Caren Polillio	\$ 821,300.00
054 218 0	22 Porter St	Fernandes Luisa	\$ 442,800.00
054 219 0	26 Porter St	Porter Street LLC	\$ 449,000.00
054 220 0	30 Porter St	Porter Street LLC	\$ 306,500.00

Table 12-1. Parcel Acquisition Assessed Value			
Parcel ID	Address	Owner	Assessed Value
Acquisitions			
054 285 0	760 Washington St	Connelly Steven A Trustee	\$ 300,900.00
054 392 0	797 Washington St	Vardakostas Demetrios Trustee	\$ 781,800.00
054 393 0	793 Washington St	Boston Nominee Trust	\$ 375,600.00
054 394 0	785 Washington St	Next Level Management	\$ 449,000.00
054 395 0	10 Wyman St	Vardakostas Demetrios Trs	\$ 499,000.00
054 396 0	16 Wyman St	Dykeman Louis E	\$ 423,300.00
054 397 0	24 Wyman St	Dykeman Elec Co Inc	\$ 369,100.00
054 398 0	26 Wyman St	26 Wyman Street LLC	\$ 703,500.00
054 399 0	21 Railroad Av	Portuguese Natl Club	\$ 556,000.00
054 401 0	48 Wyman St	Wyman Street 48 LLC	\$ 328,100.00
054 422 0	0 Morton St	H & R Construction Corp	\$ 178,300.00
054 421 0	Morton St	H & R Construction Corp	\$ 173,600.00
054 404 0	Wyman St	Mass Bay Trans Authority	\$ 130,100.00
054 443 0	Wyman St	Town Of Stoughton	\$ 213,300.00
054 402 0	Railroad Av	Town Of Stoughton	\$ 93,100.00
054 403 0	Railroad Av	Town Of Stoughton	\$ 34,900.00
054 215 0	49 Rose St	Green Acres Financial LLC	\$ 1,814,600

12.2 Demolition & Site Preparation Costs

If a site is acquired by the SRA, there will be certain costs associated with building demolition where proposed, site preparation, and securing the property. Where demolition is proposed, costs include building demolition, foundation removal, fence removal, removal of any other structures or materials on the site, site grading, and soil erosion control. Site preparation includes fencing or other means to secure the site for public safety purposes, debris removal, vegetation clearing where needed, capping utilities, security lighting and similar actions. Although in some cases the developer may take on these costs, for estimation purposes it is assumed that the SRA will undertake some demolition and site preparation to make designated areas more appealing for redevelopment.

Site remediation to meet MassDEP requirements for future residential and commercial use may include removal of asbestos and lead paint, and/or soil or groundwater remediation. A cost for site remediation will be estimated after testing is done on any building and parcel being considered for acquisition. The Financial Plan in this URP includes an estimated remediation costs based on prior experience with similar properties.

12.3 Public Improvements

As described in **Chapter 12.02 (8): Public Improvements**, there are a variety of public improvements proposed as part of this URP implementation. Estimates for these actions include design and engineering costs, any necessary permitting and construction costs. These include:

- Construction of a new extension of Rose Street from Porter Street to Wyman Street to encourage better vehicular and pedestrian travel;
- Streetscape improvements with an emphasis on streets in the core of downtown, and gateway treatments along key roadways leading into downtown;
- Improvements to Wyman Street, from Washington Street to the historic train depot, to provide more pedestrian amenities and the ability to close the street to vehicular traffic to function as a pedestrian space during special events;
- A new downtown park to serve as an open space amenity, public gathering space and a location for special events;
- Shared on-road bike accommodations;
- Public parking to help support private development needs.

See Figure S-3 for a map of area improvements.

12.4 Project Costs

Table 12-2 presents cost estimates of this URP projects and activities in addition to other support and administrative costs. As noted previously, the private properties to be acquired and some of the town-owned parcels to be transferred will eventually be sold to private developers.

Project costs, as shown in Table 12-2, were estimated using 2023 costs as follows:

Table 12-2. 2023 Project Costs	
URP Public Action	Estimated Cost (SRA/Town)
Land Acquisition/Private-owned	\$11,926,800
Property Transfers/Town-owned	\$182,500
Appraisals	\$348,000
Legal Costs	\$200,000
Relocation Costs	
Relocation Plan - Overall	\$30,000
Relocation Consultant (<i>Plans & Executions For All</i>)	\$300,000
Relocation Payments (<i>Estimated</i>)	\$1,500,000
Building Stabilization Costs	
Building Stabilization	\$175,000
Demolition And Site Preparation	
Demolition	\$1,145,976
Site Preparation	\$220,000
Site/Building Remediation (<i>Est.</i>)	\$330,000
Public Improvements	
<u>Public Open Space, Streets, Streetscapes, Pedestrian Areas</u>	
New Downtown Civic Space And Park	\$1,650,000
Streetscape Improvements (Porter, Warren, Washington Block)	\$2,200,000
Streetscape "Gateway" Improvements	\$1,100,000
New Street Connecting Porter St To Wyman St	\$550,000
<u>Public Buildings and Parking Structures</u>	
Rehabilitate Historic Train Depot	\$550,000
Public Parking Garage On Pleasant Street	\$11,000,000
Public Parking On Railroad Avenue	\$33,000,000
<i>Public Improvements Total</i>	<i>\$50,050,000</i>
Consultants	
Design Services For Public Realm Improvements	\$5,000,000
Environmental Assessments (<i>Est.</i>)	\$270,000
Administrative	
Legal	\$100,000
Administration/Staff	\$400,000
Fees (Bond Fees, Misc. Fees)	\$100,000
Contingency 10%	\$7,327,000
Total Estimated Project Costs	\$80,597,000
Income From Sale Of Acquired/Transferred Properties	\$10,075,120
Net Project Cost	\$70,521,880
Funding/Resources In Place	\$0
Total Estimated Funding Required	\$70,521,880
Anticipated Future Funding & Grants	\$70,521,880

- Acquisition costs have been calculated using 2024 assessed values from the Stoughton Assessor’s records.
- Construction costs for public improvements were based on 2024 construction costs for similar public improvements.
- Relocation costs have been estimated based on relocations costs from other recent urban renewal projects.
- Building demolition and site preparation costs based on costs from similar projects.
- “Soft costs” for the survey, planning, design and permitting of public improvements have used an industry average of 12% of the estimated construction cost.
- Administrative costs for project administration and legal fees have been included assuming a 20-year implementation schedule.

Since all costs are estimated, an overall project contingency of 10% has been included to cover unanticipated costs.

12.5 Financing Approach

The SRA will coordinate with the Town to identify and apply for a mix of local, state, and federal funding, to undertake actions and implement public improvements intended to spur private investments during the implementation phase of this URP. Potential funding sources are listed below.

In addition, the SRA will work with the Town to enhance existing programs and development new programs consistent with the following Master Plan recommendation:

Create incentives for revitalization and reinvestment:

- Enhance the Town Center Facade and Sign Improvement Program
- Initiate and Strategically Utilize a Dedicated Supplemental Town Center Wine and Malt Licenses Program
- Allow and Promote and Facilitate Outdoor Dining

LOCAL FUNDING

- a. **SRA Proceeds:** In accordance with **M.G.L. c. 121B**, Redevelopment Authorities such as the SRA have the power to issue bonds, borrow money, invest funds, receive grants, and accept gifts. As the SRA acquires and disposes of property, they will be able to generate income that can be reinvested into the URA.
- b. **Town Funding/In-kind Support:** Town of Stoughton funding
- c. may be the best resource for some of the identified URP actions. Funding could come from bonding or the annual Town of Stoughton budget process. The following Town of Stoughton funding sources are potential mechanisms to generate revenue for the SRA to perform actions throughout the life of the Plan and beyond:
 - o **Property transfers:** The Plan identifies six (6) Town of Stoughton-owned parcel to be transferred to the SRA. This would be considered SRA acquisition. The process for the SRA to acquire the property would require a vote of the Board of Selectmen to transfer ownership from the town to the SRA. Once acquired, the SRA could sell some of the parcels, as shown on the disposition map, to generate revenue.
 - o **Grants and Gifts:** If requested, an allocation of funds from the Town to the SRA would enable the SRA to begin taking on projects, such as land acquisitions, site clean-up, and parcel assemblage. Funding these initial actions would allow the SRA to use revenue from initial actions to fund future projects.
- d. **Bonds:** Municipal bonds are debt securities issued by a government entity to fund day-to-day obligations and to finance capital projects. Because of the significant cost of many of the actions, loans or bonds will need to be applied for. The payback of these bonds will require a business model that will generate revenue from projects in the Plan.

STATE FUNDING

- e. **MassWorks Infrastructure Funding:** A state program that promotes economic development and job creation through improvements to streets, sidewalks, and other specified infrastructure. Eligible activities include design, construction and/or reconstruction of existing and or newly relocated streets, sidewalks, and related infrastructure. This program is a potential source of funds for URP projects involving roadway, streetscape, infrastructure, and bridge improvements.
- f. **Massachusetts Parkland Acquisition and Renovations for Communities (PARC) Grant Program:** The PARC Grants provide financial assistance to city and towns to acquire critical open space. The open space must be used for conservation or passive recreation purposes. PARC Grants aid cities and towns in acquiring, developing, and renovating park and outdoor recreation facilities. This funding could be applied for to support the development of a new downtown passive park.
- g. **Chapter 90 Funding:** A 100% reimbursable state funding program provided to each municipality for local roadway improvements. Funds must be allocated to roadway projects, such as resurfacing and related work and other work, such as preliminary engineering. This is a potential funding for project design costs and roadway improvements such as the proposed Rose Street extension.
- h. **Economic Development Incentive Program (EDIP):** A tax incentive program administered through the Massachusetts Office of Business Development (MOBD) designed to foster job creation and stimulate business growth throughout the Commonwealth. Participating companies may receive state and local tax incentives in exchange for job creation, manufacturing job retention and private investment commitments.
 - o **Tax Increment Financing (TIF):** EDIP tool that promotes redevelopment by use of public/private partnerships by offering tax breaks to developers. TIF is authorized by **M.G.L. c. 40 section 59** and implementing regulations **760 CMR 22.01**. Under this legislation, landowners may be granted property tax exemptions of up to 100% of the tax increment. A municipality may enter into a TIF Agreement with a landowner for a maximum term of 20 years. **M.G.L. c. 40 section 60** also authorizes a TIF for housing in urban centers. A TIF Zone must be in an area approved by the Economic Assistance Coordinating Council (EACC) as an Economic Opportunity Area (EOA) or found to be an area "*presenting exceptional opportunities for economic development*" by the Director of Economic Development. Certification of the TIF Plan is issued by the EACC after the Plan is accepted by municipal vote.
 - o **Vacant Storefront Initiative:** Permits the use of EDIP tax credits to incentivize businesses to occupy vacant storefronts in Downtown Areas. Municipalities may apply to the Economic Assistance Coordinating Council (EACC) for certification to designate a defined downtown or other commercial area, as a Certified Vacant Storefront District. After achieving such a designation, and achieving a commitment of local matching funds, businesses or individuals may apply to the EACC for refundable EDIP tax credits for leasing and occupying a vacant storefront in that district.
- i. **Massachusetts General Law Chapter 40R (Smart Growth):** Housing production within the Commonwealth has not kept pace with the growing number of households looking for an affordable place to live. To help meet this demand, the Commonwealth adopted **Chapter 40R** within the General Laws allowing municipalities to encourage housing production that is aligned with the principles of "*smart growth*." Eligible municipalities, upon approval, will receive zoning incentive payments for housing creation based on number of units of new construction. Chapter 40R also provides participating municipalities with one-time density bonus payments of \$3,000 per housing unit upon issuance of building permits.
- j. **Federal and Massachusetts Historic Rehabilitation Tax Credit:** Since 2006, the Massachusetts Historic Rehabilitation Tax Credit program (MHRTC) has been catalyzing the rehabilitation, reuse, and revitalization of historic properties across the Commonwealth. These historic structures have been rehabilitated to create quality affordable and market-rate housing, community centers, commercial and office space, performing arts venues, restaurants and more, benefiting our communities in numerous ways. The MHRTC allows the certified rehabilitation of an income-producing property to receive up to 20% of the cost

of certified rehabilitation expenditures in state tax credits. This credit, many times coupled with the Federal Rehabilitation Tax Credit, is a critical source of attaining project feasibility. The credits can be sold to a third-party investor for funds which are often put back into the project. The credit program makes evident the economic and community benefits of preservation.

- k. **District Improvement Financing (DIF): Massachusetts General Laws Chapter 40Q** allows a municipality to set up a program in which new incremental property taxes within a defined redevelopment district can be earmarked for funding public infrastructure improvements or other investments needed to support and catalyze new growth. The estimated future incremental taxes are typically used to support debt service thereby allowing larger up-front investments. DIF revenues do not impact current General Fund property tax revenues (the baseline). All or a portion of the incremental DIF revenues can be used for property acquisition and improvements, public infrastructure including parking facilities and for administrative costs related to the DIF District. The creation and operation of a DIF program is approved and undertaken solely by the municipality (through the Board of Selectmen) and does not require approval or review by state agencies under a 2015 amendment to the 40Q regulations.
- l. **MassDevelopment:** MassDevelopment, the state's finance and development agency, works with businesses, nonprofits, banks, and communities to stimulate economic growth. Through these collaborations they help create jobs, increase the number of housing units, revitalize urban environments, and address factors limiting economic growth including transportation, energy, and infrastructure deficiencies. Offering a wide range of finance programs and real estate development services, MassDevelopment supports economic growth, development, and investment across all sectors of the Massachusetts economy: public and private, commercial, industrial, and residential; and nonprofit, including healthcare, educational, cultural, and human service providers. They work in collaboration with private and public-sector developers, businesses, and banks to identify investors and leverage public and private funds to support economic growth.
 - o **Brownfields Redevelopment Fund (BRF):** The BRF is administered by MassDevelopment, which provides technical assistance and money, in the form of both loans and grants, to worthwhile projects around the state.
 - o **Site Readiness Program:** The Site Readiness Program aims to increase the Commonwealth's inventory of large, well-located, project-ready sites; to accelerate private-sector investment in industrial and commercial projects; and to support the conversion of abandoned sites and obsolete facilities into clean, actively used, tax-generating properties. Eligible uses include site preparation, predevelopment, and permitting assistance.
 - o **Underutilized Properties Program:** The Underutilized Properties Program funds projects that will improve, rehabilitate, or redevelop blighted, abandoned, vacant or underutilized properties to achieve the public purposes of eliminating blight, increasing housing production, supporting economic development projects, increasing the number of commercial buildings accessible to persons with disabilities. Eligible uses fall into two categories, Buildings and Predevelopment.
- m. **Complete Streets Funding Program:** A Complete Street is one that provides safe and accessible options for all travel modes—walking, biking, transit, and vehicles—for people of all ages and abilities. The MassDOT Complete Streets Funding Program provides technical assistance and construction funding for projects that support Complete Streets goals and principles to eligible municipalities.
- n. **Chapter 121A: Massachusetts General Laws Chapter 121A** and **Massachusetts Regulations 760 CMR 25.00** authorize the creation of single-purpose, project-specific, private Urban Renewal Corporations for undertaking residential, commercial, civic, recreational, historic, or industrial projects in areas which are considered to be decadent, substandard, or blighted open space. The statute and regulations authorize the exemption of 121A developments from real and personal property taxes, betterments, and special assessments. They set forth procedures for negotiating an alternative tax payment on these developments and allow private developers to exercise the power of eminent domain to assemble development sites in specified circumstances.²³

FEDERAL FUNDING

- o. **EPA/MassDEP Brownfields Funds:** The federal program provides funds to inventory, characterize, assess, and conduct planning (including cleanup planning) and community involvement related to brownfield sites. If contamination is discovered there are a number of federal and state grant programs to carry out clean-up activities, including the U.S. Environmental Protection Agency's (EPA) Brownfields Cleanup Grant, which provides funds for site clean-up for brownfield sites owned by the applicant, and MassDEP Brownfields Site Assessment/Cleanup Grant of Service, which through the EPA provides funding for site assessment and clean-up of brownfields on behalf of municipal and non-profit entities by using state contractors (rather than granting funding directly to the applicant).
- p. **Land and Water Conservation Fund (LWCF):** Provided to the States, and through the States to local governmental jurisdictions, on a matching basis for up to fifty percent (50%) of the total project-related allowable costs for the acquisition of land and the development of facilities for public outdoor recreation. Appropriations from the LWCF may be made annually by Congress to the Secretary of the Interior who apportions the funds to the States. Payments for all projects are made to the state organization that is authorized to accept and administer funds paid for approved projects. Local units of government participate in the program as sub-grantees of the State with the State retaining primary grant compliance responsibility.
- q. **The New Markets Tax Credits Program:** The New Markets Tax Credit Program (NMTC Program) was established by Congress in 2000 to spur new or increased investments into operating businesses and real estate projects located in low-income communities. The NMTC Program attracts investment capital to low-income communities by permitting individual and corporate investors to receive a tax credit against their federal income tax return in exchange for making equity investments in specialized financial institutions called Community Development Entities (CDE's). The credit totals 39 percent of the original investment

²³ <https://www.mass.gov/doc/mgl-chapter-121a-preparation-guide/download>

amount and is claimed over a period of seven years (five percent for each of the first three years, and six percent for each of the remaining four years). The investment in the CDE cannot be redeemed before the end of the seven-year period.

- r. **HOME Investment Partnership Program (HOME):** The HOME Investment Partnerships Program (HOME) provides formula grants to States and localities that communities use - often in partnership with local nonprofit groups - to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people. HOME is the largest Federal block grant to state and local governments designed exclusively to create affordable housing for low-income households.
- s. **Economic Development Administration (EDA):** The federal Economic Development Administration recently announced funding through the Coronavirus Aid, Relief, and Economic Security Act for community-based planning and technical assistance. The EDA Cares Act offers various funding mechanisms for communities and businesses impacted by the Covid-19 pandemic and may be applicable. Because of the pandemic's impact on urban living and working patterns, this funding could support on-going revitalization efforts in the downtown District, including on-going strategic planning work and possible augmentation of the HUD Section 108 loan for acquisition and development of specific projects.
- t. **Transportation Enhancement Program (TE):** TE offers funding opportunities to help expand transportation choices and enhance the transportation experience through 12 eligible TE activities related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation.²⁴
- u. **Tax Credits:** These programs provide the developer, or more likely investors in a project, the ability to lower their tax liability by purchasing credits through investment in a qualified project. Because of this benefit, investors are willing to fund up-front development costs with equity, thus making more capital available to the developer and/or lowering the cost of that capital. These savings in turn can be used to improve the financial feasibility of a project.

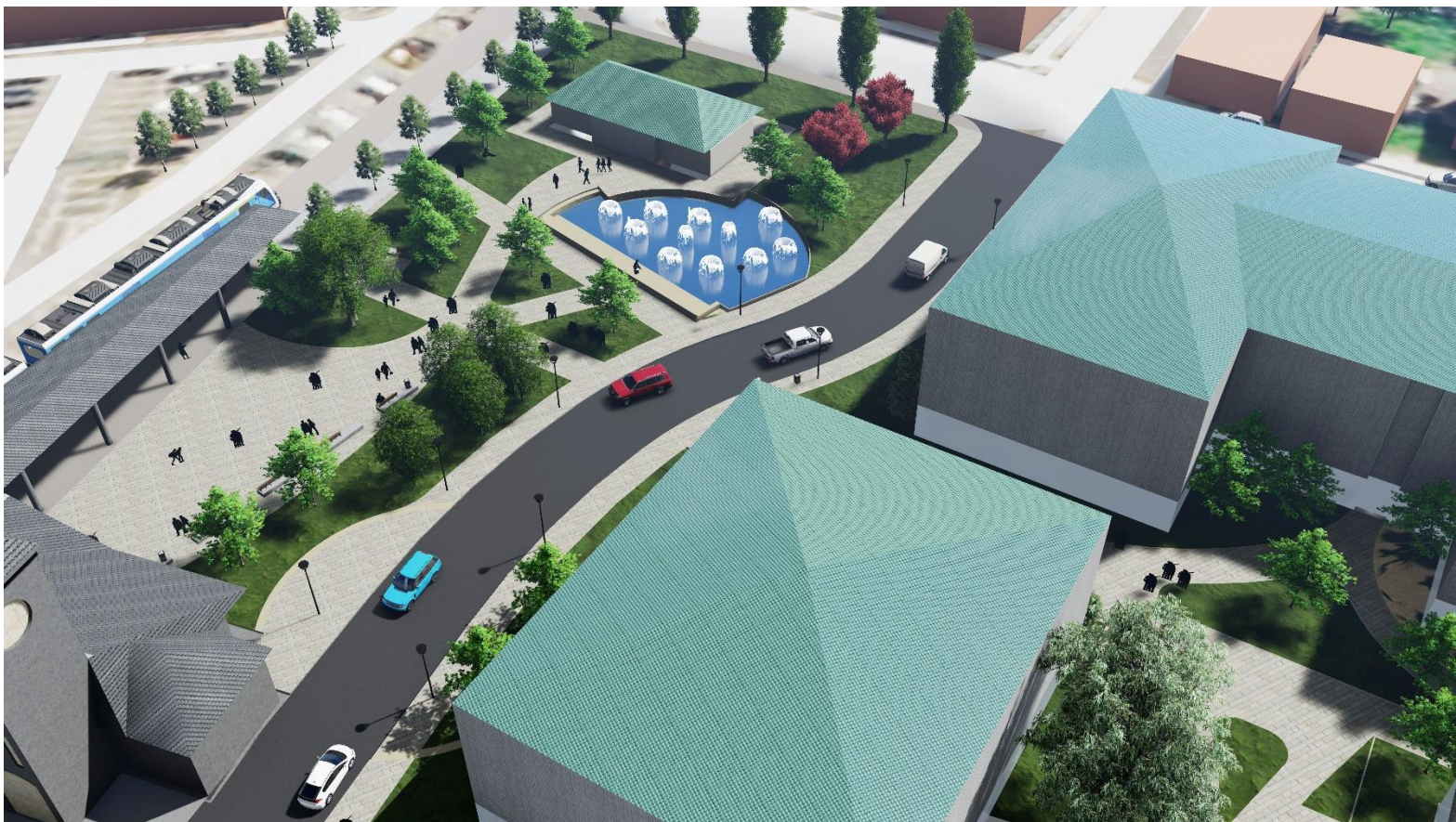


Image 7. Proposed Rose Street Extension adjacent to Proposed Train Depot park

²⁴ https://www.fhwa.dot.gov/environment/transportation_enhancements/

Stoughton Redevelopment Authority

10 Pearl Street, Stoughton, MA 02072

Forrest Lindwall
Chairman

Pam Lennon Carr
Vice-Chair

Helder Resendes
State Appointee

Mark Zamanian

Reggie Nunnally
Treasurer

Meeting Minutes Citizen Advisory Group Meeting (CAG)—October 12, 2020
Virtual Meeting

Hosts: Jef Fasser, Heather Gould, and Jeanette Tozer – BSC Group (BSC)
SRA: Forrest Lindwall (Chairperson), Reggie Nunnally, and Admin Assistant Donna Jutras
CAG: Abigail Dusseldorp, Stanley Zoll, Fabie Bertrand, Rick Hill, Aramide Olotu (Bunmi),
Marie Cadet, Tamara Odom, Noreen Ruggiero, and Samantha Kelly
Absent: Steve Korchin, Philip Dalessandro, Paul Carpinella

Meeting Opened at 7:30pm

Introductions

Chairman Lindwall of the SRA introduced himself and provided a brief history of the work that the SRA has conducted since its inception in the 1960's and he noted the ways that the SRA has provided support to Stoughton on various projects including paying for due diligence work allowing the Town to purchase the former Randolph Savings Bank and the Train Depot; supporting the negotiations of the Town to purchase the Post Office property: as well as conducting an inventory of decadent properties that is now being used for the Community Development Block Grant (CBDG) sign facade replacement program. He noted the difficulty of obtaining consensus in the past, but that the SRA now has a solid working relationship with the BOS, and with the Planning Board who are both necessary to endorse the URP before it goes to the Department of Housing and Community Development (DHCD) for a final approval.

Boundary Map

Ms. Gould noted that the SRA is looking for input from the CAG towards confirming the Eligibility Determination for Decadent Properties. She displayed the boundary map on the screen which was provided to the CAG prior to the meeting, and noted that the SRA recommends that the residential properties on the map (shown in red) be removed as they appear to be well maintained and therefore it would be difficult to justify them as contributing to a decadent finding, and that seven other properties be added. She asked the CAG for their opinions. CAG member Abigail Dusseldorp asked about setting the boundary around the library in a manner so that the sidewalks are uniformly developed, and several members noted that the plaza area where ShopRite is currently located, should be included in the boundary area. Ms. Gould indicated the plaza could be removed because acquiring it would involve significant SRA resources for a property the SRA would most likely not take any further action to develop. Mr. Lindwall concurred with Ms. Gould, but Mr. Fasser indicated that sometimes URPs identify parcels that are key to revitalization even if the Redevelopment Authority is not suggesting any further action

with them. It was agreed that unless there is a real strong reason to remove it, the Shoprite Plaza should remain on the boundary map.

Actions

Mr. Fasser listed categories of actions typically included in URP's which were also listed in the meeting's agenda that he presented on the screen. Prior to the meeting BSC also sent out recommendations highlighted in the Stoughton Downtown Redevelopment Plan (Master Plan). Mr. Fasser asked for any ideas or comments regarding any of the action item categories. CAG member Samantha Kelly inquired about the SRA applying for an extension of the Cap on the downtown liquor licenses in bulk. Mr. Fasser noted the SRA can use the URP to make recommendations but that it cannot act itself as the SRA does not have authority over liquor licenses. Mr. Fasser asked the CAG if they could identify any underutilized or poorly maintained private properties in Town and a discussion ensued regarding the State Theatre in Downtown Stoughton. Ms. Kelly noted that few parcels in Stoughton have decent width sidewalks and that this URP should include wider sidewalks as a recommendation to encourage outside restaurant dining, and pedestrian friendly access to the Downtown. Mr. Lindwall suggested turning Wyman Street into a pedestrian only area and several CAG members agreed. Mr. Fasser referenced the action item listed as policy incentives. Ms. Kelly noted she brought up that topic in reference to tax credits, and fast tracking zoning, to help the SRA prioritize women and minority owned businesses establish their businesses in the Downtown. Mr. Nunnally agreed there should be language in the URP to address such incentives. CAG Member Tamara Odom inquired as to whether incentives could be offered to businesses that hire Stoughton residents and Ms. Gould noted the URP could reference best efforts by businesses to employ Stoughton residents, but that the URP cannot dictate that businesses hire Stoughton residents.

Mr. Fasser inquired as to what CAG members envisioned for land usage in the Downtown and some members recommended more restaurants, and more housing. Mr. Fasser noted the URP can discuss the types of uses in the Downtown but that it cannot dictate which parcels are used for particular purposes.

Mr. Lindwall noted the commuter rail station is the driving force to creating mixed use development in the Downtown. Ms. Odom noted the URP should have language to encourage a relationship between the Town and the MBTA as the train service in Stoughton is so poor that people travel elsewhere to take the train. Mr. Lindwall asked CAG members to articulate the deficiencies in train service so the SRA can present the concerns as a list to the MBTA. Mr. Fasser noted the MBTA has put more money into its Transit Oriented Development (TOD) Group to encourage development around train stations and noted that the BSC Group could reach out to the TOD to alert them regarding the deficiencies in train service in Stoughton.

Mr. Fasser asked if anyone had any concluding comments. CAG Member Rick Hill commented on the need to expand the tax base in Stoughton to ease the burden on the Stoughton residents and he noted that revitalizing the Downtown would be a means to gain huge revenue for the Town to help ease this burden. Mr. Fasser agreed that reducing the tax burden needs to be an action listed in the URP.

The next meeting of the CAG will be November 9, 2020 at 7:30pm.

Respectfully Submitted
Donna-Marie Jutras
Administrative Assistant, Stoughton Redevelopment Authority

12.02(14) REQUISITE MUNICIPAL APPROVALS



TOWN OF STOUGHTON

-Planning Department-

Town Hall
10 Pearl Street, 2nd Floor
Stoughton, MA 02072
(781) 341-1300, Ext. 9201

William D. Roth, Jr., AICP
Town Planner

November 20, 2023

Mr. Mark Zamanian, Chairman
Stoughton Redevelopment Authority
7 Pearl Street
Stoughton, MA 02072

Dear Mr. Zamanian,

On, September 28, 2023 and October 12, 2023, at their regularly scheduled meetings and duly advertised public hearing of the Stoughton Planning Board, the five members of the Planning Board reviewed the **Stoughton Center Urban Renewal Plan** as presented by the BSC Group on behalf of the Stoughton Redevelopment Authority. After due consideration and discussion, on a motion made by Richard Terry and second by Paul Beliveau, the Board voted unanimously that the **Stoughton Center Urban Renewal Plan** is based on a local survey and is consistent with Phase I & II Comprehensive Master Plan for The Town of Stoughton as a whole in accordance with MGL Chapter 121B Section 48.

Attached are recorded copies of the September 28, 2023 and October 12, 2023 minutes of the meetings. Please Let me know if there is any additional information you require from the Planning Board as you proceed with the intended revitalization plans.

Sincerely,


William D. Roth, Jr., AICP
Town Planner

Attach: 9/28/23 & 10/12/23 Planning Board Minutes

12.02(15) MASSACHUSETTS ENVIRONMENTAL POLICY ACT (MEPA)

The Massachusetts Environmental Policy Act (MEPA), as administered by the Secretary of Energy and Environmental Affairs (EEA,) has jurisdiction when a new urban renewal plan or a major modification of an existing urban renewal plan requires review and approval by DHCD, per **301 CMR 11.03 (1)(b)(7)**. Specifically, the Project requires the SRA to file an Expanded Environmental Notification Form (EENF) with the MEPA Unit for review. The Secretary shall also require the preparation of an Environmental Impact Report (EIR) pursuant to 301 CMR 11.06(7)(b) because the project area is located within a DGA (1 mile) around one or more EJ populations.

The SRA has not yet filed the EENF for the Stoughton Center URP but expects to do so in the near future. A copy will be sent to DHCD when the EENF is submitted to the Secretary. The SRA anticipates that any DHCD approval of the Stoughton Center URP will be conditional upon obtaining necessary MEPA approvals and understands that implementation will not commence until the Secretary's Certificate is received.