

North Suburban Planning Council Subregional Priority Mapping Project Final Report

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Appendix A: Definitions of Terms

When MAPC met with participating municipalities to identify local priorities for development, preservation, and infrastructure investment, the list below was disseminated for advance review and used as a guide for discussion. Identified local PDAs, PPAs, STIs, and SIIs may represent any combination of the characteristics listed. The following terms are used frequently in this document.

- **Priority Development Areas (PDAs)** are areas within a city or town where additional development or redevelopment are emphasized, but which may require additional investments in infrastructure. PDAs can range in size from a single lot to many acres and may include a mix of retail, commercial, industrial, office, and housing uses.
- **Priority Preservation Areas (PPAs)** are areas within a city or town that are priorities for preservation to protect for conservation for environmental, cultural, historical, and other reasons. These are areas not currently permanently protected e.g., through a conservation restriction, land trust ownership, or municipal or state conservation land designation.
- **Significant Transportation Investments (STIs)** are transportation infrastructure projects that can improve efficiency and interconnectivity for facilities which serve regional transportation needs. These may include projects that address major roadways as well as transit, bicycle, and pedestrian facilities that serve regional travel needs.
- Other **Significant Infrastructure Investments (SIIs)** are infrastructure projects that have the potential to significantly enhance new development or redevelopment potential. These may include wastewater, drinking water, and energy infrastructure improvements.

Priority Development Areas (PDA)

- Locations potentially capable of supporting additional development or redevelopment, but that may first require additional investments in infrastructure.
- May be a single use or mixed-use: a combination of retail, commercial, office, or housing.
- Can range in size from a single lot to many acres.
- May include adaptive reuse of existing buildings to preserve sense of place.
- Generally characterized by good access, available infrastructure (primarily water and sewer), and an absence of environmental constraints.
- Areas that have undergone extensive area-wide or neighborhood planning processes and may have detailed recommendations for future actions.
- Areas designated under state programs such as Chapter 43D (expedited permitting), Chapter 40R (smart growth zones) or Economic Opportunity Areas can be examples of PDAs.

Priority Preservation Areas (PPA)

- Deserve special protection due to significant environmental factors and/or natural features, such as endangered species habitats, large blocks of high quality intact habitat (BioMap2), areas critical to water supply, scenic vistas, areas important to a cultural landscape, or areas of historical significance.
- Are not currently permanently protected (e.g., via conservation restriction, municipal or state conservation land, land trust ownership, etc.).
- In general, existing parks or new park facilities would not fall within this category.
- May be critical to linking open space and also trails within a community across municipal boundaries that are part of a larger, regional network.

Significant Transportation Investments (STIs)

- Transportation projects that have the potential to increase efficiency and enhance interconnectivity for facilities which serve regional transportation needs.

- May be a project in a town or within a town's subregion.
- In most cases, these potential projects address major roadways as well as transit, bicycle, and pedestrian facilities that either individually or collectively serves regional travel needs.
- May include improvements for commercial airports and intermodal freight facilities that are key to the regional economy.
- Locally identified projects, along with projects from other statewide and regional planning documents, will be evaluated to develop an initial set of Regionally Significant Transportation Investments (RSTIs).

Other Significant Infrastructure Investments (SIIs)

- Are infrastructure projects that have the potential to increase efficiency and capacity and enhance development potential for facilities/sites which serve regional needs.
- May be a project in a town or within a town's subregion.
- In most cases, these potential projects address water, sewer/wastewater, stormwater, and may include new infrastructure upgrades/increase in capacity to existing infrastructure that either individually or collectively serve regional needs.

Apenndix B: Project Timeline

Timeframe	Tasks
February - March 2012	Task 1: Finalize participants, scope, and budget
April - June 2012	Task 2: Site visits to municipalities Preparation: preliminary base maps for each municipality; maps inclusive of parcel and assessor's data and GIS data layers (transit, roads/corridors, water, trails, land use development status, open space, BioMap2) Preparation: review of current municipal provisions, reviews of relevant documents, e.g., open space plans, master plans
June – July 2012	Task 3. Presentation of preliminary maps to Planning Boards and Boards of Selectmen Preparation: finalizing municipal maps with PDA, PPA, STI, and SII data Preparation and presentation of municipal PDAs and PPAs at public meetings
July - September 2012	Task 4: Site visits to remaining municipalities* Preparation: preliminary base maps for each municipality; maps inclusive of parcel and assessor's data and GIS data layers (transit, roads/corridors, water, trails, land use development status, open space, BioMap2) Preparation: review of current municipal provisions, reviews of relevant documents, e.g., open space plans, master plans
October 2012 – March 2013	Task 5. Presentation of preliminary maps to Planning Boards and Boards of Selectmen Preparation: finalizing municipal maps with PDA, PPA, STI, and SII data Preparation and presentation of municipal PDAs and PPAs at public meetings
January 2013 – April 2013	Task 6. MAPC review of regional significance Review of municipal PPAs, PDAs, STI, SII identified: identification and mapping of local and regional priorities; draft maps
February 2013	Task 7. NSPC members dialogue on regional priorities: PDAs, PPAs, STIs, and SIIs Preparation and presentation
March 2013	Task 8. One subregion forum inviting public input on regional priorities Outreach plan with all participating municipalities Preparation and presentation
May – September 2013	Task 9. Final report and subregion maps June 2013 briefing on the regional screen process, two public comment periods, revisions
October – November 2013	NSPC subregion meetings to explore next steps for advancing priorities identified in the report

Appendix C: Local Plans Reviewed by MAPC Staff by Municipality

Burlington

- Town of Burlington Community Development Plan, June 2004
- Town of Burlington Town Center Districts Design Review Rules & Regulations, Adopted April 6, 2006 and revised January 14, 2009
- Town of Burlington Open Space and Recreation Plan Update, 2011
- Town of Burlington Zoning Bylaws, as amended through January 2011
- Town of Burlington Zoning Map, 2001
- Town of Burlington subdivision regulations, 1988-1989, amended through October 17, 2002
- Town of Burlington General Bylaws, adopted through September 2011

Reading

- Town of Reading Zoning Bylaw, Revised as of March 2012
- Town of Reading Zoning Map, Revised February 2012
- Town of Reading 2005 Master Plan
- Town of Reading 2004 Community Development Plan
- Town of Reading Downtown Streetscape Phase 2 Improvements, 2012
- Main Street Corridor Study prepared for the Towns of Reading, Wakefield, and the City of Melrose, 2012

North Reading

- North Reading Community Development Plan, dated June 2004
- North Reading Open Space and Recreation Plan, dated February 21, 2007 and supplemented by conversation with Planning Administrator Danielle McKnight in August 2013 pertaining to additions from the Open Space and Recreation Plan update released in 2013.
- North Reading Zoning Bylaws, dated October 2010
- North Reading Zoning Map, dated August 23, 2005

Stoneham

- Town of Stoneham Zoning Bylaws
- Town of Stoneham Zoning Tables

Wakefield

- Economic Development Component of the Wakefield Master Plan, Adopted March 30, 2004
- Housing Component of the Wakefield Master Plan, Adopted May 20, 2003
- Wakefield Open Space and Recreation Plan, FY 2005-2010
- Wakefield Open Space Plan Map, 2004
- Wakefield Zoning Bylaw, Adopted 6-2-1988
- GIS data supplied by Conservation Commissioner

Wilmington

- Wilmington Master Plan, September 2001
- Open Space and Recreation Plan, August 2002
- Wilmington Zoning Bylaw, revised as of May 1, 2010
- Wilmington Zoning District Map, dated August 30, 2010

Winchester

- Winchester Master Plan – Phase 1, released in April 2010 that addresses housing, neighborhoods, town center, and economic development
- Winchester parks, conservation areas, fields, and recreation areas map – Feb 2012
- Winchester Town Center Initiative Development Concepts - December 2010 – a Discussion Paper prepared by a consultant for the PB
- Winchester Zoning Bylaws revised 4-21-2011

Woburn

- City of Woburn Open Space and Recreation Plan, June 2004
- City of Woburn Vision 2020 Community Development Plan, 2005
- City of Woburn Zoning Ordinance, 1985 with amendments through March 15, 2012
- City of Woburn Loop Bikeway Greenway Master Plan (Draft), January 2010

Appendix D: Schedule of Municipal Meetings and Briefings & Municipal Staff Consulted

Municipality	Local Priorities Meeting with Staff	Local Priorities Briefing with Local Boards
Burlington	June 22, 2012 10:00 am – 12:00 pm	February 7, 2013 6:30 pm <i>Planning Board meeting with an invitation to other municipal boards, committees, and commissions</i>
Lynnfield	<i>Not scheduled</i>	<i>Not scheduled</i>
North Reading	October 5, 2012 9:00 – 11:00 am	December 3, 2012 7:15 pm <i>Board of Selectmen meeting with an invitation to other municipal boards, committees, and commissions</i>
Reading	May 16, 2012 1:30 – 3:30 pm	June 19, 2012 7:00 pm <i>Board of Selectmen meeting with an invitation to other municipal boards, committees, and commissions</i>
Stoneham	September 18, 2012 9:30 – 11:30 am	January 22, 2013 7:00 pm <i>Board of Selectmen meeting with an invitation to other municipal boards, committees, and commissions</i>
Wakefield	August 21, 2012 1:00 – 3:00 pm	December 11, 2012 7:00 pm <i>Planning Board meeting with an invitation to other municipal boards, committees, and commissions</i>
Wilmington	July 23, 2012 9:30 – 11:30 am	January 8, 2013 7:00 pm <i>Planning Board meeting with an invitation to other municipal boards, committees, and commissions</i>
Winchester	May 16, 2012 8:30 – 10:30 am	September 18, 2012 7:00 – 9:00 pm <i>Joint Conservation Commission and Planning Board meeting with an invitation to other municipal boards, committees, and commissions</i>
Woburn	May 24, 2012 9:00 – 11:00 am	March 20, 2013 6:30 pm <i>Joint Woburn City Council and Woburn Redevelopment Authority meeting</i>

Municipal staff consulted in the development of local priorities lists:

Town of Burlington

- Kristin Kassner, Planning Director

- Tony Fields, Former Planning Director
- John Keeley, Conservation Administrator
- Don Benjamin, Senior Planner
- Jodie Wennemer, Conservation Assistant
- Thomas Hayes, Town Engineer

Town of Reading

- Peter Heckenbleikner, Town Administrator
- George Zambouras, Town Engineer
- Kim Honetschlager, GIS Coordinator
- Chuck Tirone, Conservation Administrator
- Jeff Zager, DPW Director
- Jessie Wilson, Staff Planner
- Jean Delios, Community Services Director /Town Planner

Town of North Reading

- Greg Balukonis, Town Administrator
- Danielle McKnight, Town Planner
- Michael Soraghan, Town Engineer, Public Works
- Jim DeCola, Building Inspector, Building Department
- Debbie Carbone, Assessing Manager

Town of Stoneham

- Bob Conway, Stoneham Conservation Commission member
- Dan Dragani, Senior Engineer, Town of Stoneham
- David Ragucci, Town Administrator, Town of Stoneham
- Tom Cicatelli, Chief Information Officer, Town of Stoneham

Town of Wakefield

- Dot Halpin, Chair, Wakefield Rail to Trail Committee
- Mike Collins, Town Engineer, Wakefield Dept. of Public Works (DPW)
- Paul Reavis, Town Planner
- Fred Emilianowicz, Member, Wakefield Planning Board
- Richard Stinson, Wakefield DPW
- Rebecca Davis, Conservation Commissioner
- Katie Lafferty, Assistant Civil Engineer, DPW
- Victor Santaniello, Director of Assessments

Town of Wilmington

- Carole Hamilton, Director of Planning and Community Development
- Michael Vivaldi, Assistant Planner
- Winifred McGowan, Assistant Director of Planning and Conservation
- Michael Woods, Superintendent of Water and Sewer
- Al Spaulding, Building Commissioner
- John Brown, Former Deputy Chief, Fire Department
- Shelley Newhouse, Director of Public Health
- Anthony Pronski, Engineering Director
- Skip Moynihan, Former Principal Assessor

Town of Winchester

- Betsy Ware, Town Planner
- Elaine Vreeland, Conservation Agent
- Maureen Meister, Planning Board member
- Beth Rudolph, Town Engineer
- Matt Shuman, Assistant Town Engineer

City of Woburn

- Mayor Scott Galvin
- Ed Tarallo, Planning Director
- Tony Sousa, Planner
- Brett Gonsalves, Engineering/GIS

Appendix E: Subregional Forums Agendas, Public Feedback, + Presentations

MAPC hosted an initial dialogue on the project at the February 2013 NSPC subregion meeting and sponsored one evening public forum in March 2013.

- February 13, 2013: NSPC subregion meeting devoted to a preview of the regional screen criteria and process for evaluating local priority area suitability
- March 27, 2013: Public forum briefing municipal staff and members of the public on subregion characteristics and the regional screen criteria, and

MAPC anticipates holding two additional public meetings in October and November 2013 that will be devoted to exploring next steps.

- October 9, 2013: NSPC subregion meeting devoted to a discussion of next steps among municipal staff in participating communities on next steps for advancing the priorities identified in the report.
- November 13, 2013: An evening forum for municipal staff and interested members of the public to discuss an action plan for implementing the opportunities identified in the report and how the data can be used to support continued local and regional planning efforts.

NORTH SUBURBAN PLANNING COUNCIL

North Suburban Planning Council Meeting
Wednesday, February 13, 2013, 9:00 – 11:00 am
Burlington Town Hall Annex
25 Center Street, Burlington

NSPC is undertaking a project to identify and map local and subregional priorities for development, preservation, and infrastructure investments within the subregion. The project provides an opportunity to promote dialogue about land use issues that transcend municipal boundaries. NSPC members will have a chance to review local priorities maps from other municipalities in the subregion. MAPC will present maps on subregion characteristics, emerging subregional priorities, and the proposed screening method for the subregional priorities. Come ready to provide feedback on the proposed screening method for subregional priorities. This promises to be an interesting discussion.

Agenda

- 9:00 am: Welcome and Refreshments**
Subregional map gallery on display
- 9:10 am: Project Overview and Update**
- 9:15 am: Subregion Characteristics and Subregional Priorities Discussion**
Tim Reardon, MAPC and Jennifer Erickson, MAPC
- 10:45 am: Next Steps**
- 11:00 am: Adjourn**

Directions to Burlington Town Hall:

From I-95/Route 128 north or south, take exit 33B for Route 3A northbound. Follow Route 3A (a.k.a. Cambridge Street) for 1 mile into Burlington Center. After passing through a signalized intersection with a Shell gas station on your right, the Town Common will be on your right. Turn right at the end of the Town Common onto Olympia Way. You will be facing the Fire Station (21 Center Street). Turn right onto Center Street, and the next building on your left is the Annex. Parking is available on Center Street or in the parking lots behind the Annex and adjoining Town Hall. The meeting will be in the basement level conference room, accessed by either stairs or an elevator at the rear of the building.

North Suburban Planning Council
c/o Metropolitan Area Planning Council
60 Temple Place
Boston, MA 02111
www.mapc.org

Jennifer Erickson
NSPC Coordinator
Phone: 617-933-0759
www.mapc.org/nspc
Email: jerickson@mapc.org



NSPC Monthly Meeting
February 13, 2013, 9:00 – 11:00 am
NSPC Priority Mapping Project:
Subregion Characteristics and Subregional Priorities Discussion

Meeting Summary

Present:

- Representative Ken Gordon
- Cynthia Lewis, Director of Intergovernmental Relations, Office of Senator Bruce Tarr
- Danielle McKnight, Planning Administrator, North Reading
- Jean Delios, Community Services Director and Planning Director, Reading
- Jessie Wilson, Staff Planner, Reading
- Michael Collins, Town Engineer, Wakefield DPW
- Paul Reavis, Town Planner, Wakefield
- Betsy Ware, Town Planner, Winchester
- Michael Vivaldi, Assistant Planner, Wilmington
- Edmund Tarallo, Planning Director, City of Woburn
- Kristin Kassner, Planning Director, Burlington
- Paul Raymond, Planning Board Member, Burlington
- Ernie Covino, Planning Board Member, Burlington
- Jodie Wennemer, Conservation Assistant, Burlington
- Paul Roth, Chairman of the Planning Board, Burlington
- Jack Kelly, Planning Board Member, Burlington
- Barbara L'Heureux, Planning Board Member, Burlington
- Ernie Zabolotny, Town Meeting Member, Burlington
- John Keeley, Conservation Administrator, Burlington

MAPC Staff:

- Jennifer Erickson, NSPC Coordinator and MAPC Regional Planner
- Tim Reardon, Manager of Planning Research, MAPC
- Bill Wang, Research Analyst, MAPC

Context: MAPC presented maps and data on subregion characteristics, emerging subregional priorities, and the proposed screening method for identifying subregional priorities. Attendees were invited to provide feedback on the proposed screening method for subregional priorities. A map gallery was also on display showing locally-identified development, preservation, and infrastructure investment priorities identified by municipal staff and maps on key characteristics including land use, environmental constraints, sewer service areas, and transportation assets.

Comments:

- The final report cannot look at the North Suburban region in isolation. Access to jobs outside of the region is important. Statistics about the subregion only should be taken with a grain of salt.
 - Yes, the subregion and the priorities will be evaluated according to impact on the regional job market. We will include reference to stats about employment in the region.
- Routes 95 and 128 affect a lot of people. Is the goal to have people in the communities plan regionally? Regional projects impact communities both up and downstream.
 - Yes.
- Wakefield is thinking about development activity that is happening right now and how it will impact the town. How will the Market Square development in Lynnfield impact us? What other major developments are happening in the region?
 - This spring MAPC contacted all of our communities requesting development data for our publicly accessible Development Database (DD). The DD has entries of major projects that are planned, in construction, or are completed – all submitted by municipal staff. Please contact us if you want to update the records for developments in your municipality. The DD is intended to be a resource to you in addition to helping MAPC update out population and employment projections.
- What kinds of regional data will be included in the final project?
 - MAPC will include major data points in the areas of population, housing, income, land use, jobs, transportation, environment, and other characteristics that will be used to also evaluate priority development and preservation area suitability.
- What is the weighting?
 - MAPC is still determining how to weight indicators used to evaluate the suitability of identified priority sites according to the types of uses projected. However, the idea is that the use of data to evaluate sites can be tailored so that we can place more emphasis on one factor than another when evaluating any given priority type, such as Office/Medical.
- What will we do with sites where there is already development in a sensitive environmental area, but we want to redevelop it (to improve it)? How can we see this information? How will we be able to see the different types of data?
 - We will list the characteristics used to evaluate each priority type and the weights that were used. In some cases there may be PDAs for redevelopment that may score poorly as regional priorities, but the narrative can explain that they are a still a local development priority with the intention of sustainable redevelopment with respect to environmental constraints.
- Many of our communities are built out and there are many environmental concerns (we may not be aware of). Can this information help us to refine the local priorities lists?
 - Once municipalities see the list of how local priorities scored according to the regional screen, you can certainly use the information to make changes to your local lists.
- Sewer infrastructure is a major issue. Many of our communities are on an ACO order from the Department of Environmental Protection, which limits growth. However, the constraints to development are sometimes out of our control. There are major sewer lines that need work. For example, Winchester has brick lines built back in 1893 that need work but we don't have the resources to fund it.
 - We can speak with the MWRA about whether they have data on the quality of MWRA sewer transmission lines and their master planning priorities. We will also look to the Water Infrastructure Finance Commission's 2012 report on unfunded needs in the subregion.

- The new NPDES stormwater regulations regarding impervious area are far above the percent impervious by municipality. Requirements to reduce impervious will impact permitting in even regionally significant PDAs.
 - The identification of regionally significant PDAs in the subregion and the baseline information about sewer infrastructure in the report can augment regional collaboration efforts around stormwater management.



**North Suburban Planning Council
 Priority Mapping Public Forum
 March 27, 2013, 6:30 – 9:00 pm
 Winchester Town Hall Auditorium**

Meeting Goals:

- To develop a shared understanding of the process to identify local/municipal priorities for preservation, development, and infrastructure investment
- To develop a shared understanding of the criteria for evaluating local priorities to identify regionally significant priority areas
- To collect feedback on additional criteria to be considered and how certain criteria should be weighted when screening different types of priority development areas

Agenda

Time	Item
6:30 – 7:00 pm	Refreshments and optional activity
7:00 – 7:05 pm	Welcome and Introductions
7:05 – 7:15 pm	Project Overview
7:15 – 7:30 pm	Subregion Characteristics
7:30 – 7:35 pm	Keypad Polling
7:35 – 7:40 pm	Introduction to Summary Criteria
7:40 – 8:30 pm	Table Discussions: Subregional Priorities <ul style="list-style-type: none"> • Orientation to the Atlas Maps, Local Priority Sites, and Summary Criteria • Weighing Summary Criteria for the Selection of Subregional Priority Sites
8:25 – 8:55 pm	Subregional Screen Report-Outs
8:55 – 9:00 pm	Next Steps

Materials from the March 2013 meeting can be downloaded from the project page:
<http://www.mapc.org/nspcprioritymapping>



NSPC Monthly Meeting
June 13, 2013, 9:00 – 11:30 am
NSPC Priority Mapping Project Update

Discussion Summary

The NSPC Priority Mapping Project has been a year-long project to identify and map local and subregional priorities for development, preservation, and infrastructure investments within the subregion. MAPC reviewed the subregional screen process, shared results from the subregional screen of priority development and preservation areas, and shared a draft of the report.

Present:

- Sean Pfalzer, TIP Manager, Boston Region MPO Staff
- Michelle Scott, UPWP Manager, Boston Region MPO Staff
- Danielle McKnight, Planning Administrator, North Reading
- Kristin Kassner, Planning Director, Burlington
- Betsy Ware, Town Planner, Winchester
- Jessie Wilson, Staff Planner, Reading
- Carole Hamilton, Planning and Conservation Director, Town of Wilmington
- Paul Raymond, Planning Board Member, Burlington
- Ernie Zabolotny, Town Meeting Member, Burlington
- Jack Russell, Economic Development Committee Member, Town of Reading
- Virginia Adams, Member, Walkable Reading
- Art DiNatale, Town of Reading
- Thomas Terranova, Selectman, Town of Lynnfield
- Steve Sadwick, Reading Representative to MAPC Council and Planner – Town of Tewksbury

MAPC Staff:

- Jennifer Erickson, NSPC Coordinator and MAPC Regional Planner
- Tim Reardon, Manager of Planning Research, MAPC
- Eric Bourassa, Transportation Director, MAPC

Discussion Highlights:

- Clarify in the narrative that mapped PDAs are for development types envisioned, which may not yet be the current reality. Also clarify that if a PDA isn't on a development type map, it just means that it was not evaluated under that category because that development type was not identified by the town in consultation with MAPC.
- Clarify the title and legend in the Open Spaces map in the Existing Conditions section
- Q: Where will it be preferable for communities to add their own wastewater treatment versus adding to the MWRA system?
 - A: MAPC is working on a smart sewerage project, which is a technique suitable for small communities wishing to add sewer capacity to facilitate smart growth in town

centers. PPAs with suitability for this type of infrastructure investment will be noted in the report.

- Q: What can we find out about sewer trunk line quality?
 - A: MAPC will contact the MWRA about obtaining this data.
- Q: What regional approaches can we take to treating stormwater during major wet weather events? Where can we obtain money to address sewer pipe lining issues?
 - A: Legislative fixes may be needed to enable development funds to fix issues impacting communities downstream.
- Q: My community does not have sewer infrastructure and does not have sites that appear on the preliminary list of regional PDAs. We want economic development to happen in our town. What can be stated in the report to confirm this goal?
 - A: MAPC will identify PDAs that do not score as highly suitable as regional PDAs but could be suitable economic development sites with appropriate and realistic infrastructure investments such as smart sewerage.



NSPC Monthly Meeting
October 9, 2013, 9:00 – 11:00 am
NSPC Priority Mapping Project Final Report Draft Discussion

Meeting Summary

Present:

- Steve Sadwick, Reading Representative to MAPC Council and Planner – Town of Tewksbury
- Danielle McKnight, Planning Administrator, North Reading
- Jessie Wilson, Staff Planner, Reading
- Paul Reavis, Town Planner, Wakefield
- Edmund Tarallo, Planning Director, City of Woburn
- Kristin Kassner, Planning Director, Burlington
- Josh Morris, Assistant Planner, Burlington
- Paul Roth, Chairman of the Planning Board, Burlington
- Paul Raymond, Planning Board Member, Burlington
- Ernie Covino, Planning Board Member, Burlington
- Ernie Zabolotny, Town Meeting Member, Burlington
- John Keeley, Conservation Administrator, Burlington
- Jodie Wennemer, Conservation Assistant, Burlington

MAPC Staff:

- Jennifer Erickson, NSPC Coordinator and MAPC Regional Planner
- Mark Racicot, Director of the MAPC Land Use Division
- Eric Halvorsen, Assistant Director of the MAPC Transportation Division

Context:

The NSPC Priority Mapping Project has been underway since April 2012. MAPC announced two public comment periods in July and September and reviewed the process used to identify local and regional priorities for the subregion. MAPC also reviewed the restructuring of the transportation section of the report to emphasize projects that have undergone design and those that are conceptual and require further study – with the explanation that it is not an all-inclusive list and that other regionally significant transportation infrastructure projects may arise.

Members were asked to review the draft lists of regional development, preservation, and infrastructure investment priorities in the subregion and assist MAPC with refining the regional priorities lists with a focus on refining the regional priority preservation areas and regional transportation infrastructure priorities lists. A map gallery showing subregion characteristics including environmental constraints, transportation assets, and employment projections by municipality was on view.

Summary of Comments and Questions

Comment: Add references to areas within the subregion that are on the National Register of Natural Places. Reedy Meadow is on this register.

Comment: In the appendix, explain how the regional screen results maps should be interpreted so viewers understand how to view the maps. The maps show how sites identified as suitable for different development types scored, but it does not endorse all sites on maps as suitable for those development types.

Refining the Regional PPA list

In addition to the 15 regional PPAs identified as highly suitable according to EEA criteria, members identified three additional priorities to include. MAPC will consider these for inclusion in addition to other areas identified as regional preservation priorities that would advance regional greenway connectivity.

- North Reading PPA #2: Swan Pond Conservation Area. This area connects North Reading to open space in Middleton. It is home to core habitat, and it is exceptionally scenic. It is one of the last large, wild, natural areas in North Reading.
- Woburn PPA #7: Shannon Farm. This area may not have scored highly according to EEA criteria but it is a unique resource and it is still being farmed. It would also connect to Winning Farm in Winchester.
- Woburn PPA #9: Middlesex Canal Park. This is a historically significant piece of open space. It can be used for trail development that would also connect it to the Middlesex Canal Museum in Billerica.

Other preservation priorities that may be elevated include land in the three municipalities that would facilitate construction of the Tri-Community Bikeway and Mary Cummings Park, which is zoned as open space and is in trust, but does not have Article 97 protection.

Question: Why is the Burlington LandLocked Forest not included as a regional PPA? While it does have Article 97 protection, there had been a proposal to enable housing and office development, which was defeated. While Article 97 protected lands have not been included in the regional PPA list, some narrative should be added explaining this and identifying some of the Article 97 lands in the subregion and noting that while these are under the jurisdiction of conservation commissions, these may from time to time face requests for rezoning.

- Answer: MAPC will add narrative on Article 97 protected lands in the subregion and note that preservation status is not entirely permanent in that they may from time to time be subject to requests for rezoning.

Water and Sewer Infrastructure Needs

Comment: Include information about municipalities with administrative consent orders (ACOs) and the issues they are working to address under ACOs. It is a high hurdle to overcome and is not just a local but a regional issue. For example, in Burlington, the infiltration and inflow (I&I) ratio is 10 to 1. Narrative on I&I issues in the report is short. For example, homeowners associations in the subregion have asked for municipalities to take responsibility for drainage infrastructure. Expand narrative to provide an overview of these issues. It is a critical limitation to future development in the subregion. Add narrative on I&I requirements in the subregion context section of the report.

Q: Has addressing I&I issues been addressed on a regional basis? Interested in working with other towns to relieve this issue.

- A: MAPC is devoting a spring subregion meeting to the topic of Stormwater Management. We will explore ideas for addressing stormwater issues regionally and MAPC will review resources for supporting stormwater management.

Regional Transportation Infrastructure Priorities that support Regional PDAs and PPAs

Q: What are the available funding sources for the range of transportation projects highlighted?

- A: The MPO is really the only source of funds for these projects, particularly those in the Long Range Transportation Plan. Conceptual projects (sub-section #2 in the report) should apply for funds or use Chapter 90 funds to undertake design work.

Q: Was Vine Brook Greenway included as an STI? It may be suitable for trails development.

- A: Vine Brook was identified by a PPA by the town. If the town would like to make changes to the description to incorporate plans for trails development, please send the edited text to MAPC.

Comment: Identification of important corridors in the subregion is important to include. This includes areas like route 3A and route 3, which link Winchester, Woburn, and Burlington. The narrative should also acknowledge that municipalities do not have control over state routes and major interchanges. These should be identified clearly in the narrative. Also, municipalities acknowledge the traffic issues in the region; for example, Burlington has turned down several major development projects due to the chokepoint at 3/3A/128.

Q: Since improvements to main streets in the region are important to MAPC and highlighted in the report's narrative, can route 28 in North Reading be highlighted as an important corridor?

- A: MAPC will include it in the report's narrative on transportation.

Next Steps

MAPC will release an updated draft of the report for a final comment period during the last week of October. The report will be finalized in early November and an evening public forum to engage the broader NSPC network will be scheduled for early December.

Appendix F: Locally Identified Priority Areas – Lists & Maps by Municipality

This section contains the locally-identified priority lists and maps for each participating municipality. These maps are inclusive of all priorities identified by city and town staff in consultation with MAPC prior to application of the regional screen.

Numbered and lettered priorities on each municipal map correspond to the lists. Non-transportation infrastructure investment priorities are included on the lists but were not mapped.

Lists and maps are provided for the following municipalities:

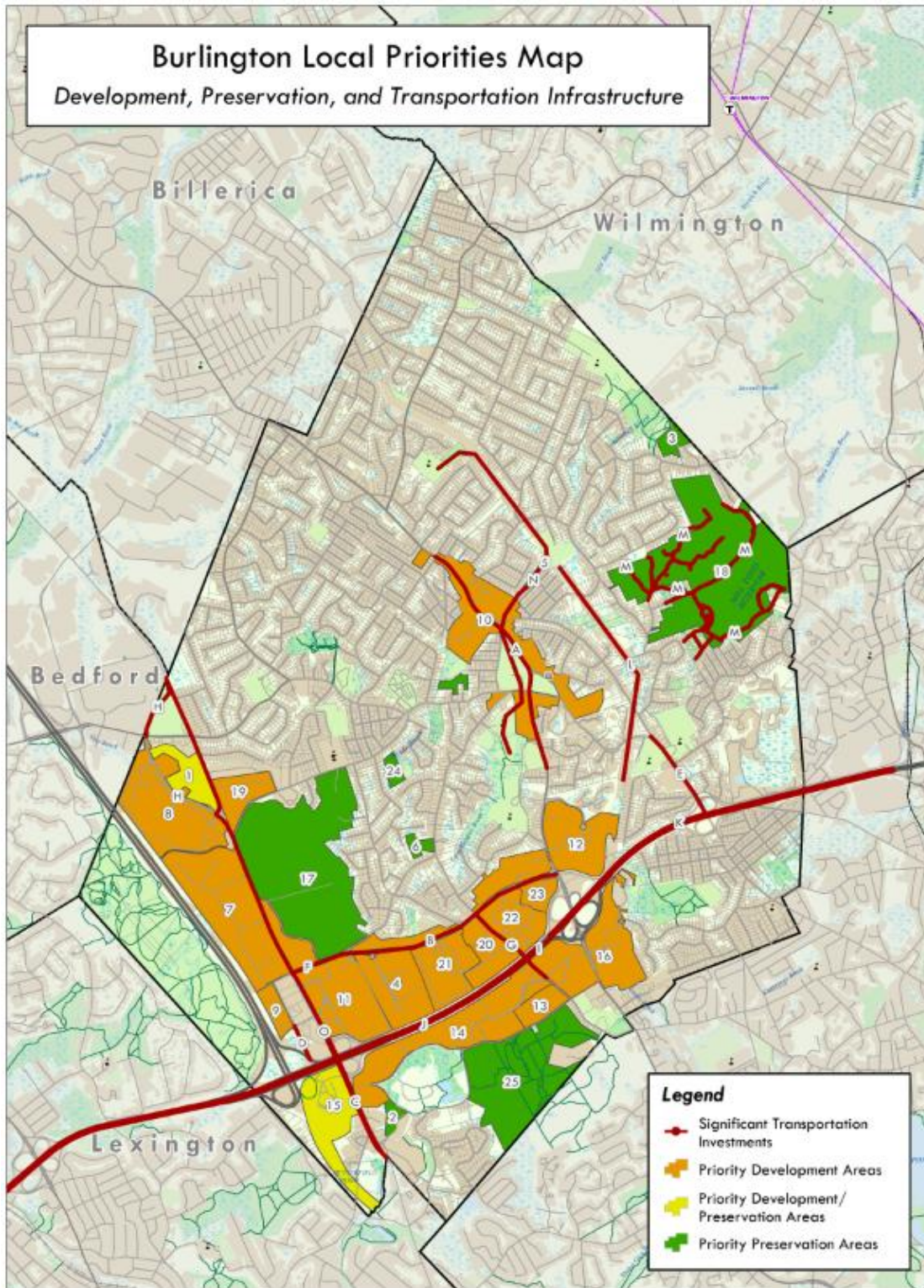
- Town of Burlington
- Town of North Reading
- Town of Reading
- Town of Stoneham
- Town of Wakefield
- Town of Wilmington
- Town of Winchester
- City of Woburn

To download the detailed locally-identified priority lists, which include full narrative on each locally identified priority and the projected development types identified for each PDA, visit the project page on the MAPC website: www.mapc.org/nspcprioritymapping.

Town of Burlington Local Priorities for Development, Preservation, and Infrastructure

Town Name: Burlington		
ID	Name	Priority Type
1	Network Drive (East Parcel)	PDA/PPA
2	Vine Brook Riverwalk	PPA
3	Four privately owned parcels adjacent to Saw Mill conservation area	PPA
4	New England Executive Park	PDA
5	Greenway	PPA
6	Pero Farm property	PPA
7	Northwest Park, Nordblom property	PDA
8	Network Drive at Northwest Park	PDA
9	South Avenue redevelopment	PDA
10	Town Center (excluding the Common)	PDA
11	Burlington Mall Road	PDA
12	Corporate Drive	PDA
13	Blanchard Road	PDA
14	Van de Graff Drive	PDA
15	Wheeler Road West/Burlington Canyon	PDA/PPA
16	Lower Cambridge St./Wayside/Wall St.	PDA
17	Wellfields	PPA
18	Mill Pond Conservation Area	PPA
19	A Street/B Street	PDA
20	Burlington Mall Road North	PDA
21	Lahey Clinic	PDA
22	Burlington Woods	PDA
23	Burlington Marriott	PDA
24	Riverfront Preservation	PPA
25	Mary P.C. Cummings Park	PPA
A	Downtown Corridor	STI
B	Burlington Mall Road	STI
C	Middlesex Turnpike Corridor Study	STI
D	South Avenue Connector Road	STI
E	Winn Street	STI
F	Pedestrian connectivity	STI
G	Bike path continuation	STI
H	FFY 2013-2016 TIP: Middlesex Turnpike/Mitre Extension (Phase II)	STI
I	FFY 2013-2016 TIP: Middlesex Expansion of Fiber, CCTV, VMS & Traffic Sensor Network on I-95	STI
J	FFY 2013-2016 TIP: Interstate 95 (MM 44.9 to MM 51.8)	STI
K	FFY 2013-2016 TIP: Interstate 95 (MM 51.4 to MM 53.4)	STI
L	Pedestrian Greenway Trail	STI
M	Greenway Trail connecting to Mill Pond	STI
N	Town Center parks connector pedestrian trail	STI
O	Expansion of Route 128 Business Council service to Burlington	STI
	BMP stormwater installations	SII

Town of Burlington Local Priorities Map



Data Sources:
MassDOT, MassGIS, MAPC,
Town of Burlington
October, 2013



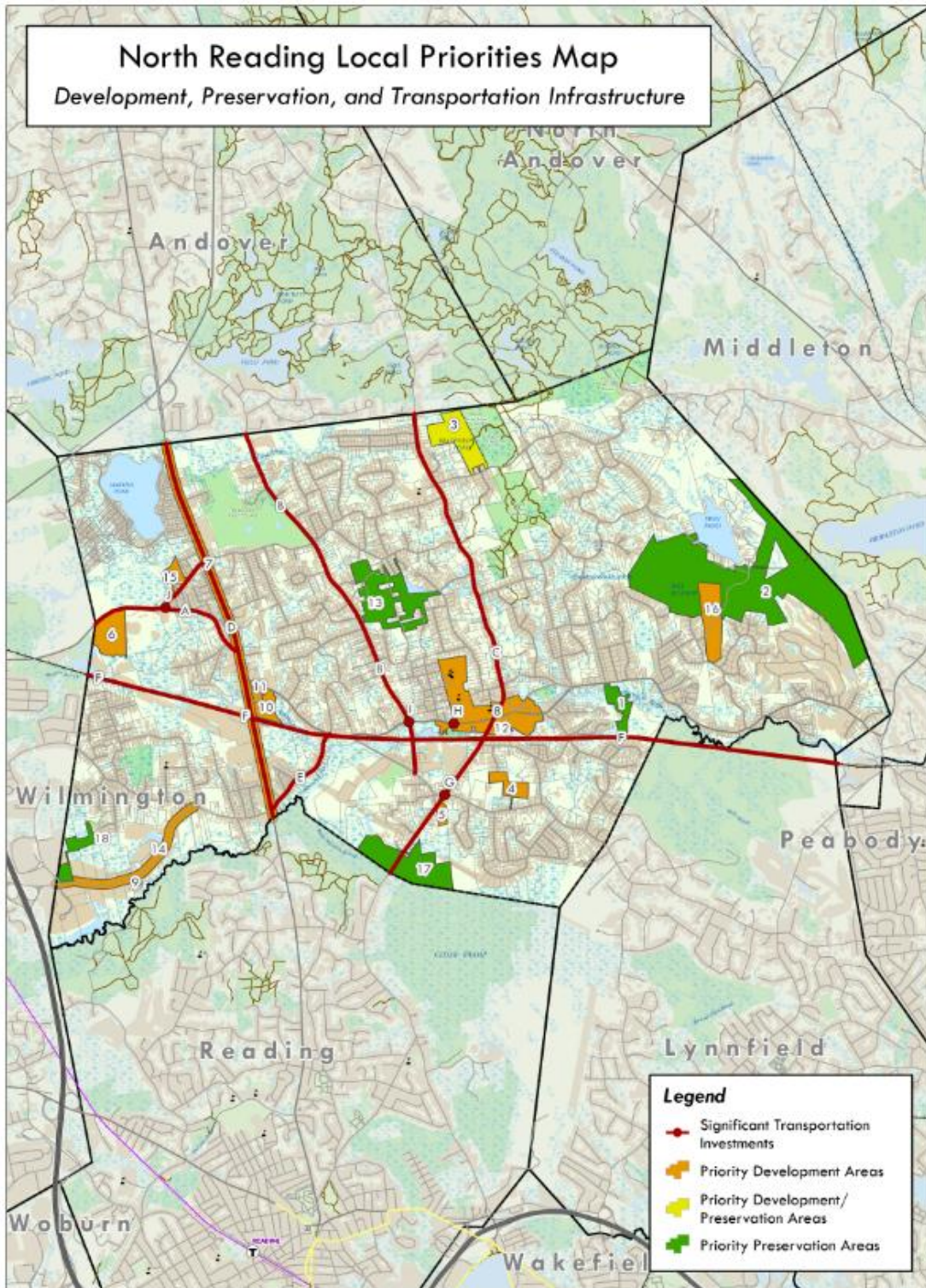
North Suburban Planning Council



Town of North Reading Local Priorities for Development, Preservation, and Infrastructure

Town Name: North Reading		
ID	Name	Type
1	Former Smith Property	PPA
2	Swan Pond Area	PPA
3	Subdivision land in Bradford Pond area	PDA/PPA
4	Land off of Chestnut St. and Parsonage Lane	PDA
5	Town-owned land	PDA
6	40R and 43D sites	PDA
7	Route 28	PDA
8	Town Center	PDA
9	Brownfield land	PDA
10	Vacant site	PDA
11	Three parcels	PDA
12	Ryer and Weaver properties in the Town Center	PPA
13	Eisenhaure Pond	PPA
14	Concord Street Corridor	PDA
15	Town Hall property	PDA
16	Town-owned parcel	PDA
17	Atlantic Cedar Swamp Area	PPA
18	Furbish Pond Area	PPA
A	Route 62 Corridor	STI
B	Central Street Corridor	STI
C	Haverhill Street	STI
D	Route 28	STI
E	Park Street between Route 28 and Route 62	STI
F	Bike/trail connectivity	STI
G	Chestnut St. & Haverhill St.	STI
H	Route 62 & Dodge Road	STI
I	Route 62 & Central Street	STI
J	Route 62 & North Street	STI
	Sewer Connections	SII

Town of North Reading Local Priorities Map



Data Sources:
MassDOT, MassGIS, MAPC,
Town of North Reading
August, 2013

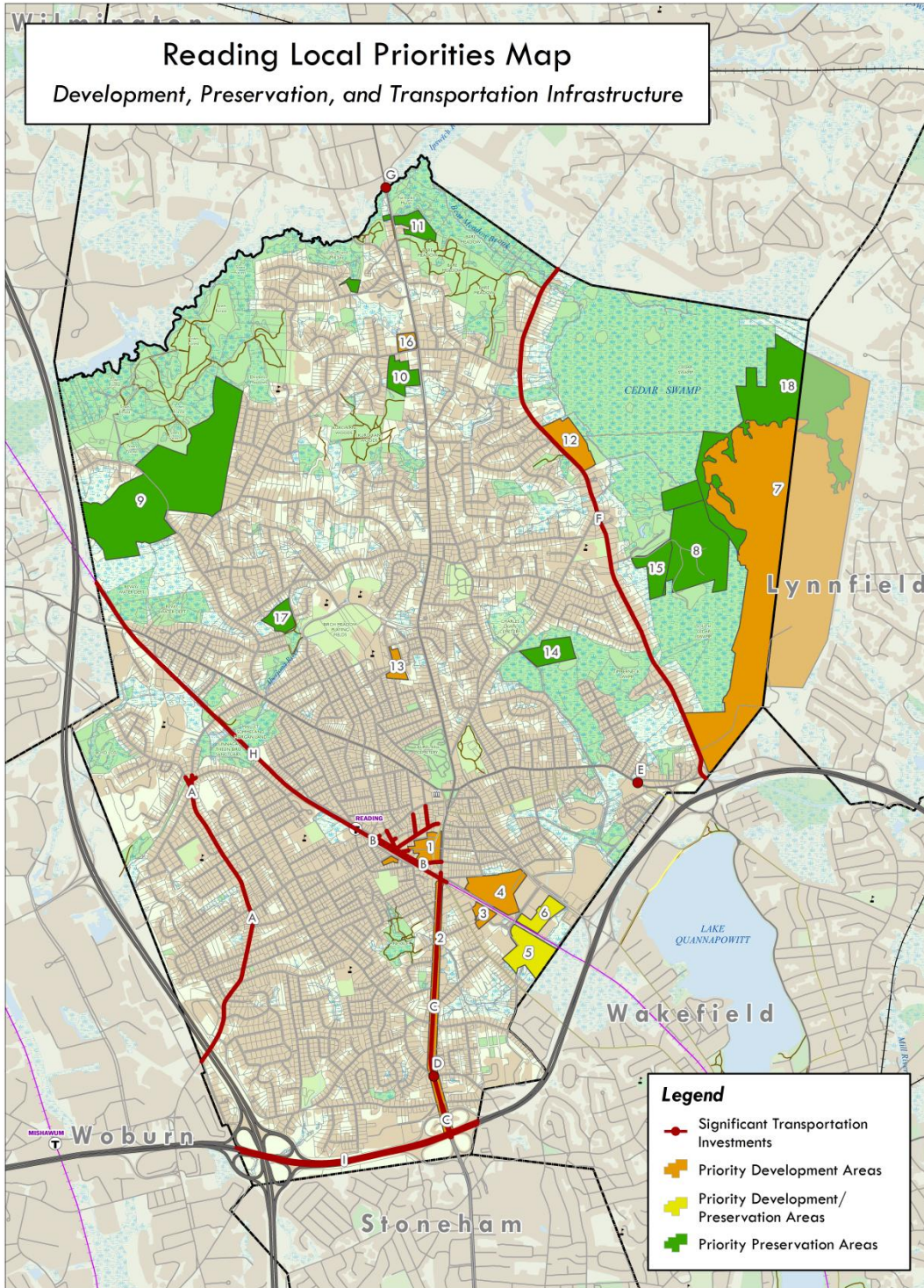


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Town of Reading Local Priorities for Development, Preservation, and Infrastructure

Town Name: Reading		
ID	Name	Priority Type
1	Downtown 40R – potential expansion	PDA
2	South Main St. – potential mixed use	PDA
3	New Crossing Road Redevelopment District (area behind RMLD)	PDA
4	1 General Way	PDA
5	FRAEN Corporation	PDA/PPA
6	Keurig site	PDA/PPA
7	National Guard - Camp Curtis Guild (Development portion)	PDA
8	Reading Rifle and Revolver Club	PPA
9	Golf Club site	PPA
10	Tree Farm	PPA
11	Ipswich River Greenway	PPA
12	Haverhill St. – potential development area	PDA
13	Town-owned land on Oakland Road	PDA
14	Unprotected open space in Timberneck Swamp	PPA
15	Zanni property	PPA
16	HomeGoods site	PDA
17	Camp Rice Moody, Girl Scout camp	PPA
18	National Guard - Camp Curtis Guild (Preservation portion)	PPA
A	West Street road reconstruction	STI
B	Haven St. & High St. road reconstruction	STI
C	Main Street, Southbound	STI
D	Hopkins and Main Street intersection	STI
E	Salem St. & Bay State Rd.	STI
F	Haverhill Street water line replacement and repaving	STI
G	Ipswich River Bridge	STI
H	MBTA rail extension	STI
I	FFY 2013-2016 TIP: Middlesex Expansion of Fiber, CCTV, VMS & Traffic Sensor Network on I-95	STI
	Water Supply Redundancy; need for water storage in the NIH region	SII
	Storm drain system improvements	SII
	Solar on Public Works Garage Roof	SII

Town of Reading Local Priorities Map



Data Sources:
MassDOT, MassGIS, MAPC,
Town of Reading
June, 2013

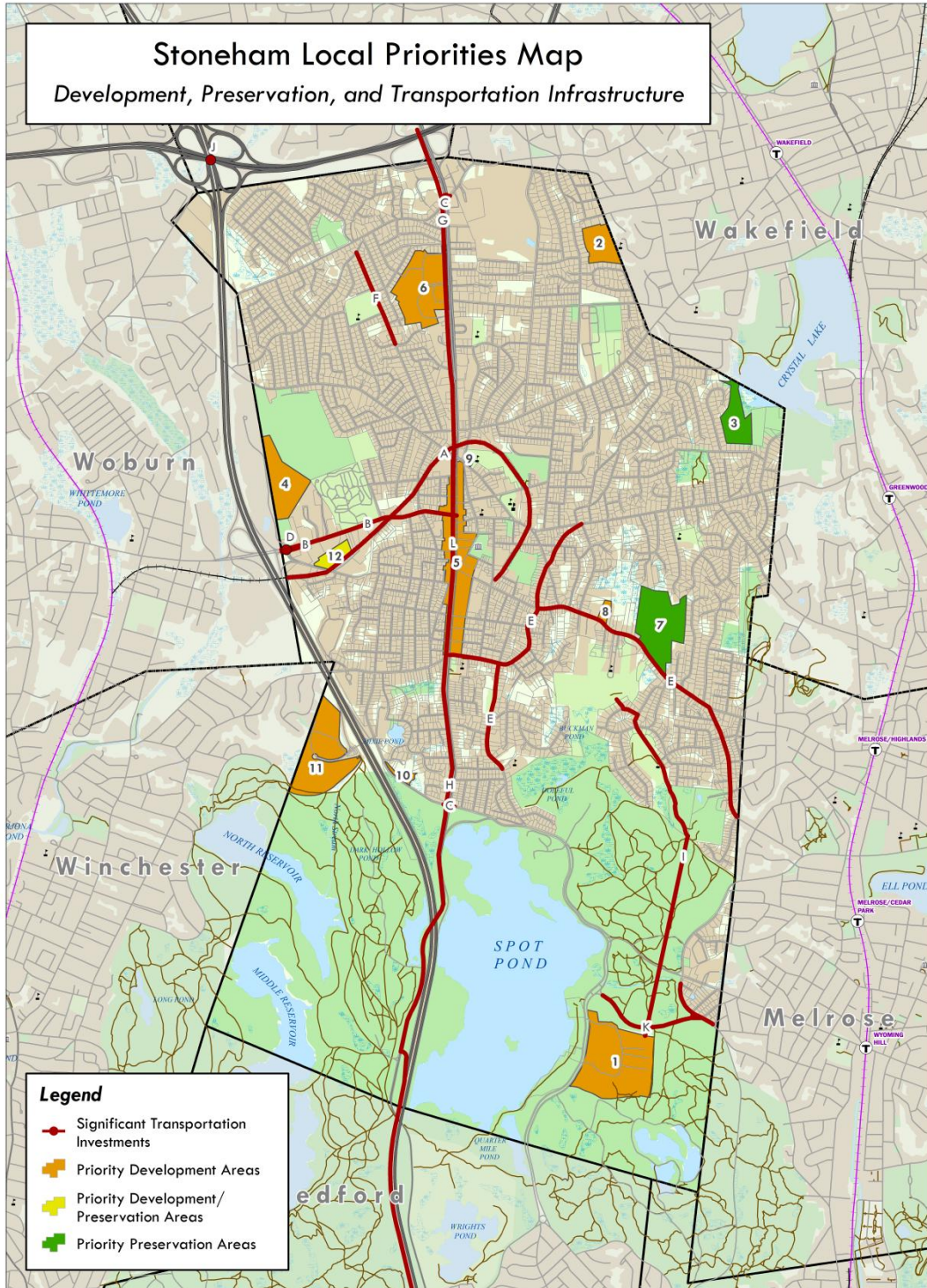


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Town of Stoneham Local Priorities for Development, Preservation, and Infrastructure

Town Name: Stoneham		
ID	Name	Priority Type
1	Boston Regional Medical Center	PDA
2	Wincrest Development	PDA
3	Crystal Lake Watershed open space	PPA
4	Stoneham Oaks Golf Course – Par 3	PDA
5, J	Town Center	PDA, STI
6	Redstone Retail District	PDA
7	Weiss Farm Area	PPA
8	Land on Franklin St. between Stevens St. and Franklin Pl.	PDA
9	Site next to planned public school	PDA
10	Property managed by the American Legion	PDA
11	Fallon Road in the Commercial District	PDA
12	Winchester Hospital Lot and Storage Facility	PDA/PPA
A	Tri-Community Bikeway in Woburn	STI
B	Montvale Avenue	STI
C	Route 28 infrastructure improvements (signals, sidewalks, lighting)	STI
D	Montvale Avenue at Maple Street	STI
E	Sidewalk improvements on Summer Street, Franklin Street, Perkins Street	STI
F	Sidewalk improvements on Oak Street	STI
G	Expansion of Bus Route 132	STI
H	Bus service from Stoneham to Haymarket Station	STI
I	Trails providing connectivity between schools and residential developments	STI
J	Improvements at intersection of Route 93 and Route 128	STI
K	Roadway improvements at DCR-owned roadway at Ravine Road and Fellsway East	STI
	Fallon Road in the Commercial District – wastewater pumping station	SII

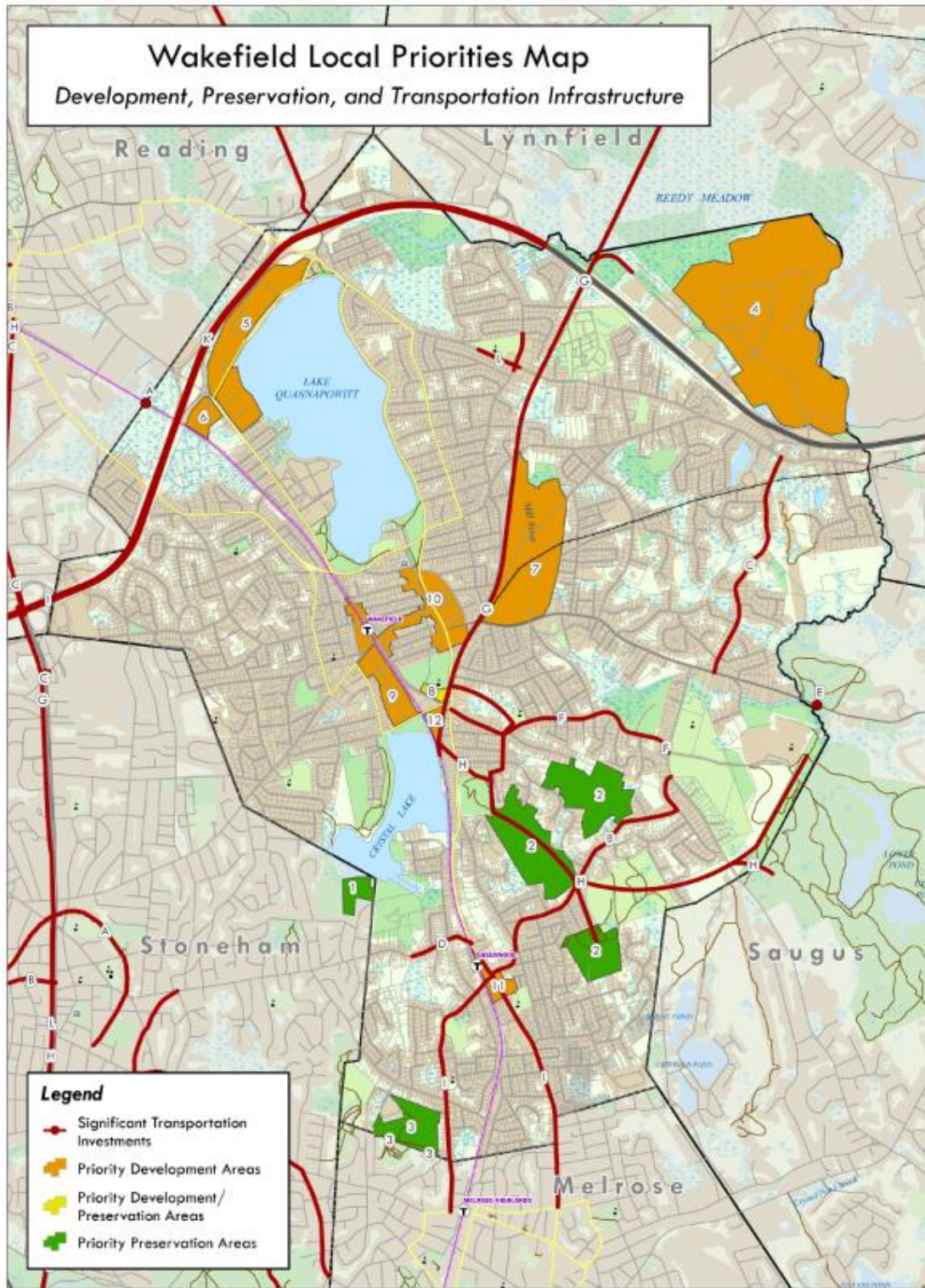
Town of Stoneham Local Priorities Map



Town of Wakefield Local Priorities for Development, Preservation, and Infrastructure

Town Name: Wakefield		
ID	Name	Priority Type
1	Crystal Lake	PPA
2	Trail connections between Breakheart Reservation (DCR property) and across Farm Street to the Junction	PPA
3	Area adjacent to West Hill Terrace in Melrose	PPA
4	Edgewater Office Park	PDA
5	Lakeside Office Park	PDA
6	Two sites on North Ave. – current sites of auto dealerships	PDA
7	Two sites in the New Salem Street Industrial Zone	PDA
8	Two sites currently occupied by the Department of Public Works garage and the Kytron property	PPA
9	Foundry Street	PDA
10	Town Center	PDA
11	Greenwood station area	PDA
12	Crystal Lake	PDA
A	Proposed new regional Commuter Rail stop and parking garage	STI
B	Oak Street	STI
C	Montrose Avenue	STI
D	Forest Street	STI
E	Saugus River Bridge	STI
F	Nahant Street	STI
G	Rails to Trails project	STI
H	Proposed trail	STI
I	Proposed shared use path	STI
J	Interstate Maintenance & Related Work on I-95	STI
K	Safe Routes to School (Dolbeare School)	STI

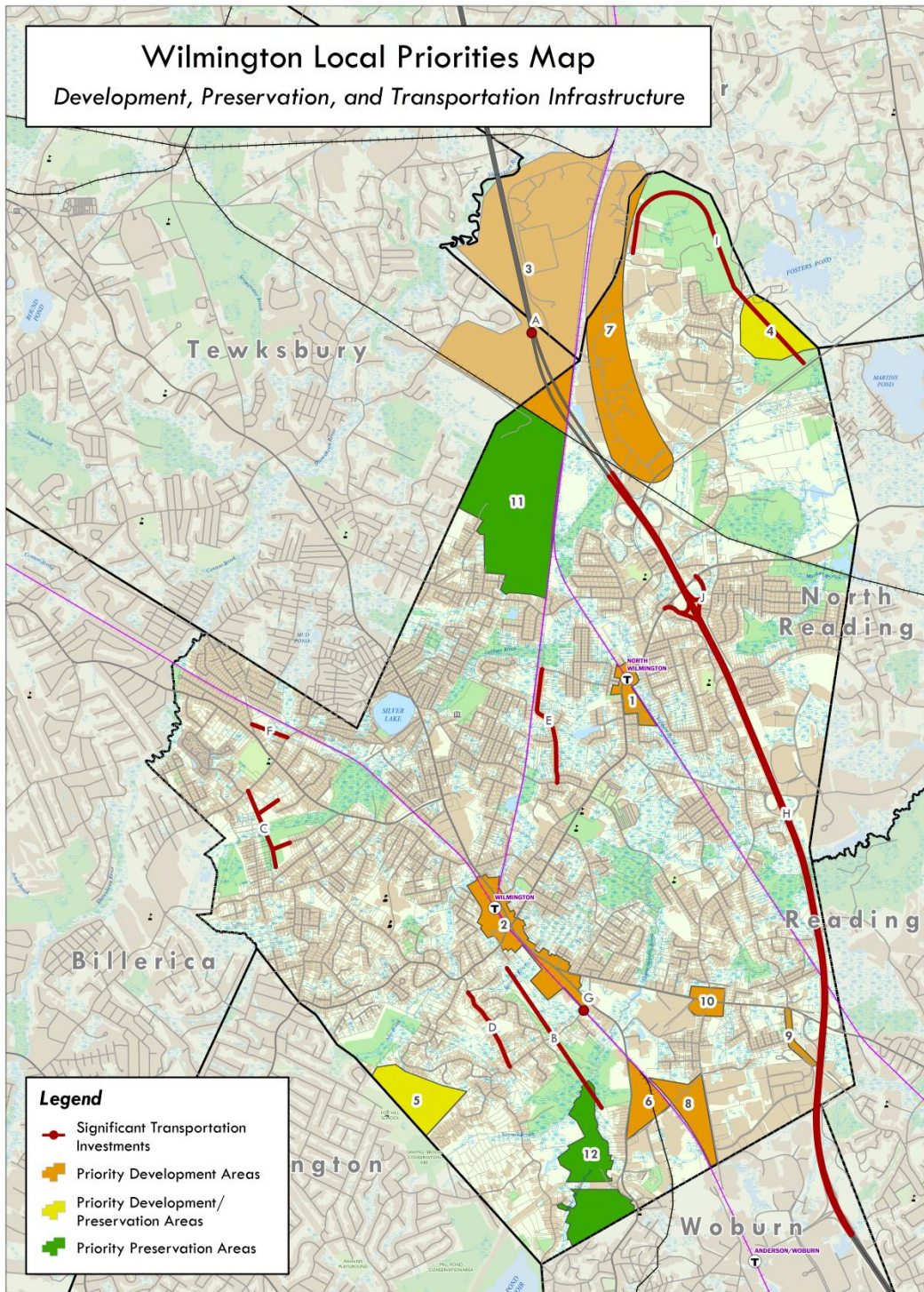
Town of Wakefield Local Priorities Map



Town of Wilmington Local Priorities for Development, Preservation, and Infrastructure

Town Name: Wilmington		
ID	Name	Priority Type
1	Redevelopment opportunities near North Wilmington CR Station	PDA
2	Main Street at junction of Route 62 and Route 38	PDA
3, A	Route 93 / Lowell Junction	PDA/
4	Sciarrapa Farm	PDA/PPA
5	Preservation opportunity	PDA/PPA
6	Redevelopment opportunity	PDA
7	Ballardvale Street	PDA
8	Eames Street	PDA
9	Industrial District	PDA
10	Perry's Corner	PDA
11	Multiple Parcels	PPA
12	Maple Meadow Brook	PPA
B	Trails to link public lands and the	STI
C	Trail connections	STI
D	Sidewalk expansion	STI
E	Sidewalk expansion	STI
F	Acquisitions to extend the Middlesex Canal Trail	STI
G	Butter's Row bridge replacement on Rt. 38	STI
H	Interstate maintenance & related work on Rt. I-93	STI
I	Bike route	STI
J	Improvements at intersection of Route 93 and Route 62	STI
	Water and sewer improvements	SII
	Solar siting – private site	SII

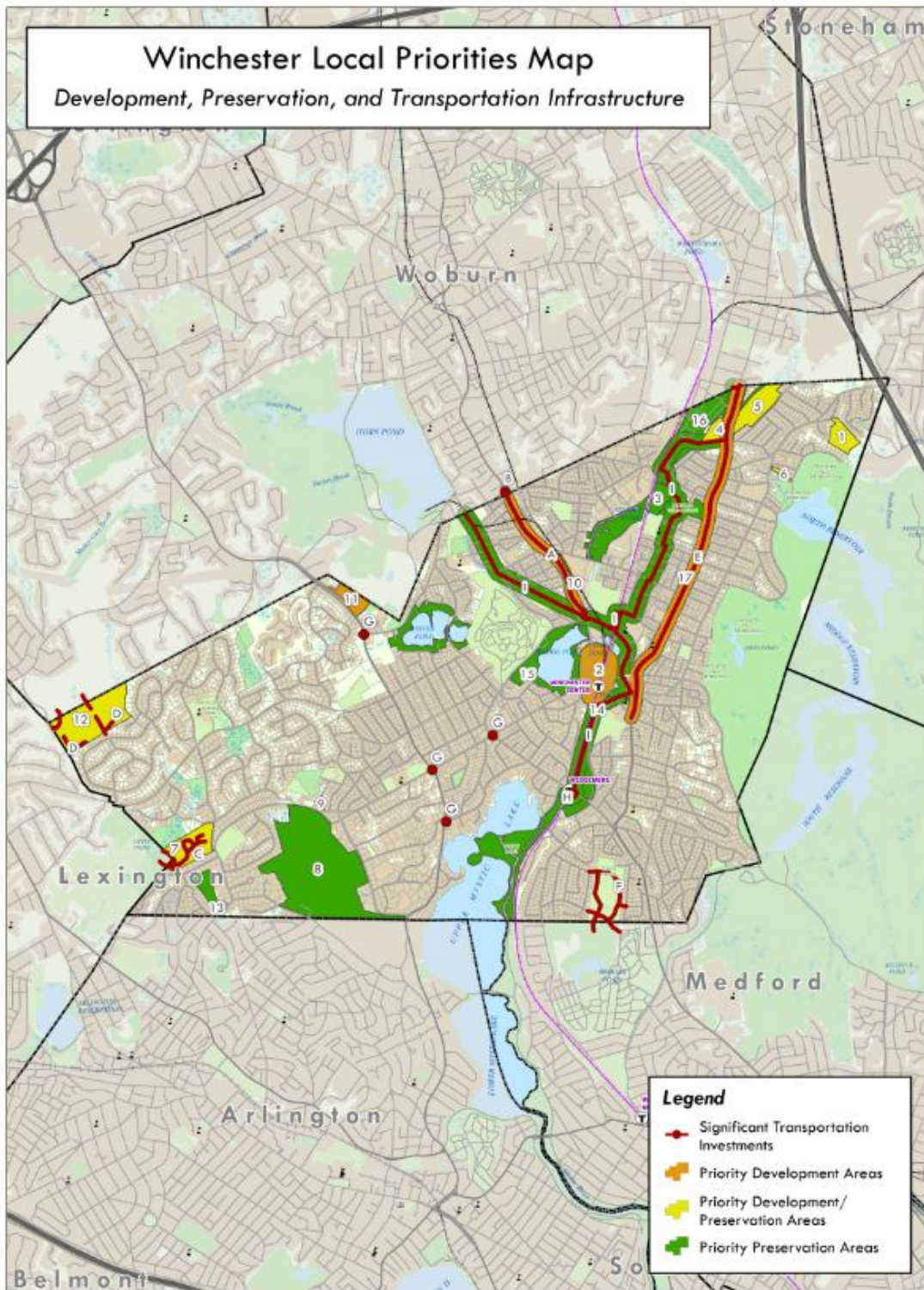
Town of Wilmington Local Priorities Map



Town of Winchester Local Priorities for Development, Preservation, and Infrastructure

Town Name: Winchester		
ID	Name	Priority Type
1	Parcel off of Forest Circle	PDA/PPA
2	Town Center	PDA
3	Morotta Property	PPA
4	Winchester Hospital-Purchased Property at 620 Washington St.	PDA/PPA
5	General Foods/Kraft Site	PDA/PPA
6	Parcel off North Border Road (Bill Mark's Property)	PDA
7	Wright Locke Farm	PDA/PPA
8	Winchester Country Club	PPA
9	Land area near Agawam Road	PDA
10, A	North Main Street	PDA, STI
11	Town-owned Land Leased to Bonnell	PDA
12	Winning Farm	PDA/PPA
13, E	Montvale to Town Hall Corridor (1.5 miles)	PDA, STI
14	50 Ridge Street	PPA
15	Tri-Community Bikeway (also listed in Woburn)	PPA
16	Winter Pond and Wedge Pond	PPA
17	Horn Pond and Aberjona River Corridors	PPA
B	Intersection of Cross Street and Rt. 38	STI
C	Wright Locke Farm Hiking and Walking Trails	STI
D	Winning Farm Hiking and Walking Trails	STI
F	Town Forest trail connectivity	STI
G	Rt. Signal Improvements Along Route 3	STI
H	Wedgemere Commuter Rail Accessibility Enhancement	STI
I	Tri-Community Bikeway	STI
	Need for Connection from Commuter Rail to Winchester Hospital	Other
	Cultural/Historic Corridor: Washington, Main and Route 3	Other
	Cultural/Historic Corridor: Mystic Valley Parkway	Other
	Implementation of Winchester's Flood Mitigation program	SII
	Creation of a fund to support infrastructure projects	SII
	General roadway design and construction (pedestrian access roads)	SII

Town of Winchester Local Priorities Map



Data Sources:
MassDOT, MassGIS, MAPC,
Town of Winchester
August, 2013

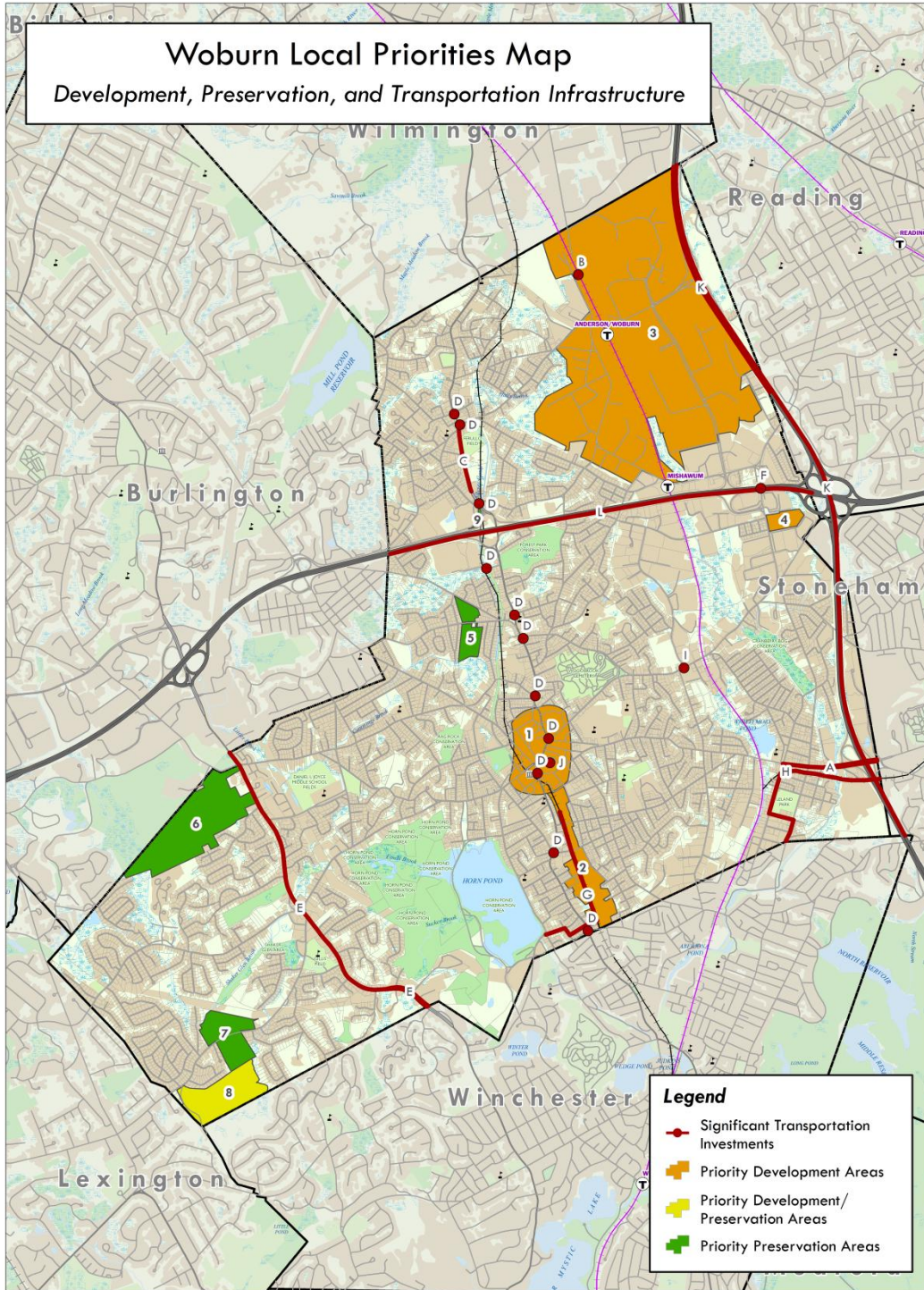


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Town of Woburn Local Priorities for Development, Preservation, and Infrastructure

Town Name: Woburn		
ID	Name	Priority Type
1	Downtown Development Area	PDA
2	Woburn Loop Bikeway/Overlay District	PDA
3	Commerce Overlay District	PDA
4	WR Grace Property	PDA
5	Spence Farm	PPA
6	Whispering Hill	PPA
7	Shannon Farm	PPA
8	Winning Farm	PPA/PDA
9	Middlesex Canal Park	PPA
A	Montvale Avenue widening	STI
B	New Boston Street Bridge	STI
C	Rt. 38 Widening	STI
D	Rt. 38 Signalization	STI
E	Rt. 3/3A Corridor	STI
F	93/95 Interchange	STI
G	Woburn Loop Bikeway	STI
H	Tri-Community Bikeway	STI
I	Signalization at Wildwood Ave./Salem St.	STI
J	Walnut Hill Parking Garage	STI
K	Lighting upgrades on I-93	STI
L	Expansion of Fiber, CCTV, VMS & Traffic Sensor Network on I-95	STI
M	Horn Pond Dam	SII
N	Dix Road	SII
O	Shaker Glen	SII
P	MWRA sewer trunk line	SII
Q	Hart Street to Hanson Avenue	SII

Town of Woburn Local Priorities Map



Data Sources:
MassDOT, MassGIS, MAPC,
City of Woburn

June, 2013



North Suburban Planning Council



Appendix G: Indicator Weights Used for Regional Screen of PDAs

This table shows the weights that were applied to indicators within each of the six sets of criteria. Actual numeric weights that were applied to each indicator were converted to percents in order to streamline the display of information.

The weighting of an indicator varied according to the development type – this can be seen by looking horizontally at the row of weights applied to any given indicator depending upon the development type. The assignment of weights was consistent with the values outlined in *Table 5: Summary Criteria of PDAs*. Indicators highlighted in orange indicate a “negative impact” – the higher the coverage/raw value is, the lower the score will be. For example, higher PDA coverage of open spaces results in a lower score in suitability on that indicator.

	Indicators	Single-Family Residential (Low-Density)	Single-Family Residential (High-Density; >8/ac)	Multi-family	Mixed Use: Infill	Mixed Use: Master Planned	Comm.: Retail, Ent., & Hospitality	Comm.: Office & Medical	Comm.: Industrial
Criterion	Travel Choices	14%	19%	30%	22%	16%	16%	19%	9%
Indicators	Commuter Rail Station Areas	0%	0%	26%	35%	33%	11%	26%	0%
	MBTA & RTA Bus Service	38%	50%	26%	26%	24%	32%	26%	38%
	Percent of Non-Auto Commutes	62%	50%	37%	30%	10%	32%	11%	0%
	Interchange Proximity (Distance)	0%	0%	11%	9%	33%	26%	37%	62%
Criterion	Walkable Communities	14%	23%	33%	28%	8%	19%	17%	9%
Indicators	Sidewalk Availability	17%	7%	17%	17%	18%	25%	24%	50%
	WalkScore™	17%	73%	17%	17%	18%	25%	38%	50%
	Bicycle/Pedestrian Lanes & Paths	17%	7%	17%	17%	18%	25%	24%	0%
	High Traffic Roadway Proximity	17%	7%	17%	17%	18%	0%	0%	0%
	Walkable Schools	17%	7%	23%	17%	18%	0%	0%	0%
	Block Size	14%	0%	10%	17%	11%	25%	14%	0%

	Indicators	Single-Family Residential (Low-Density)	Single-Family Residential (High-Density; >8/ac)	Multi-family	Mixed Use: Infill	Mixed Use: Master Planned	Comm.: Retail, Ent., & Hospitality	Comm.: Office & Medical	Comm.: Industrial
Criterion	Open Spaces	23%	19%	7%	16%	22%	22%	19%	22%
Indicators	Rare Species Priority Habitat	23%	36%	29%	25%	31%	25%	32%	25%
	Core Habitat & Critical Landscapes (from BioMap2)	23%	36%	29%	25%	31%	25%	23%	25%
	Agricultural Land Use	23%	14%	29%	25%	19%	25%	23%	25%
	Undeveloped Land	0%	14%	12%	25%	19%	25%	23%	25%
	Developable Land	32%	0%	0%	0%	0%	0%	0%	0%
Criterion	Healthy Watersheds	23%	23%	15%	6%	14%	22%	12%	22%
Indicators	Zone II Aquifer Recharge Areas	19%	19%	21%	25%	33%	35%	23%	32%
	Zone B Surface Water Supply	19%	19%	21%	25%	21%	22%	23%	23%
	100-Year Flood Zones	31%	31%	29%	25%	25%	22%	32%	23%
	500-Year Flood Zones	31%	31%	29%	25%	21%	22%	23%	23%
Criterion	Current Assets	18%	8%	7%	16%	14%	6%	19%	16%
Indicators	Number of Businesses	0%	18%	18%	35%	21%	33%	28%	20%
	Population & Employment Density	0%	0%	41%	25%	21%	33%	28%	0%
	Inverse Population & Employment Density	100%	18%	0%	0%	0%	0%	0%	50%
	Sewer Service Areas	0%	64%	41%	40%	57%	33%	44%	30%
Criterion	Growth Potential	9%	8%	7%	13%	27%	16%	14%	22%
Indicators	Recent & Proposed Developments	50%	25%	33%	25%	16%	41%	25%	14%

	Indicators	Single-Family Residential (Low-Density)	Single-Family Residential (High-Density; >8/ac)	Multi-family	Mixed Use: Infill	Mixed Use: Master Planned	Comm.: Retail, Ent., & Hospitality	Comm.: Office & Medical	Comm.: Industrial
	Additional Housing Units	50%	25%	33%	25%	22%	0%	0%	0%
	Additional Employment	0%	0%	0%	25%	22%	29%	25%	32%
	Smart Growth (40R) Zoning Districts	0%	25%	33%	25%	14%	0%	0%	0%
	Expedited Permitting (43D) Districts	0%	0%	0%	0%	14%	29%	25%	32%
	Average Parcel Size	0%	25%	0%	0%	14%	0%	25%	23%

Appendix H: Descriptions of Indicators Used for Regional Screen of PDAs and PPAs

Priority Development Areas – Suitability Criteria			
Summary Criteria / Indicators	Metric	Source	Description
Travel Choices			
Commuter Rail Station Areas	Percent overlap	MassGIS	1/4-mile buffer of active MBTA commuter rail stations.
MBTA & RTA Bus Service	Percent overlap	MassGIS/MassDOT	1/4-mile buffer of MBTA and RTA bus routes.
Percent of Non-Auto Commutes	Weighted average of overlapping census tracts	ACS 2007-11 5-Year Estimates	Percentage of commutes to work by public transportation, walking or biking (i.e. commutes not by car or telecommuting).
Interchange Proximity (non-residential sites only)	Calculated value	MassGIS/MAPC	Road network distance (calculated based on driving routes) to the nearest highway exit.
Walkable Communities			
Sidewalk Availability	Calculated value	MassGIS/MAPC	Length of sidewalks per area within 50-meter buffer of priority sites.
WalkScore™	Weighted average of overlapping grid cells	WalkScore™	Average WalkScore™.
Bicycle/Pedestrian Lanes & Paths	Percent overlap	MAPC	1/4-mile buffer of bicycle/pedestrian lanes and paths.
Walkable Schools	Count	MAPC	Number of overlapping 1-mile school walksheds.
Average Block Size	Calculated value	MassGIS	Average size of intersecting parcels.
Open Spaces			
Rare Species Priority Habitat	Percent overlap	MassGIS	Geographic extent of habitat of state-listed rare species in Massachusetts based on observations documented within the last 25 years in the database of the Natural Heritage & Endangered Species Program (NHESP).
Core Habitat & Critical Landscapes (BioMap2)*	Percent overlap	MassGIS	Including Core Habitat (Forest Core, Species of Conservation Concern) and Critical Natural Landscapes (Aquatic Buffer, Landscape Blocks). See notes below for specific description.

Agricultural Land Use	Percent overlap	MassGIS	Includes crop land, orchard, pastures, and nurseries. Based on 2005 land use.
Undeveloped Land	Percent overlap	MassGIS	Based on 2005 land use.
Summary Criteria / Indicators	Metric	Source	Description
Healthy Watersheds			
Zone II Aquifer Recharge Areas	Percent overlap	MassGIS	A Zone II is a wellhead protection area that has been determined by hydro-geologic modeling and approved by the Department of Environmental Protection's (DEP) Drinking Water Program (DWP) (excluding impervious). It is important for protecting the recharge area around public water supply.
Zone B Surface Water Supply	Percent overlap	MassGIS	Zone B is a class of Surface Water Supply Protection Areas. It represents the land area within one-half mile of the upper boundary of the bank of a Class A surface water source.
100-Year Flood Zones	Percent overlap	FEMA/MassGIS	FEMA-designated 100-year flood plain (excluding impervious).
500-Year Flood Zones	Percent overlap	FEMA/MassGIS	FEMA-designated 500-year flood plain (excluding impervious).
Current Assets			
Number of Businesses	Count	InfoGroup/MAPC	Number of employment sites in 50-meter buffer of priority sites.
Population & Employment Density	Weighted average of overlapping grid cells	InfoGroup/MAPC	Number of residents and employees per area.
Sewer Service Areas	Percent overlap	Municipal data / MAPC	100-meter buffer of existing sewer lines.
Growth Potential			
Recent & Proposed Developments	Count	MAPC	Number of recently completed or planned sites submitted to MAPC's Development Database in priority areas.
Estimated Development Capacity	Calculated value	MAPC	Possible additional square footage on priority areas if achieving 0.5 Floor Area Ratio (i.e. total square footage in hypothetical scenario if Floor Area Ratio is achieved at 0.5, minus square footage of currently existing building area).
Smart Growth Zoning Districts	Percent overlap	MAPC	1/4-mile buffer of Smart Growth Zoning (Chapter 40R) Districts.
Expedited Permitting Districts	Percent overlap	MAPC	1/4-mile buffer of Expedited Permitting (Chapter 43D) Districts.

Priority Preservation Areas – Suitability Criteria			
Criterion	Metric	Source	Description (GIS layer)
NHESP BioMap2 Core Habitat	Percent Overlap	MassGIS	biomap2_core_habitat
NHESP BioMap2 Critical Natural Landscape	Percent Overlap	MassGIS	biomap2_critical_natural_landscape
NHESP Priority Habitats of Rare Species	Percent Overlap	MassGIS	PRIHAB_POLY
CVPs buffered 150 feet	Percent Overlap	MassGIS	cvp_pt_150ftbf
Aquifers - High and Medium Yield	Percent Overlap	MassGIS	AQUIFERS_POLY_high_med
EPA Designated Sole Source Aquifers	Percent Overlap	MassGIS	AQSOLE_POLY
Prime Agricultural Soils	Percent Overlap	MassGIS	soils_poly_primefarmland
Prime Forest Land	Percent Overlap	MassGIS	primeforest_ne
DEP Approved Zone 2s within 2640 ft of any PWS well	Percent Overlap	MassGIS	ZONE2_POLY_ihmPWS
DEP Approved Zone 2s further than 2640 ft from any PWS well	Percent Overlap	MassGIS	ZONE2_POLY_ohmPWS
Interim Wellhead Protection Areas: 2640 ft buffer of only PWS	Percent Overlap	MassGIS	IWPA_POLY_ihmPWS
Zone Bs	Percent Overlap	MassGIS	ZONEB
DEP Wetlands 150-ft Buffer erased with BioMap2 CNL wetlands	Percent Overlap	MassGIS	WETLANDSDEP_POLY_150ftbf_eBM2
Rivers Protection Act Buffers	Percent Overlap	MassGIS/ MAPC	RPA_100ft_buffer
NOAA composite shoreline 400-ft buffer	Percent Overlap	NOAA	NOAA_Composite_Shoreline_MA_400ftbf_d
Areas of Critical Environmental Concern	Percent Overlap	MassGIS	ACECS_POLY
Outstanding Resource Waters	Percent Overlap	MassGIS	ORW_POLY
FEMA Q3 Flood (100-Year Floodplains)	Percent Overlap	MassGIS	flood_zones_100yr
1000 ft buffer of protected OpenSpace (buffer only)	Percent Overlap	MassGIS	OPENSOURCE_POLY_P_1000ft_buffer

Appendix I: Results of Regional Screen of Locally-Identified PDAs and PPAs

This Appendix contains the following tables and graphs:

- Regional Screen of Priority Development Areas – Composite Suitability / Percent Rank for Selected Use Types
- Regional Screen of PDAs by Use Type: Multifamily Housing (Map)
- Regional Screen of PDAs by Use Type: Mixed Use – Master Planned Development (Map)
- Regional Screen of PDAs by Use Type: Mixed Use – Infill (Map)
- Regional Screen of PDAs by Use Type: Retail, Entertainment, and Hospitality (Map)
- Regional Screen of PDAs by Use Type: Commercial – Medical and Office (Map)
- Regional Screen of PDAs by Use Type: Commercial – Industrial (Map)
- Regional Screen of PDAs by Use Type: Single Family Housing – High Density (Map)
- Regional Screen of PDAs by Use Type: Single Family Housing – Low Density (Map)
- Regional Screen of Priority Preservations Areas – Composite Suitability / Percent Rank (Map)
- Regional Screen of Priority Preservation Areas – Suitability Results by Percentile (Map)

Regional Screen of Priority Development Areas (PDAs) – Results from the GIS Model

Each locally-identified priority development area was evaluated based on suitability according to the six criteria named previously. The following table lists the percentile ranks of all PDAs in their eligible development type(s). Percentile rank is a measure of how a PDA's score (screening result) compares to other PDAs in the same development type. Ranging from 0% to 100%, a PDA's percentile rank represents the percentage of other PDAs that score lower. A higher percentile rank indicates greater suitability for the development type.

Note: The following PDA table and maps list and depict all of the PDAs according to suitability for projected development types. Projected development types are those *envisioned* for the area, which may not yet be the current reality. This also means that a PDA does not necessarily appear as scored on every development type map. If a PDA is gray on a map, it indicates that the specific development type was not identified for that PDA by municipal staff.

Regional Screen of Priority Development Areas – Composite Suitability / Percent Rank for Selected Use Types

Municipality_PDA_ID	Site Name	Mixed Use Infill	Mixed Use Master Planned	Multi-family	Comm.: Medical / Office	Retail, Ent. & Hospitality	Comm.: Industrial	Single Family: High Density	Single Family: Low Density
BURLINGTON_1	Nordblom Greenleaf Way	N/A	4%	10%	N/A	N/A	N/A	N/A	N/A
BURLINGTON_10	Town Center	55%	N/A	N/A	N/A	N/A	N/A	N/A	N/A
BURLINGTON_11	Burlington Mall	N/A	57%	N/A	67%	92%	N/A	N/A	N/A
BURLINGTON_12	Corporate Drive	N/A	26%	N/A	17%	4%	14%	N/A	N/A
BURLINGTON_13	Blanchard Road	N/A	N/A	N/A	72%	N/A	100%	N/A	N/A
BURLINGTON_14	Van de Graff Drive	N/A	N/A	N/A	57%	50%	5%	N/A	N/A
BURLINGTON_15	Wheeler Road West/Canyon	N/A	N/A	67%	N/A	N/A	N/A	N/A	N/A
BURLINGTON_16	Lower Cambridge St./Wayside/Wall St.	N/A	70%	N/A	70%	73%	N/A	N/A	N/A
BURLINGTON_19	A Street/B Street	N/A	N/A	N/A	N/A	N/A	48%	N/A	N/A
BURLINGTON_20	Burlington Mall North	N/A	N/A	N/A	74%	81%	N/A	N/A	N/A
BURLINGTON_21	Lahey Clinic	N/A	N/A	N/A	52%	N/A	N/A	N/A	N/A
BURLINGTON_22	Burlington Woods	N/A	N/A	N/A	41%	31%	62%	N/A	N/A
BURLINGTON_23	Burlington Marriott	N/A	N/A	N/A	43%	N/A	52%	N/A	N/A
BURLINGTON_4	New England Executive Park	N/A	35%	N/A	24%	15%	N/A	N/A	N/A
BURLINGTON_7	Northwest Park, Nordblom property	35%	74%	63%	87%	N/A	N/A	N/A	N/A
BURLINGTON_8	Network Drive at Northwest Park	10%	52%	N/A	59%	N/A	90%	N/A	N/A
BURLINGTON_9	South Avenue redevelopment	N/A	61%	N/A	80%	N/A	N/A	N/A	N/A
NORTH READING_10	Vacant site	N/A	N/A	17%	4%	12%	N/A	N/A	N/A

Municipality_PDA_ID	Site Name	Mixed Use Infill	Mixed Use Master Planned	Multi-family	Comm.: Medical / Office	Retail, Ent. & Hospitality	Comm.: Industrial	Single Family: High Density	Single Family: Low Density
NORTH READING_11	Three parcels	N/A	N/A	N/A	15%	38%	N/A	N/A	N/A
NORTH READING_14	Concord Street Corridor	N/A	N/A	N/A	9%	8%	29%	N/A	N/A
NORTH READING_15	Town Hall property	N/A	N/A	27%	N/A	N/A	N/A	38%	N/A
NORTH READING_16	Town-owned parcel	N/A	N/A	7%	N/A	N/A	N/A	13%	N/A
NORTH READING_3	Subdivision land in Bradford Pond area	N/A	N/A	N/A	N/A	N/A	N/A	N/A	33%
NORTH READING_4	Land off of Chestnut St. & Parsonage Ln.	N/A	N/A	20%	N/A	N/A	N/A	50%	N/A
NORTH READING_5	Town-owned land	N/A	N/A	N/A	N/A	N/A	N/A	N/A	67%
NORTH READING_6	40R and 43D Sites	N/A	13%	13%	N/A	N/A	N/A	0%	N/A
NORTH READING_7	Route 28	0%	N/A	30%	11%	19%	N/A	N/A	N/A
NORTH READING_8	Town Center	5%	N/A	33%	7%	23%	N/A	25%	N/A
NORTH READING_9	Brownfield land	N/A	N/A	N/A	N/A	N/A	0%	N/A	N/A
READING_1	Downtown 40R - potential expansion	80%	N/A	93%	93%	N/A	N/A	N/A	N/A
READING_12	Haverhill St. - potential development area	N/A	N/A	23%	N/A	N/A	N/A	N/A	N/A
READING_13	Town-owned land on Oakland Road	N/A	N/A	N/A	N/A	N/A	N/A	N/A	75%
READING_16	HomeGoods site	30%	N/A	47%	33%	54%	81%	N/A	N/A
READING_2	South Main Street - potential mixed use	45%	N/A	77%	N/A	N/A	N/A	N/A	N/A
READING_3	Reading Municipal Light District land area	60%	83%	73%	63%	77%	86%	N/A	N/A

Municipality_PDA_ID	Site Name	Mixed Use Infill	Mixed Use Master Planned	Multi-family	Comm.: Medical / Office	Retail, Ent. & Hospitality	Comm.: Industrial	Single Family: High Density	Single Family: Low Density
READING_4	Area can accommodate more commercial	N/A	N/A	N/A	54%	46%	N/A	N/A	N/A
READING_5	FRAEN Corp.	15%	22%	37%	13%	27%	N/A	N/A	N/A
READING_6	Keurig Site	N/A	N/A	N/A	35%	35%	N/A	N/A	N/A
READING_7	National Guard - Camp Curtis Guild (Development)	N/A	0%	3%	2%	0%	10%	N/A	N/A
STONEHAM_1	Boston Regional Medical Center	N/A	N/A	N/A	30%	N/A	N/A	N/A	N/A
STONEHAM_10	Property managed by the American Legion	N/A	N/A	N/A	39%	65%	N/A	N/A	N/A
STONEHAM_11	Fallon Road in the Commercial District	N/A	39%	43%	N/A	N/A	N/A	N/A	N/A
STONEHAM_12	Winchester Hospital Lot and Storage Facility	N/A	N/A	57%	N/A	N/A	N/A	N/A	N/A
STONEHAM_2	Wincrest Development	N/A	N/A	N/A	N/A	N/A	N/A	N/A	83%
STONEHAM_4	Golf Course	N/A	N/A	N/A	37%	58%	N/A	N/A	N/A
STONEHAM_5	Town Center	90%	N/A	N/A	N/A	N/A	N/A	N/A	N/A
STONEHAM_6	Redstone Retail District	50%	N/A	N/A	N/A	N/A	N/A	N/A	N/A
STONEHAM_7	Weiss Farm	N/A	N/A	60%	N/A	N/A	N/A	N/A	N/A
STONEHAM_8	Land on Franklin St. between Stevens St. and Franklin Pl.	N/A	N/A	70%	N/A	N/A	N/A	N/A	N/A
STONEHAM_9	Site next to planned public school	N/A	N/A	N/A	96%	96%	N/A	N/A	N/A

Municipality_PDA_ID	Site Name	Mixed Use Infill	Mixed Use Master Planned	Multi-family	Comm.: Medical / Office	Retail, Ent. & Hospitality	Comm.: Industrial	Single Family: High Density	Single Family: Low Density
WAKEFIELD_10	Town Center	100%	N/A	N/A	98%	N/A	N/A	N/A	N/A
WAKEFIELD_11	Greenwood Station Area	75%	91%	N/A	85%	N/A	N/A	N/A	N/A
WAKEFIELD_12	Crystal Lake	65%	48%	N/A	65%	N/A	N/A	N/A	N/A
WAKEFIELD_4	Edgewater Office Park	N/A	9%	N/A	N/A	N/A	N/A	N/A	N/A
WAKEFIELD_5	Lakeside Office Park	N/A	65%	N/A	83%	N/A	N/A	N/A	N/A
WAKEFIELD_6	Two sites on North Ave. û current sites of auto dealerships	N/A	78%	N/A	91%	N/A	N/A	N/A	N/A
WAKEFIELD_7	New Salem Street Industrial Zone	N/A	30%	N/A	28%	N/A	76%	N/A	N/A
WAKEFIELD_8	Two sites currently occupied by the Department of Public Works garage and the Kytron property	N/A	87%	N/A	76%	N/A	N/A	N/A	N/A
WAKEFIELD_9	Foundry Street	N/A	100%	N/A	89%	N/A	N/A	N/A	N/A
WILMINGTON_1	Redevelopment opportunities near North Wilmington Commuter Rail Station	20%	N/A	N/A	26%	N/A	N/A	N/A	42%
WILMINGTON_10	Perry's Corner	25%	N/A	N/A	22%	N/A	N/A	N/A	N/A
WILMINGTON_2	Main Street at junction of Rt. 62 and Rt. 38	40%	N/A	80%	46%	N/A	N/A	63%	N/A
WILMINGTON_3	Rt. 93/Lowell Junction	N/A	N/A	N/A	0%	N/A	N/A	N/A	N/A

Municipality_PDA_ID	Site Name	Mixed Use Infill	Mixed Use Master Planned	Multi-family	Comm.: Medical / Office	Retail, Ent. & Hospitality	Comm.: Industrial	Single Family: High Density	Single Family: Low Density
WILMINGTON_4	Sciarrapa Farm	N/A	N/A	N/A	N/A	N/A	N/A	N/A	50%
WILMINGTON_5	Preservation opportunity	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0%
WILMINGTON_6	Redevelopment opportunity	N/A	N/A	N/A	N/A	N/A	19%	N/A	N/A
WILMINGTON_7	Ballardvale Street	N/A	N/A	N/A	N/A	62%	38%	N/A	N/A
WILMINGTON_8	Eames Street	N/A	N/A	N/A	N/A	N/A	57%	N/A	N/A
WILMINGTON_9	Industrial District	N/A	N/A	N/A	N/A	N/A	33%	N/A	8%
WINCHESTER_1	Parcel off of Forest Circle	N/A	N/A	N/A	N/A	N/A	N/A	N/A	58%
WINCHESTER_10	North Main Street	85%	96%	97%	N/A	88%	N/A	100%	N/A
WINCHESTER_11	Town-owned acre leased to Bonnell	N/A	17%	N/A	N/A	69%	N/A	75%	N/A
WINCHESTER_12	Winning Farm	N/A	N/A	N/A	N/A	N/A	N/A	N/A	92%
WINCHESTER_13	Montvale to Town Hall Corridor (1.5 miles)	N/A	N/A	87%	N/A	N/A	N/A	88%	N/A
WINCHESTER_2	Town Center	95%	N/A	100%	100%	100%	N/A	N/A	N/A
WINCHESTER_4	Winchester Hospital - purchased property	N/A	N/A	N/A	20%	N/A	N/A	N/A	N/A
WINCHESTER_5	General Foods/Kraft site	N/A	N/A	N/A	N/A	N/A	24%	N/A	N/A
WINCHESTER_6	Parcel off North Border Road (Bill Mark's Property)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	100%
WINCHESTER_7	Wright Locke Farm	N/A	N/A	40%	N/A	N/A	N/A	N/A	N/A
WOBURN_1	Downtown Development Area	70%	N/A	90%	78%	85%	95%	N/A	17%

Municipality_PDA_ID	Site Name	Mixed Use Infill	Mixed Use Master Planned	Multi-family	Comm.: Medical / Office	Retail, Ent. & Hospitality	Comm.: Industrial	Single Family: High Density	Single Family: Low Density
WOBURN_2	Woburn Loop Bikeway/Overlay District	N/A	N/A	83%	48%	N/A	67%	N/A	25%
WOBURN_3	Commerce Overlay District	N/A	43%	53%	50%	42%	71%	N/A	N/A
WOBURN_4	WR Grace property	N/A	N/A	N/A	61%	N/A	43%	N/A	N/A
WOBURN_8	Winning Farm	N/A	N/A	50%	N/A	N/A	N/A	N/A	N/A

Maps of Regional Screens of Priority Development Areas by Use Type

Tips on Using the Adobe PDF Layers Feature to View Information on Priority Areas

The following eight “Regional Screen of PDAs by Use Type” maps include layers and attributes—an advanced tool enabling users to click on and off map features and check detailed data, such as the screening score results of specific priority areas.

Users can control the visibility of all map layers through the [“Layers” function](#) in Adobe Reader. After enabling the function in Adobe Reader’s Navigation Pane, users can turn certain elements on or off by clicking the eye icons associated with each layer.

In Adobe, Choose View > Show/Hide > Navigation Panes > Layers.

Some tips:

- List Layers For All Pages: shows every layer across every page of the document.
- List Layers For Visible Pages: shows layers only on the currently visible pages.
- To hide a layer, click the eye icon. To show a hidden layer, click the empty box. (A layer is visible when the eye icon is present, and hidden when the eye icon is absent. This setting temporarily overrides the settings in the Layer Properties dialog box.)

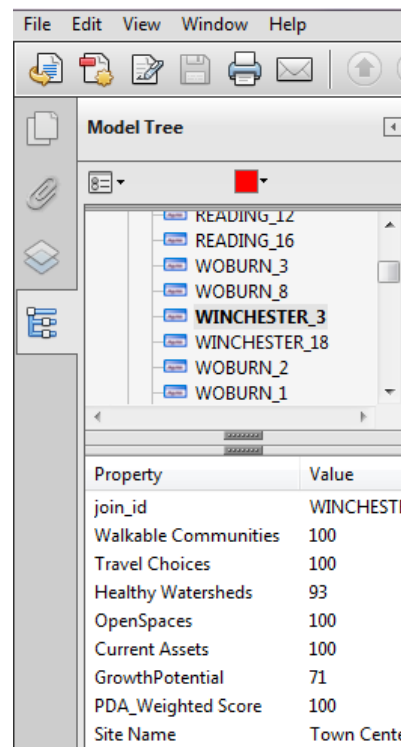
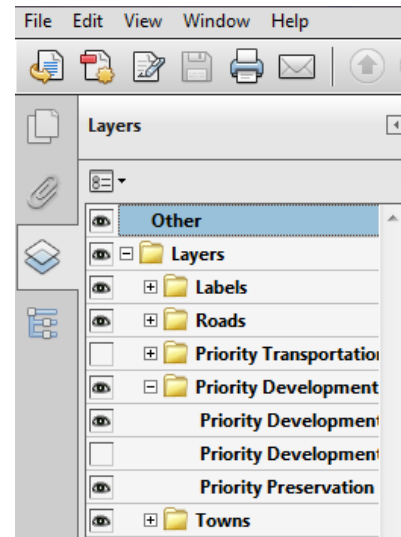
Note: In a nested layer group, if the parent layer is hidden, the nested layers are automatically hidden as well. If the parent layer is visible, nested layers can be made visible or hidden. You cannot save the view of a layered PDF by using the eye icon in the Layers panel to show and hide layers. When you save the file, the visibility of the layers automatically reverts to the initial visibility state.

Here is a screenshot of the layers of information associated with each map.

You can open this list by clicking on the icon under Layers in the left side of the screen.

Users also have full access to information on each priority area. You can view detailed information on each priority area you click on in the map by enabling the [“Object Data” tool](#) in Adobe Reader.

By either clicking on a specific site on the map or selecting through the “Model Tree” icon, users can view a wide collection of data, including detailed breakdowns of screening scores.



Regional Priority Preservation Areas (PPAs) — Results from the GIS Model

Each locally-identified PPA was evaluated based on suitability according to criteria defined in the Land Use Partnership Act, which have also been used in a priority areas analysis in the Merrimack Valley region. The following table lists the percentile ranks of all PPAs. Percentile rank is a measure of how a PPA's score (screening result) compares to other PPAs. Ranging from 0% to 100%, a PPA's percentile rank represents the percentage of other PPAs that score lower. A higher percentile rank indicates greater suitability for preservation according to criteria developed.

Please see Appendix H for the full criterion used to evaluate PPAs and the suitability score of each PPA according to each criterion.

Regional Screen of Priority Preservations Areas – Composite Suitability / Percent Rank

Join_ID	Site Name	Type	Percent Rank
READING_15	Zanni Property	Preservation	100%
READING_8	Reading Rifle and Revolver Club	Preservation	98%
READING_11	Ipswich River Greenway	Preservation	96%
WOBURN_6	Whispering Hill	Preservation	95%
READING_18	National Guard - Camp Curtis Guild	Preservation	93%
BURLINGTON_1	Nordblom Greenleaf Way	Preservation/Development	91%
NORTH READING_17	Atlantic Cedar Swamp Area	Preservation	89%
READING_9	Golf Club	Preservation	87%
BURLINGTON_17	Wellfields	Preservation	85%
WILMINGTON_11	Multiple parcels	Preservation	84%
READING_17	Camp Rice Moody, Girl Scout camp	Preservation	82%
BURLINGTON_2	Vine Brook Greenway	Preservation	80%
STONEHAM_3	Crystal Lake Watershed	Preservation	78%
NORTH READING_18	Furbish Pond Area	Preservation	76%
BURLINGTON_25	Mary P.C. Cummings Park	Preservation	75%
WOBURN_5	Spence Farm	Preservation	73%
WINCHESTER_16	Winter Pond and Wedge Pond	Preservation	71%
WAKEFIELD_1	Crystal Lake	Preservation	69%
NORTH READING_2	Swan Pond Area	Preservation	67%
BURLINGTON_24	Riverfront restoration along all named streams	Preservation	65%
WILMINGTON_4	Sciarrapa Farm	Preservation/Development	64%
WINCHESTER_3	Morotta property	Preservation	62%
WINCHESTER_12	Winning Farm	Preservation/Development	60%
WINCHESTER_5	General Foods/Kraft site	Preservation/Development	58%

Join_ID	Site Name	Type	Percent Rank
READING_14	Unprotected open space in Timberneck Swamp	Preservation	56%
BURLINGTON_18	Mill Pond Conservation Area	Preservation	55%
WINCHESTER_15	Tri-Community Bikeway	Preservation	53%
WINCHESTER_17	Horn Pond and Aberjona River corridors	Preservation	51%
WINCHESTER_4	Winchester Hospital - purchased property	Preservation/Development	49%
WILMINGTON_12	Maple Meadow Brook	Preservation	47%
BURLINGTON_6	Pero Farm property	Preservation	45%
READING_10	Tree Farm	Preservation	44%
WAKEFIELD_2	Trail connections between Breakheart Reservation and across Farm Street to the Junction	Preservation/Development	42%
WOBURN_8	Winning Farm	Preservation/Development	40%
NORTH READING_1	Former Smith Property	Preservation	38%
WOBURN_9	Middlesex Canal Park	Preservation	36%
WOBURN_7	Shannon Farm	Preservation	35%
BURLINGTON_5	Greenway	Preservation	33%
BURLINGTON_3	Four privately owned parcels adjacent to Saw Mill conservation area	Preservation	31%
NORTH READING_12	Ryer and Weaver properties in Town Center	Preservation	29%
NORTH READING_3	Subdivision land in Bradford Pond area	Preservation/Development	27%
WINCHESTER_7	Wright Locke Farm	Preservation/Development	25%
WINCHESTER_1	Parcel off of Forest Circle	Preservation/Development	24%
BURLINGTON_15	Wheeler Road West/Canyon	Preservation/Development	22%
READING_5	FRAEN Corp.	Preservation/Development	20%
WINCHESTER_7	Parcel off North Border Road (Bill Mark's Property)	Preservation/Development	18%
WILMINGTON_5	Preservation opportunity	Preservation/Development	16%
WAKEFIELD_3	Area adjacent to West Hill Terrace in Melrose	Preservation	15%
NORTH READING_13	Eisenhaure Pond	Preservation	13%
STONEHAM_7	Weiss Farm Area	Preservation	11%
READING_6	Keurig Site	Preservation/Development	9%
WINCHESTER_14	50 Ridge Street	Preservation	7%
WAKEFIELD_8	Two sites currently occupied by the Department of Public Works garage and the Kytron property	Preservation/Development	5%
WINCHESTER_9	Opportunity for housing development - 3-4 acres	Preservation	4%

Join_ID	Site Name	Type	Percent Rank
STONEHAM_12	Winchester Hospital Lot and Storage Facility	Preservation/Development	2%
WINCHESTER_8	Winchester Country Club	Preservation	0%

The following “Regional Screen of Priority Preservation Areas – Suitability Results by Percentile” map includes layers and attributes—an advanced tool enabling users to click on and off map features and check detailed data, such as the screening score results of specific priority areas.

Users can control the visibility of all map layers through the “Layers” function in Adobe Reader. After enabling the function in Adobe Reader’s Navigation Pane, users can turn certain elements on or off by clicking the eye icons associated with each layer.

In Adobe, Choose View > Show/Hide > Navigation Panes > Layers.

Appendix J: Regional STIs

MAPC's criteria for identifying regional STIs were minimized as to not duplicate existing prioritization efforts done by the Boston Metropolitan Planning Organization or the Executive Office of Housing and Economic Development. Both of these organizations have detailed scoring criteria for prioritizing and funding regional transportation projects, and are two likely funding sources for transportation investments listed in this document.

Category 1: Commuter Rail				Connects to PDA	Connects to PPA	MAPC Comment
Municipality	Muni_Map_ID	Name	Project Description Provided by Municipal Staff			
Reading	H	MBTA rail extension	The MBTA is considering plans to extend double tracks through Reading that will continue on to Wilmington and has expressed interest in pursuing a multi modal path along ROW - Main Street Corridor Study (2011). This is one of the ways to improve connectivity in the region.	Yes	No	Multi-town transit connection. Double tracking can speed up service and help with frequency. Also connects to Reading 40R parcel in the Downtown area, good for housing.
Wakefield	A	Proposed new regional Commuter Rail stop and parking garage	Town staff believe a CR stop in this location would support current and future residential and mixed use development. This would be easily accessible from RT 128 and there is already a lot of parking in this area. If this were to be pursued, it could be designed to be walkable from the areas identified as priority development/redevelopment areas in #4 and #5.	Yes	No	Connects to multiple PDAs in both Wakefield and Reading.
Category 2: MBTA Bus Routes and Shuttle Bus Service				Connects to PDA	Connects to PPA	MAPC Comment
Municipality	Muni_Map_ID	Name	Project Description			
Stoneham	H	Bus	The town believes bus route 354 which	Yes	No	Regional service that could

		service from Stoneham to Haymarket Station	runs from Woburn to Haymarket is a tremendous resource and has many riders. If similar bus service were provided to Stoneham, traveling down Route 28 into Haymarket, it would significantly improve service and ridership in town.			make stops in other municipalities on the way to Haymarket. This route would travel along Route 28 and could support several PDAs along the way.
Burlington	O	Service for Burlington through a Transportation Management Agency (TMA)	Expansion of Route 128 Business Council service up into the north to communities within and outside of the subregion including Burlington and Bedford.	Yes	No	Explore the potential expansion of Route 128 Business Council service up into the north to communities within and outside of the subregion including Burlington and Bedford. Secure resources to enable feasibility studies to guide the potential expansion of such service to other communities in the subregion. Support the funding of shuttle bus service by area employers or through public-private partnerships.
Category 3: Regional Bicycle and Pedestrian Connections				Connects to PDA	Connects to PPA	MAPC Comment
Municipality	Muni_Map_ID	Name	Project Description			
North Reading	F	Bike/trail connectivity	The town would like to explore a bike/trail network in town that would connect with the Peabody Rail Trail that ends at Russell Street in Peabody. The North Reading Pedestrian Committee has examined the potential for a trail network that would connect to the Peabody Bike Trail.	Yes	Yes	This might make a good connection to PDAs and PPAs in North Reading and it also connects up to the Peabody Trail.
Stoneham	A	Tri-	This project is currently on the TIP and	Yes	No	This is a good example of a

		Community Bikeway in Woburn	construction will begin in 2015. Woburn envisions it as a bikeway/greenway. FST company is doing the design.			regional bike trail. It is moving forward in the TIP.
Wakefield	G	Rails to Trails project		Yes	No	Regional trail project connects to multiple PDAs and connects up into Lynnfield.
Wakefield	H	Proposed trail	This proposed trail would provide connectivity between Crystal Lake and Breakheart Reservation and link with trails in Saugus.	Yes	Yes	Regional trail project that connects to multiple PDAs and PPAs, also connect into Saugus.
Wakefield	I	Proposed shared use path	This proposed shared use path would provide connectivity between the Greenwood Commuter Rail station to Oak Grove train station and also connect to an existing path in Melrose. Wakefield has found that many commuters travel to Oak Grove rather than Greenwood for their commutes. Increasing walkability to the CR station may increase ridership.	Yes	No	Regional trail that connects two transit stations and connects to a PDA in Wakefield.
Wilmington	I	Bike route		Yes	Yes	It does connect to a PDA and PPA, and it could facilitate connections to some of the housing subdivisions in the area as well.

Winchester	15, I	Tri-Community Bikeway	The proposed project involves the federally-funded construction of a bikeway from the Wedgemere MBTA Station in Winchester northerly to Horn Pond in Woburn and Recreation Park in Stoneham, a total distance of approximately 7 miles. The objective of this project is to provide non-motorized access to commuter rail property, schools, recreation and commercial areas along the length of the bikeway and, subsequently, reduce congestion and improve air quality by converting some motorized traffic to non-motorized. Plans are at the 75% level.	Yes	Yes	This is a good example of a regional bike trail. It is moving forward in the TIP.
Woburn	G	Woburn Loop Bikeway	Design at 25%. The design will connect with the Tri-Community Bikeway.	Yes	No	Trail segment that will connect PDA in Woburn to the Tri-Community Bikeway.
Woburn	H	Tri-Community Bikeway	There are efforts to connect the bikeway and the Loop. This project is on the state's Transportation Improvement Plan.	Yes	Yes	This is a good example of a regional bike trail. It is moving forward in the TIP.
Category 4: Highway and Highway Interchanges				Connects to PDA	Connects to PPA	MAPC Comment
Municipality	Muni_Map_ID	Name	Project Description			
Stoneham	J	Improvements at intersection of Route 93 and Route 128	MassDOT has studied this intersection and the town would like to include this in the local priorities list for improvement.	Yes	No	Major interchange improvement project at I-93/I-95. Significant safety and congestion issues that need to be addressed. There is one PDA in Woburn located in close proximity to the interchange.

Woburn	F	93/95 improvements leading to the interchange	This is on the state's transportation plan.	Yes	No	Major interchange improvement project at I-93/I-95. Significant safety and congestion issues that need to be addressed. There is one PDA in Woburn located in close proximity to the interchange.
Category 5: Bridges				Connects to PDA	Connects to PPA	MAPC Comment
Municipality	Muni_Map_ID	Name	Project Description			
Woburn	B	New Boston Street Bridge	This project is included in the MPO's Long Range Transportation Plan. It is scheduled for 2016-2020.	Yes	No	New Boston Street Bridge would create a replacement of an existing bridge that had to be taken down. This would re-establish a connection to Anderson CR station and the industrial area in Woburn. This provides access to one of the largest PDAs in the NSPC area.
Wilmington	G	Butter's Row bridge replacement on Rt. 38	The proposed project consists of replacing Butter's Bridge off of main street over the MBTA tracks, with improvements to the approaching roadway.	Yes	No	Replacing the Butter's Row Bridge which crosses over the MBTA rail corridor from Main Street in Wilmington.
Category 6: Regional Roadways and Intersections				Connects to PDA	Connects to PPA	MAPC Comment
Municipality	Muni_Map_ID	Name	Project Description			

Burlington	H	FFY 2013-2016 TIP: Middlesex Turnpike/Mitre Extension (Phase II)	The proposed full depth reconstruction includes Middlesex Turnpike and the Mitre Extension: from the Mitre Extension intersection with Route 62 and Network Drive to 800 feet north of the Plank Street/Middlesex Turnpike/Crosby Drive intersection.	Yes	No	Major roadway project, already in the TIP, connects to several PDAs.
North Reading	C	Haverhill Street	Haverhill Street is a major cut-through from Route 93 to Andover. In particular, the intersection of New Street, Chestnut Street, and Haverhill Street needs signal improvements. In addition to addressing traffic issues, there is a need for consistent sidewalks as well.	Yes	Yes	Connects to the Town Center in North Reading. They are looking to add pedestrian improvements along this street. Connects to a very small PPA, and the largest PDA in North Reading.
Reading	C	Main Street, Southbound	Repairs needed to the street south of downtown. It is not programmed on the TIP yet. A signalized pedestrian crossing is being planned between Washington Street and Summer Ave.	Yes	No	Main Street (Route 28) runs through several communities and is a regional roadway connector. It also connects to several PDAs.
Reading	D	Hopkins and Main Street intersection	Potential opportunity for traffic improvements. Signal design is funded	Yes	No	Main Street (Route 28) runs through several communities and is a regional roadway connector. It also connects to several PDAs.
Stoneham	B	Montvale Avenue	The lower section of Montvale Avenue is in a FEMA flood zone and floods during rainstorms. The town is interested in infrastructure improvements that will allow it to capture the water and pump it up north to the Golf Course and store it as a water supply.	Yes	No	Montvale Avenue is a regional connector that is mentioned by both Woburn and Stoneham. It's also being improved using TIP funds.

Stoneham	C	Route 28 infrastructure improvements (signals, sidewalks, lighting)	Route 28 is a cut through road from people in neighboring towns hoping to get to routes 95 and 128. The town would like signal improvements, i.e., better coordination of lights to manage rush hour traffic. The intersections at North, South, Montvale, and Pleasant streets are particularly problematic. The town would also like to improve/construct sidewalks along the northern stretch of route 28 which would enhance access to all the varied uses in the commercial district (retail, restaurant, etc.) The town is also interested in LED streetlights along Route 28 between Marble Street and Elm Street.	Yes	No	Main Street (Route 28) runs through several communities and is a regional roadway connector. It also connects to several PDAs.
Stoneham	D	Montvale Avenue at Maple Street	This is a bad intersection and is in need of better road alignment between Unicorn Drive and Maple Street.	Yes	No	Montvale Avenue is a regional connector that is mentioned by both Woburn and Stoneham. It's also being improved using TIP funds.
Winchester	18, E	Montvale to Town Hall Corridor (1.5 miles)	The 1.5 mile stretch from Montvale Road to Town Hall, which is located at the intersection of Washington/Mt. Vernon streets and Skillings road- has traffic issues. Town needs to examine what some of the opportunities to manage the traffic and potentially divert more of it to arterials are. Also, the intersection needs to be made smaller and more pedestrian/bicyclist friendly. Study and approach to resolution need to be examined. Site is also a place where more residential units can be concentrated to generate new tax	Yes	Yes	This roadway connects up to Woburn at Montvale Ave, it also is a major connection to Downtown Winchester, several PDAs and PPAs.

			revenues.			
Winchester	G	Signal & intersection improvements on Church St. & Rt. 3	Route 3 is a state numbered highway. The improvements of lights at three to four intersections are key in the better management of the traffic corridor issues.	Yes	Yes	Route 3 is a roadway which traverses multiple municipalities and connects to several PDAs and PPAs.
Woburn	A	Montvale Avenue widening	This project is included in the State's Long Range Transportation Plan. It is scheduled for 2016-2020.	Yes	No	Montvale Avenue is a regional connector that is mentioned by both Woburn and Stoneham. It's also being improved using TIP funds.
Woburn	E	Rt. 3/3A Corridor	Infrastructure improvements needed to improve traffic.	Yes	Yes	Route 3 is a roadway which traverses multiple municipalities and connects to several PDAs and PPAs.

Appendix K: Municipal Activities to Address Water and Sewer Infrastructure Needs

To facilitate information sharing on water and sewer infrastructure issues, MAPC requested information on efforts participating subregion municipalities are taking to address infiltration and inflow (I/I). Municipalities under Administrative Consent Orders (ACOs) issued by the Massachusetts Department of Environmental Protection (MassDEP) were asked to describe efforts taken to address identified issues. Municipalities without ACOs were also asked to share information on measures taken to address I/I issues.

Municipality	ACO (Yes/No)	Description of ACO (if applicable) and efforts to remedy specified issues and/or description of proactive efforts to address I/I and stormwater management issues
Burlington	Yes - Sewer ACO	The Town of Burlington has been proactive towards Inflow & Infiltration (I/I) mitigation starting in the early 1980's. The Town recognized and was addressing I/I by initially implementing a self imposed Sewer Moratorium in 1984; 2 years prior to the Town's first Administrative Consent Order (ACO) issued in 1986. Similar ACOs were issued to Burlington and Woburn in part because I/I from those communities was resulting in sewer surcharging into Horn Pond, a City of Woburn water supply. Since that time Burlington has had a very aggressive I/I removal program, undertaking what amounts to continuous sewer studies and mitigation projects targeting and eliminating sources of I/I. Burlington's hard work was rewarded in 1996 by DEP for "considerable progress in eliminating extraneous I/I" through an amended ACO (ACO-NE-01-1004) reducing the I/I removal ratio from 10:1 to 4:1.
North Reading	No	No content provided.
Reading	No	Reading is not under any ACO. The Town has a very aggressive I/I program we fund \$100,000 under our operative budget each year and utilize any MWRA grant/loan assistance monies yearly. The funds are used to identify excessive I/I (via. Smoke testing, video inspection, flow isolation and gauging), pipe sealing, manhole sealing, pipe replacement or pipe re-lining.

Municipality	ACO (Yes/No)	Description of ACO (if applicable) and efforts to remedy specified issues and/or description of proactive efforts to address I/I and stormwater management issues
Stoneham	Yes - Sewer ACO	<p>The Town is under an ACO for illicit connections between the sanitary and storm sewer systems. In response to this Stormwater Compliance ACO, the Town is in the midst of a multi-year program to identify and remove illicit connections in accordance with its EPA approved “Illicit Discharge, Detection and Elimination Plan” (IDDE Plan). This program includes preparation of a “CMOM Program Document”; preparation and Implementation of an “Illicit Discharge Detection and Elimination Program” (IDDE Program); Public outreach and notification; mapping, investigation and sampling of stormwater outfalls and receiving streams; manhole and catch basin inspections; dye testing and tracing and CCTV inspections to identify illicit connections; removal/disconnection of illicit connections. With regards to identification and removal of I/I, the Town proactively implements an annual I/I program in conjunction with the MWRA Local Financial Assistance I/I Removal Program. For the past 15 years, the Town has systematically inspected and assessed it’s sanitary sewer system and, to date, six (6) sewer system rehabilitation construction contracts have been completed. As a result, Stoneham consistently shows a downward trend in I/I flows, as measured and estimated by the MWRA.</p>
Wakefield	No	<p>Regarding reduction of I/I, Wakefield has a one-time I & I fee of \$450/bedroom on new subdivision lots. Wakefield’s Subdivision Rules and Regulations prohibit any net new run-off in volume or rate; these regulations promote low-impact development and trigger the design of detention and retention systems that are very expensive for developers to build. Also, Wakefield requires a “Land Disturbance Permit” for paving or surface changes of more than 15,000 sq. ft. or 6,000 sq. ft. on sloped terrain. I think MAPC was initially involved and provided model text for this bylaw.</p>
Wilmington	No	<p>Regarding reduction of I/I, To address I & I, Wilmington has engaged in the following activities. As part of the Town Infrastructure Maintenance Management Program, the municipal sewer system was inspected by means of camera. As a result of the inspections, it was determined that the 36" MWRA Sewer Interceptor in Wilmington required rehabilitation. Once completed, the rehabilitation was estimated to reduce peak I/I flow. The rehabilitation, which is completed, consisted of the installation of approximately 3,300 linear feet of cured-in-place liner (CIPPL); epoxy coating of the sewer manholes; various specific manhole rehabilitations; and all associated appurtenances. The work also included the cleaning and internal inspection of the interceptor sewer prior to the installation of the CIPPL. Wilmington continues to monitor I/I levels in conjunction with the (MWRA) Massachusetts Water Resource Authority.</p>

Municipality	ACO (Yes/No)	Description of ACO (if applicable) and efforts to remedy specified issues and/or description of proactive efforts to address I/I and stormwater management issues
Winchester	No	<p>The Town of Winchester has an I&I fee that new developments are required to pay when they receive a building permit. This fee applies only when new water and sewer lines are being installed where there wasn't one previously. For example, if an existing single family home was being torn down and replaced with a new single family home, they would not be required to pay the I&I fee since the water and sewer connections already exist. However, if a single family home was being replaced by a two-family home, they would be required to pay for one new connection. The money that is collected by the Town as part of this program is put into a dedicated fund and used to pay for various I&I improvements. Over the past several years, the Town has implemented a very robust I&I detection and elimination program in conjunction with our consultant Weston & Sampson. We've been able to use the grant/loan program available from MWRA to undertake some large-scale studies and construction projects. In recent years, these have included: sewer inspection program on the west side of Town; sewer replacement, relining and cleaning (as needed) on the following streets: Ridge Street, High Street, Lockeland Road, Arlington Street, Manomet Road, and Cambridge Street; replacement of approximately 4000 linear feet of sewer force main on Squire and Johnson Roads; Squire Road pump station rehabilitation (underway); and I&I investigation (including cleaning and inspections) and engineering design for the Squire Road pump station tributary area and the Mayflower Road study area.</p>
Woburn	Yes - Water and Sewer ACOs	<p>Sewer ACO triggered by sanitary sewer overflows to both Vine Brook in Burlington and Horn Pond in Woburn. Remedies for Sewer ACO include: new pump motors, I/I removal program, inspection/cleaning of inceptor, general infrastructure/maintenance improvements, an MOU between Woburn and Burlington, and periodic reporting to MassDEP. Water ACO is related to drinking water program violations. Remedies for water ACO include installation of water meters, construction of an Iron and Manganese Removal Facilities, and reporting to MassDEP. The I/I removal ratio specified in the ACO is 10:1.</p>

Appendix L: Funding and Technical Assistance Resources

General Resources

Community Development Block Grant (CDBG)

<http://www.mass.gov/hed/community/funding/community-development-block-grant-cdbg.html>

This is a federally funded competitive grant program which is created to help small cities and towns meet various community development needs. Qualifying communities will receive assistance in: housing, community, and economic development projects which center on low and moderate income residents, or by revitalizing areas of slum and blight.

Community Investment Tax Credit Program (CITC)

<http://www.mass.gov/hed/community/funding/community-investment-tax-credit-program.html>

Created by Chapter 238 of the Acts of 2012, the CITC is designed to enable local residents and stakeholders to work with and through community development corporations (CDCs) and with the partnership of nonprofits, public, and private entities to create and improve economic opportunities for low and moderate residents in all types of communities across Massachusetts. CDCs accomplish this through adoption of community investment plans to undertake community development programs, policies, and activities. DHCD is the administering agency for the CITC, and is the determinant to how credits will be processed by the CDCs. CITC will be available from the calendar year of 2014 through 2019.

Community Preservation Act (CPA)

<http://www.communitypreservation.org/>

Created in 2000, with the help of the Community Preservation Coalition, a coalition of groups advocating for the preservation of open space, historic buildings, and affordable housing in Massachusetts, this act enables land to be converted for recreational purposes. CPA funds are used for converting blighted land or used to rehabilitate historic areas. CPA funds cannot however be used to create new areas for recreation, or improve facilities on land already dedicated to recreational purposes. Funds are administered by the Community Preservation Coalition.

District Local Technical Assistance (DLTA) Program

<http://www.mapc.org/dlta-projects>

The District Local Technical Assistance program was created under Massachusetts General Law in 2006. DLTA funding helps promote regional collaboration, economic development, better land use and zoning, and environmental protection across the Commonwealth. The funds are administered each year through a competitive process managed by MAPC.

Economic Development Fund (EDF)

<http://www.mass.gov/hed/community/funding/economic-development-fund-edf.html>

The EDF finances projects that create and/or retain jobs, improve local tax base, and other means of improving the economic life in a community. Priority assistance is given to physical improvements which lead to job creation and/or retention. These include, but not limited to: renovating downtown infrastructure, mixed use development, assistance to non-profits, and retrofitting existing

infrastructure to be more sustainable. Of the 351 municipalities and towns in Massachusetts, 314 are eligible to receive this funding, because they are not designated as an “entitlement community” by HUD.

MassDevelopment: Brownfields Redevelopment Fund

<http://www.massdevelopment.com/financing/specialty-loan-programs/brownfields-redevelopment-fund/>

Created in 1998, the Brownfield’s Redevelopment Fund (BRF) was designed to encourage the redevelopment brownfields in Economically Distressed Areas (EDA’s) throughout the Massachusetts. MassDevelopment is responsible for administering the BRF programs. Out of their Lawrence office the following communities are served: Acton, Amesbury, Andover, Bedford, Beverly, Billerica, Boxford, Burlington, Carlisle, Chelmsford, Concord, Danvers, Dracut, Essex, Georgetown, Gloucester, Groveland, Hamilton, Haverhill, Ipswich, Lawrence, Lexington, Lowell, Lynn, Lynnfield, Manchester, Marblehead, Maynard, Merrimac, Methuen, Middleton, Nahant, Newbury, Newburyport, North Andover, North Reading, Peabody, Reading, Rockport, Rowley, Salem, Salisbury, Saugus, Stoneham, Sudbury, Swampscott, Tewksbury, Topsfield, Tyngsboro, Wakefield, Wenham, West Newbury, Westford, Wilmington, Woburn

Brownfields Redevelopment Access to Capital Program (BRAC)

<http://www.massdevelopment.com/financing/specialty-loan-programs/brownfields-redevelopment-fund/>

This program is administered by the Business Development Corporation of New England and offers low-cost, often state-subsidized, environmental insurance to help mitigate risk associated with brownfield redevelopment.

Brownfields Tax Credit Program

<http://www.massdevelopment.com/financing/specialty-loan-programs/brownfields-redevelopment-fund/>

This is a tax credit program is administered by Mass DOR, it offers businesses and nonprofits a tax credit for the costs incurred in the rehabilitation of the property.

MA Cultural Facilities Fund

<http://www.massdevelopment.com/financing/specialty-loan-programs/ma-cultural-facilities-fund/>

The Cultural Facilities Fund (CFF) was designed as an initiative to increase public and private sector support in cultural facilities throughout the state. The program is administered jointly between Mass Development and the Massachusetts Cultural Council. Grants are available to: nonprofit 501(c)3 organizations, public and private institutions of higher education, and municipalities which own cultural facilities.

Technical Assistance Resources

Peer to Peer Technical Assistance Program

<http://www.mass.gov/hed/community/funding/peer-to-peer.html>

The Peer to Peer Technical Assistance Program enables CDBG non-entitlement communities to hire peer consultants for either short-term or technical assistance on projects centered on community development activities. Grants are of \$1,000 and pay for up to 30 hours of consultation. Applications for the Peer to Peer Technical Assistance Program must be submitted by either the

community's board of selectmen or chief executive describing the issue of their concern. A request for assistance must also be submitted, which shows either the board of selectmen voted or the mayor demonstrating their support for the request. Municipalities are allowed to request a specific individual to be their Peer Consulate or ask DHCD for help in selecting one.

Massachusetts Downtown Initiative (MDI)

<http://www.mass.gov/hed/community/funding/massachusetts-downtown-initiative-mdi.html>

This initiative is designed to provide a range of services and assistance to communities which are trying to redevelop their downtown. The MDI takes on a holistic approach, in which economic needs are reconciled with community needs, it provides a framework for of interrelated activities that provide a positive change in a downtown. According the MDI, a successful downtown revitalization is composed of a well balanced strategy for an area of 7 downtown building blocks. This strategy must: encourage community involvement & ownership, preserving the downtown character, create economic vitality, promote downtown assets, transit accessible, housing, and safety.

MAPC Low Impact Development Toolkit

www.mapc.org/resources/low-impact-dev-toolkit/

The MAPC Low Impact Development Toolkit builds from the efforts of the State's Smart Growth/Smart Energy Toolkit, providing a practical set of visual fact sheets on Low Impact Development methods including rain gardens, bioretention, pervious pavement, and green roofs. The toolkit also includes model bylaw language and an LID codes checklist.

Massachusetts Smart Growth Toolkit

http://www.mass.gov/envir/smart_growth_toolkit/

This Toolkit provides easy access to information on planning, zoning, subdivision, site design, and building construction techniques that can make smart growth and smart energy a reality in your community. The materials are designed to increase understanding of smart growth/smart energy tools and policies, as well as how to customize and apply the techniques to suit local circumstances. The Commonwealth encourages communities to adopt and implement these smart growth/smart energy measures in order to realize the many environmental, fiscal, and social benefits of smarter energy and smarter land use.

Water and Sewer Infrastructure Resources

MWRA I/I Local Financial Assistance Program

<http://www.mwra.state.ma.us/comsupport/ii/iiprogram.html>

The I/I Local Financial Assistance Program provides funding assistance for communities to rehabilitate their collection systems with the goal of structurally reducing I/I flows. Funding assistance for local projects complements other MWRA strategies for regional I/I reduction including wastewater metering to support flow based rates, provision of I/I estimates to communities, technical assistance to communities on local projects, regional coordination of I/I policy issues, and interaction with DEP and EPA.

- MWRA's goals/strategies for regional I/I reduction are detailed in the September 2002 MWRA Regional I/I Reduction Plan, see:
<http://www.mwra.com/comsupport/ii/2010/iiplan.pdf>

- Many of the regional I/I reduction goals/strategies were first identified in the March 2001 Infiltration/Inflow Task Force Report:
<http://www.mwra.com/comsupport/publications/iitaskforcereport-march2001.pdf>
- MWRA reports annually on progress under the Regional I/I Reduction Plan (Annual I/I Reduction Report) as part of its NPDES Reporting:
<http://www.mwra.state.ma.us/harbor/pdf/infinf.pdf>

MWRA Local Pipeline Assistance Program (LPAP)

<http://www.mwra.com/comsupport/lpap/lpapprogram.html>

The program goal is to aid communities in improving local water system distribution pipeline conditions to better maintain water quality and ensure the use of appropriate distribution system best management practices.

MWRA Local Water System Assistance Program (LWSAP)

<http://www.mwra.com/comsupport/lwsap/lwsaprogram.html>

MWRA's Local Water System Assistance Program (LWSAP) provides \$210 million in interest-free loans to member water communities to perform water system improvement projects. Community loans will be repaid to MWRA over a 10-year period. Loan funds are approved for distribution from fiscal year 2011 through fiscal year 2020.

Transportation Resources

Recreational Trails Grants Program

<http://www.mass.gov/eea/agencies/dcr/services-and-assistance/grants-and-technical-assistance/recreational-trails-grants-program.html>

This program provides grants between \$2,000 and \$50,000 for various projects that seek to: create new trails, protect & maintain current trails, and stewardship projects throughout Massachusetts. This program is part of the Recreational Trails Program, which is funded through the Federal Highway Administration (FHWA). On the state level, funds are administered by the Department of Conservation and Recreation (DCR).

Safe Routes to School Program

<http://www.saferoutesinfo.org/funding-portal>

Created by Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for User Act (SAFETEA-LU), the Safe Routes to School Program was designed to: 1) enable and encourage children, including those with disabilities, to either walk or ride their bike to school 2) encourage children to take up a healthy and active lifestyle at an early age through making biking and walking a safer and more appealing mode of transportation, and 3) support the planning, development, and the implementation of projects that will make biking and walking a feasible option for children. This includes, but not limited to: improving safety, reducing traffic, reducing fuel consumption and air pollution within the vicinity (about 2 miles) of primary and middle schools. Every state administers its own program and develops its own procedures to solicit and select projects for funding. In Massachusetts, it is done through the Massachusetts Safe Routes to School Program (SRTS). <http://www.commuter.com/schools> This program is 100% federally funded and is no cost to the community.

Chapter 90 Program

<http://www.mhd.state.ma.us/default.asp?pgid=content/stateaid01a&sid=about>

Enacted in March of 1973, this program enables the Public Works Commission to reimburse municipalities to approved projects set forth by the provisions of General Laws, Chapter 90, Section 34, and Clause 2(a). Funds from this program are authorized to be used on Capital Improvement Projects for highway construction, preservation, and improvement projects that create or extend the life of capital facilities. In September 1994, the following additional projects were eligible for Chapter 90 funding: highway construction, preservation, and improvement projects that create or extend the life of capital facilities; road building machinery, equipments, and tools; and road building equipment.

National Highway System (NHS)

<http://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&SID=eae973efc51d208648a64d2bf8513117&rgn=div5&view=text&node=23:1.0.1.5.13&idno=23#23:1.0.1.5.13.1.1.7>

NHS is composed of 163,000 miles of urban and rural roads connecting major metropolitan centers throughout the country. Projects pertaining to bicycle and pedestrian modes of transportation qualify for NHS funding, so long as these facilities are within the NHS corridors. (23 U.S.C 103(b)(6)) The Federal government will match 80%, states match 20% of the funds.

Surface Transportation Program (STP)

<http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm>

This program provides states with flexible funds which are allowed to be used for a wide array of projects on any Federal-aid Highway, including: NHS, bridges on any public road, and transit facilities. STP funds are allowed to be used on improvements on bicycle and pedestrian modes of transportation. This means on-road facilities, off road trails, sidewalks, crosswalks, bicycle and pedestrian signals, as well as retrofitting sidewalks and other pathways to meet the requirements set forth by the Americans with Disabilities Act. There is a 80-20 matching fund set up, where the Federal government will match 80% of the cost, while the state will match the remaining 20%. The Federal share may increase to 90%, if it is used for interstate projects, including those that add high occupancy or auxiliary lanes. Federal share can be 100% if they are used for certain safety improvements, as specified on 23USC 120(c)