

SMART GROWTH RESOURCES

There are many proven tools and strategies available to communities seeking to pursue smart growth and sustainable development in the South Coast region. These include regulatory tools, financial incentives, planning strategies, resource protection options, and development incentives. Combined with the improved transportation access provided by the transit service, these tools can provide powerful methods for helping the South Coast communities develop in ways that will reduce the cost of public services, protect the environment, preserve the unique character of each municipality, provide housing opportunities for all income groups, stimulate economic growth, and reduce dependence on automobiles.

Table 1 lists each tool, the appropriate setting for its use (e.g., urban, suburban, or rural), and what it can be used to accomplish. Table 2 provides a brief description of each tool, some of the South Coast communities that have already adopted the tool, and links for more information. A good source for information about many of these programs is the Commonwealth's Smart Growth Smart Energy Toolkit, found at http://www.mass.gov/envir/smart_growth_toolkit/.

Table 1: Tools and Strategies for Preservation and Development: Application and Uses

TOOL	WHERE TO USE	GENERAL PLANNING	OPEN SPACE PROTECTION	WATER RESOURCE PROTECTION	COMPACT DEVELOPMENT	HISTORIC PRESERVATION	ECONOMIC DEVELOPMENT	HOUSING	TRANSIT SUPPORT
Accessory Dwelling Units (ADUs)	U, S, R				X			X	X
Agricultural Preservation Restrictions	S, R		X			X	X		
Agricultural Use Zoning	S, R		X			X	X		
Brownfields Redevelopment/Adaptive Reuse	U, S, R				X	X	X	X	X
Chapter 40B	U, S, R				X			X	X
Chapter 40R/40S	U, S, R				X	X	X	X	X
Chapter 43D	U, S, R				X	X	X		X
Community Preservation Act	U, S, R		X	X		X		X	
Conservation Restrictions/Easements	U, S, R		X	X					
Conservation Subdivisions/Open Space Residential Design/Cluster Development	U, S, R		X	X	X			X	
Demolition Delay Bylaws	U, S, R					X			
Historic Districts and Landmarks	U, S, R					X	X		

U=urban, S=suburban, R=rural

TOOL	WHERE TO USE	GENERAL PLANNING	OPEN SPACE PROTECTION	WATER RESOURCE PROTECTION	COMPACT DEVELOPMENT	HISTORIC PRESERVATION	ECONOMIC DEVELOPMENT	HOUSING	TRANSIT SUPPORT
Historic Preservation Easement/Restriction	U, S, R					X			
Inclusionary Zoning	U, S, R							X	
Innovative Wastewater Systems	U, S, R			X	X		X	X	
Joint Development	U, S, R				X	X	X	X	X
Low-mpact Development	U, S, R			X	X				
Master Plans	U, S, R	X	X	X	X	X	X	X	X
Multifamily Housing Zoning	U, S, R				X			X	X
Mixed-Use Development Zoning	U, S, R				X	X	X	X	X
Multimodal Facilities and Connections	U, S, R				X		X		X
Open Space Plans	U, S, R		X	X					
Parking Management/ Shared Parking	U, S, R				X		X	X	X
Pedestrian and Bicycle Amenities	U, S, R				X				X
Pedestrian Oriented Design Guidelines/ Amenities	U, S, R				X				X
Public Facilities as Anchor Developments	U, S				X		X		X
Public/Private/Nonprofit Partnerships	U, S, R	X	X		X	X	X	X	X
Right-to-Farm Bylaws	U, S, R		X			X			
Scenic Roads Bylaw	S, R					X			
Sewer and Water Master Planning	U, S, R		X	X	X		X	X	
Station Area Plans	U, S, R	X			X		X	X	X
Stormwater Management	U, S, R			X					
Tax Increment Financing (TIF)/District Improvement Financing (DIF)	U, S				X		X		
Transfer of Development Rights	U, S, R		X		X		X		
Transit-Oriented Development Districts	U, S, R				X		X		X
Village Center Zoning	S, R				X	X	X	X	X
Watershed Planning	U, S, R		X	X					
Wetlands Protection Bylaw (local)	S, R		X	X					

U=urban, S=suburban, R=rural

Table 2: Tools and Strategies for Preservation and Development: Definitions, Availability in South Coast Region, and Resources for More Information

TOOLS/STRATEGY	DESCRIPTION	SOUTH COAST COMMUNITIES WITH TOOL/STRATEGY *	LINKS FOR MORE INFORMATION
Accessory Dwelling Units (ADUs)	ADUs are self-contained residential unit located on the same lot as a primary residence. The ADU can be wholly contained within the principle unit, attached to that unit, or a separate structure on the same lot. ADUs can provide lower cost housing opportunities, as well as housing for young adults or elderly people. Provisions for ADUs are included in zoning bylaws/ordinances.	Acushnet, Attleboro, Bridgewater, Canton, Dartmouth, Fairhaven, Fall River, Foxborough, Freetown, Lakeville, Mansfield, Marion, Mattapoisett, Middleborough, New Bedford, Norton, Rehoboth, Sharon, Taunton, Westport	www.mass.gov/envir/smart_growth_toolkit/pages/mod-adu.html
Agricultural Preservation Restrictions	State-funded program to help farmers preserve their farms while extracting economic value from the development rights. The state provides funds, matched by municipalities and other federal and non-profit funding sources, to purchase development rights on prime agricultural lands and permanently protect the land through a deed restriction.	Berkley, Dartmouth, Fairhaven, Foxborough, Fairhaven, Lakeville, Middleborough, North Attleboro, Norton, Raynham, Rehoboth, Rochester, Swansea, Taunton, Westport	http://www.mass.gov/envir/smart_growth_toolkit/pages/mod-ag.html ; http://www.mass.gov/agr/landuse/APR/index.htm
Agricultural Use Zoning	Municipalities can use a number of zoning techniques to support agricultural land. An overlay district or agricultural district can be created to require clustering of development on areas least suitable for agricultural uses, positioning of houses so as not to block agricultural views, and placement of drainage and roadways so as not to interfere with agricultural activity.		http://www.farmland.org/
Brownfields development/ Adaptive Reuse	Brownfields redevelopment and adaptive reuse allow for the cleanup of contaminated sites for new, productive uses. These techniques often result in the preservation of important historic or culturally significant buildings, and also eliminate the harmful environmental impacts of toxic sites. Several state and federal programs are available to help finance brownfields site cleanup and redevelopment. Adaptive reuse, which converts an existing obsolete building to a new, productive use, may or may not include brownfields remediation.	Acushnet, Attleboro, Canton, Dartmouth, Dighton, Easton, Fairhaven, Fall River, Foxborough, Freetown, Lakeville, Mansfield, Marion, Middleborough, New Bedford, North Attleboro, Somerset, Stoughton, Swansea, Taunton	http://www.mass.gov/envir/smart_growth_toolkit/ http://www.epa.gov/ebtpages/cleabrownfields.html http://www.mass.gov/dep/cleanup/brownfie.htm

*Information gathered May 2008

TOOLS/STRATEGY	DESCRIPTION	SOUTH COAST COMMUNITIES WITH TOOL/STRATEGY *	LINKS FOR MORE INFORMATION
Chapter 40B	Chapter 40B of the Massachusetts General Laws (also known as the Comprehensive Permit Law) encourages the production of low- and moderate-income housing. It enables Zoning Boards of Appeals (ZBAs) to approve affordable housing developments under flexible rules if at least 25% of the units are affordable to households making 80% or less of the area median income. Many municipalities are now proactively using 40B to expand local housing opportunities. Some communities are using 40B to develop housing on municipally-owned land, sometimes accomplishing a range of goals from creating community housing to protecting open space to preserving historic structures.	All South Coast Communities have some 40B housing	www.CHAPA.org http://www.mhp.net/ http://www.mass.gov/?pageID=eheadagencylanding&L=4&Lo=Home&L1=Economic+Analysis&L2=Executive+Office+of+Housing+and+Economic+Development&L3=Department+of+Housing+and+Community+Development&sid=Ehed http://www.mass.gov/envir/smart_growth_toolkit/pages/SG-modules.html
Chapter 40R/40S	Mass General Law 40R allows communities to create zoning overlay districts for denser residential or mixed-use development in close proximity to transit service or in areas already served by infrastructure. Requires 20 percent of the housing created in the district to be affordable. State provides financial incentives for communities that adopt 40R and create housing. Chapter 40S allows for reimbursement of any incremental cost of educating new school age children in a 40R district.	Bridgewater, Dartmouth, Easton, Foxborough, Lakeville	http://www.mass.gov/envir/smart_growth_toolkit/pages/mod-40R.html
Chapter 43D	Chapter 43D of the Massachusetts General Laws allows municipalities to promote commercial, industrial or mixed-use development through the designation of Priority Development Sites (PDS). For a site designated as a PDS, a municipality agrees to issue all permits for qualified developments within 180 days of an application submittal by a developer, thus reducing the uncertainty associated with the permitting process, and improving the marketability of key economic development parcels.	Attleboro, Canton, New Bedford, Sharon, Taunton, Freetown	http://www.mass.gov/?pageID=eheadsubtopic&L=4&Lo=Home&L1=Start%2c+Grow+%26+Relocate+Your+Business&L2=Licensing+%26+Permitting&L3=Chapter+43D+Expedited+Permitting&sid=Ehed http://www.mass.gov/envir/smart_growth_toolkit/pages/SG-modules.html

TOOLS/STRATEGY	DESCRIPTION	SOUTH COAST COMMUNITIES WITH TOOL/STRATEGY *	LINKS FOR MORE INFORMATION
Community Preservation Act	The Community Preservation Act (CPA) allows municipalities to impose a surcharge on property taxes of up to 3 percent to establish a fund for land protection, historic preservation, affordable housing and active recreation. Through fees collected at the registry of deeds, the state provides participating communities with a match of up to 100 % of locally-collected CPA funds. Communities have used CPA funds for a range of activities, such as purchasing important conservation land, creating a housing trust fund, restoring historic documents, and creating recreation fields. The CPA can be used as a local source to match many state grants.	Acushnet, Bridgewater, Dartmouth, Easton, Fairhaven, Marion, Mattapoisett, Rehoboth, Seekonk, Sharon, Swansea, Stoughton, West Bridgewater, Wareham, Westport,	www.communitypreservation.org http://commpres.env.state.ma.us/content/cpa.asp
Conservation Restrictions/ Easements	Conservation restrictions are interests in land acquired through gift, purchase or regulatory exaction that protect important natural resources from future development. The land owner retains the fee ownership of his land, but enters into a deed restriction with a non-profit or government entity which restricts how the land is used in perpetuity.	Acushnet, Easton, Fairhaven, Foxborough, Mansfield, Marion, Middleborough, New Bedford, North Attleboro, Norton, Sharon, Swansea, Taunton, Westport	http://www.mass.gov/Eoea/docs/eea/dcs/crhandbook08.pdf
Conservation Subdivisions/ Open Space Residential Design/ Cluster Development	Zoning tool that allows for residential structures to be clustered together on a parcel in exchange for the permanent protection of at least 50 percent of the developable land of the parcel. Municipalities can protect important conservation land, trail networks, agricultural land, aquifers, and wildlife habitat while meeting community housing needs. Cluster bylaws differ from community to community, with some communities allowing cluster developments as-of-right, and others requiring a special permit. Many cluster bylaws/ordinances allow for density bonuses for affordable housing, historic preservation, and/or protection of additional open space.	Attleboro, Bridgewater, Canton, Dartmouth, Easton, Fall River, Foxborough, Mansfield, Marion, Mattapoisett, Middleborough, North Attleborough, Norton, Raynham, Rochester, Sharon, Stoughton, Swansea, Taunton, Wareham, Westport	http://www.mass.gov/envir/smart_growth_toolkit/pages/mod-osrd.html ; http://www.greenneighborhoods.org/

TOOLS/STRATEGY	DESCRIPTION	SOUTH COAST COMMUNITIES WITH TOOL/STRATEGY *	LINKS FOR MORE INFORMATION
Demolition Delay Bylaws	Established to prevent the loss of important historic properties, demolition delay bylaws forestall demolition of historically significant properties for a specified period of time. The bylaw clearly defines what constitutes an “historically significant” structure, as well as the delay period. It may also define a specific geographic area in which the bylaw applies, or the age of buildings to which the bylaw applies. A property owner wishing to demolish a building must first go before the local historic commission to gain approval for the demolition. If the property is deemed significant, the building cannot be demolished during the delay period, during which time the municipality will work with the property owner to explore opportunities to save the structure.	Attleboro, Bridgewater, Canton, Dartmouth, Easton, Fall River, Foxborough, Freetown, Lakeville, Middleborough, New Bedford, North Attleboro, Sharon, Taunton, Westport	http://commpres.env.state.ma.us/publications/PTBylaws/PTBO-7.pdf
Historic Districts and Landmarks	Through a Town Meeting or City Council vote, communities can create local historic districts or landmarks to protect important historic resources from inappropriate alterations. An owner of an historic property within the district must present any proposed changes to the exterior of his property to a local historic commission or historic district commission for approval. The commission will review the proposal for consistency with the historic nature of the property, and will issue a Certificate of Approval that will allow work to proceed. Work performed without approval is subject to a fine.	Bridgewater, Dartmouth, Foxborough, New Bedford, Norton, Rochester, Sharon, Taunton, Wareham, Westport	http://www.sec.state.ma.us/mhc/mhchpdf/difference.pdf http://www.sec.state.ma.us/mhc/mhchpp/dpdhpp.htm#local
Historic Preservation Easement/Restriction	To preserve the historic integrity of structure, a property owner may voluntarily place a preservation restriction on the property. The restriction will limit alternations and rehabilitation to activities that are in keeping with the historic character of the building. Each easement is unique to an individual property, and may restrict exterior and / or interior changes to the building, as well as limit what can be built on the grounds of the property. The easement will be held by a third party, usually the Massachusetts Historical Commission or a local historical commission.		http://www.sec.state.ma.us/mhc/mhcmppf/mppfidx.htm#restrict

TOOLS/STRATEGY	DESCRIPTION	SOUTH COAST COMMUNITIES WITH TOOL/STRATEGY *	LINKS FOR MORE INFORMATION
Inclusionary Zoning	Zoning that requires a certain portion of housing units in a new development to be set aside as affordable to low- and moderate-income households. Allows communities to work toward meeting housing goals and provides for a variety of options within a single development. May allow density bonuses for including more than the required number of affordable units, and may allow a payment in lieu of constructing the units.		http://www.mass.gov/envir/smart_growth_toolkit/pages/mod-iz.html
Innovative Wastewater Systems	Physical limitations and regulatory requirements can impede the ability to create denser developments in communities not served by sewer or water services. Approaches to addressing this issue include shared septic systems, innovative and alternative septic systems (e.g., remedial use systems), and on-site small sewage treatment plants. Best accomplished with careful site planning.		http://www.mass.gov/dep/about/organization/aboutbrp.htm#aboutia http://www.mass.gov/envir/smart_growth_toolkit/pages/mod-ww.html
Joint Development	Joint development is a very specific type of transit-oriented development. It involves joint use (and frequently also joint operation) of a property by two or more active development partners, one of which is a transit agency. It enables direct public participation in the revenue stream and provides benefits to public and private interests. Examples might include a private building constructed on land or air rights owned by a transit authority, or a transit station that is physically incorporated into a privately-owned building or site. Joint financing and construction of joint development projects are common, as are shared operation and management of the completed development and station. Joint development projects are most commonly found in conjunction with heavy rail transit, or where two or more modes of transit come together.		http://onlinepubs.trb.org/Onlinepubs/tcrp/tcrp_rrd_52.pdf http://www.mdot-realestate.org/properties/docs/FTA%20Circular%209300_1A--%20APPENDIX%20B.pdf http://www.fta.dot.gov/printer_friendly/publications_4705.html http://www.fhwa.dot.gov/realestate/jntdev.htm

TOOLS/STRATEGY	DESCRIPTION	SOUTH COAST COMMUNITIES WITH TOOL/STRATEGY *	LINKS FOR MORE INFORMATION
Low-impact Development	A more sustainable land development approach that incorporates techniques for limiting the impact of development on the land and natural resources. Techniques include maintaining natural drainage, minimizing land clearance, clustering buildings, and reducing impervious surfaces. A key goal is to maintain the natural hydrology of the land.		http://www.mass.gov/envir/smart_growth_toolkit/pages/mod-lid.html http://www.mass.gov/?pageID=eoeeterminal&L=5&Lo=Home&L1=Air%2c+Water+%26+Climate+Change&L2=Preserving+Water+Resources&L3=Water+Resource+Protection+Agencies+%26+Partners&L4=Water+Resources+Commission&sid=Eoeea&b=terminalcontent&f=eea_water_efforts_lid&csid=Eoeea
Master Plans	A master plan provides a long-term blueprint for the physical development of a municipality. It should include a vision statement and a goals and policies statement based on considerable community input. The plans should include the following seven elements: land use, housing, economic development, natural and cultural resources, open space and recreation, services and facilities, and circulation, as well as an implementation program.	<p>Communities with new plans within the past five years (including EO418 Community Development Plans)– Acushnet, Attleboro, Bridgewater, Canton, Dartmouth, Lakeville, Mansfield, Mattapoissett, Middleborough, Norton, Raynham, Rehoboth, Rochester, Seekonk, Sharon, Somerset, Stoughton, Swansea, Taunton, Wareham, Westport</p> <p>Revisions underway: Fall River, New Bedford</p>	http://www.mass.gov/legis/laws/mgl/41-81d.htm
Mixed-Use Development Zoning	Traditional zoning segregated uses to buffer residential neighborhoods from potentially hazardous, smelly and noisy industrial and commercial uses. Today, most commercial activity does not create an environmental threat to residential uses, and can, in fact, help create vibrant communities when mixed with housing. Mixed-use zoning encourages development that includes housing, retail, office and civic uses in a single project or within a single zoning district. It often includes multi-story construction, with retail uses on the ground floor and residences above, street level activity, shared parking, public amenities, minimal setbacks, and pedestrian connections.	Acushnet, Attleboro, Bridgewater, Canton, Dartmouth, Easton, Fairhaven, Fall River, Foxborough, Mansfield, Marion, Mattapoissett, Middleborough, New Bedford, North Attleboro, Norton, Seekonk, Sharon, Stoughton, Taunton, Wareham, Westport	http://www.mapc.org/whats_new/Regional_Record/May2006/Mixed_Use_Toolkit/Mixed_Use_Planners_Toolkit.pdf http://www.planning.org/research/smartgrowth/pdf/section41.pdf

TOOLS/STRATEGY	DESCRIPTION	SOUTH COAST COMMUNITIES WITH TOOL/STRATEGY *	LINKS FOR MORE INFORMATION
Multifamily Zoning Districts	Allows for greater density and a broader range of housing options by permitting three or more housing units per structure and providing more housing on less land, thus conserving open space. Districts allow various housing densities and can range from three-family structures to small apartment/condominium complexes to larger apartment/condominium structures.	Bridgewater, Canton, Dartmouth, Easton, Fairhaven, Fall River, Foxborough, Mansfield, Marion, Mattapoisett, New Bedford, North Attleboro, Raynham, Seekonk, Sharon, Stoughton, Wareham, Westport	
Multimodal Facilities and Connections	Transit works best when conveniently connected to a range of alternative modes of transportation. Stations with good pedestrian and bicycle access and amenities, and which include bus transfer facilities, kiss-and-ride areas, and parking for carpools all help to make transit attractive to a wide range of commuters, increase the efficiency of using transit, and reduce dependence on private automobiles.		http://www.seql.org/Connectivity%20For%20Multy%20Modal%20Transit.pdf
Open Space Plans	The MA Executive Office of Energy and Environmental Affairs' Division of Conservation Services administers the state's Open Space and Recreation Plan program. Plans created under this program detail existing natural resources and strategies for protecting these resources. Communities are not required to prepare plans, but those that do are eligible for state grant money to purchase and protect important open spaces. Grants are available for both urban and non-urban projects.	Fall River, Marion, Mansfield, New Bedford, Norton, Somerset, Stoughton, Taunton, Wareham, Westport	http://www.mass.gov/?pageID=eoeesubtopic&L=4&Lo=Home&L1=Grants+%26+Technical+Assistance&L2=Grant+%26+Loan+Programs&L3=Division+of+Conservation+Services+(DCS)&sid=Eoeea
Parking Management/ Shared Parking	Parking management strategies can reduce the number of parking spaces needed for new development, thus limiting the amount of impermeable surface, improving the pedestrian environment, reducing construction costs, and generally improving the character of a development. Strategies include changes to zoning codes to reduce parking requirements or set parking maximums, allowing for shared parking for uses that have different peak periods for parking demand, requiring that parking be placed to the side or rear of buildings, improving signage to public lots, and designing parking to fit into the community landscape.		http://www.mass.gov/envir/smart_growth_toolkit/pages/SG-modules.html http://www.vtpi.org/tdm/tdm28.htm

TOOLS/STRATEGY	DESCRIPTION	SOUTH COAST COMMUNITIES WITH TOOL/STRATEGY *	LINKS FOR MORE INFORMATION
Pedestrian and Bicycle Amenities	<p>Bicycle and pedestrian access and amenities are key ingredients for creating a multimodal transportation system. Sidewalks with landscaping, lighting, benches and street level storefronts can encourage pedestrian activity. Well-marked bike lanes, paths and routes as well as secure and convenient parking will support bicycle use. Well-designed bicycle and pedestrian access to transit stations is critical for attracting additional transit ridership and reducing the need for station area parking.</p>		<p>http://www.ibike.org/engineering/landuse.htm</p> <p>http://www.mapc.org/transportation/transportation_alternatives.html</p> <p>http://safety.fhwa.dot.gov/ped_bike/univcourse/swless09.htm</p> <p>http://www.mhd.state.ma.us/default.asp?pgid=../common/bikes/bike_tran_plan&sid=about</p> <p>http://www.eot.state.ma.us/default.sp?pgid=BikeIndex&sid=level2</p> <p>http://www.pedbikeinfo.org/</p>
Pedestrian-Oriented Design Guidelines/ Amenities	<p>Communities can adopt design guidelines that will promote walking by creating a pedestrian-friendly environment. Some elements of pedestrian-oriented design include higher density development, street oriented buildings, reduced setbacks, short blocks, mixed uses, connectivity and linkages between uses, separation of pedestrian activity from traffic, wide sidewalks, landscaping, street lighting, street furniture, traffic calming, security, and ongoing maintenance.</p>	<p>Canton, Stoughton</p>	<p>http://www.walkable.org/assets/downloads/Georgia_ped_streetscape_guide.pdf</p> <p>http://www.marc.org/Community/pdf/walkable_communities.pdf</p> <p>http://www.epa.gov/dced/pdf/ptfd_primer.pdf</p>
Public Facilities as Anchor Developments	<p>Public agencies can take the lead in jumpstarting transit-oriented development by locating public facilities near transit stations. Examples include the Federal Courthouse at a new Silver Line Station in Boston and a police substation at the Brockton commuter rail station. The State of California mandates that all new state government buildings in Sacramento be built within walking distance of transit stations. Public buildings attract many visitors during the day and can be a catalyst for attracting other development that can benefit from this visitor traffic.</p>		

TOOLS/STRATEGY	DESCRIPTION	SOUTH COAST COMMUNITIES WITH TOOL/STRATEGY *	LINKS FOR MORE INFORMATION
Public/ Private/ Non-Profit Partnerships	Many planning and development initiatives require complex funding, expertise in a range of disciplines, and interfacing with multiple constituencies and agencies. Many municipalities have successfully partnered with private and non-profit businesses and organizations to better build consensus for initiatives, access expertise not available within the government, and tap into funding sources that might not be available to a municipality. These partnerships create trust and good will, and often result in superior, innovative products.		http://www.pioneerinstitute.org/pdf/wp45
Right-to-Farm Bylaws	Although the right to farm is vested in all residents of Massachusetts, some communities are adopting specific bylaws that formally state the rights of citizens to farm with minimal conflict from abutters and Town Agencies. These bylaws also establish a mechanism for informing residents of the Town's status as a right to farm community.	Dartmouth, Rehoboth, Westport	http://www.mass.gov/agr/righttofarm/http://www.mass.gov/agr/righttofarm/
Scenic Roads Bylaw	Communities may adopt a scenic roads bylaw to protect the quiet, rural and historic character of designated local (not state-owned) roads from construction-related activity. The bylaw establishes a local review procedure for the removal or alteration of stonewalls and trees within the public right-of-way on roads designated as scenic. Work cannot proceed without written permission from the local planning board.	Canton, Dartmouth, Easton, Foxborough, Mansfield, Norton, Rehoboth, Sharon, Wareham	http://www.mhd.state.ma.us/downloads/projDev/scenicByWays.pdf
Water and Wastewater Master Plans	Water and wastewater master plans are prepared to help communities manage future growth. They include an assessment of existing water and wastewater facilities to identify areas for repair, rehabilitation, or replacement of existing infrastructure. The plans also identify growth areas and include recommendations for expanding water and wastewater capacity to meet new demand. Plans may also recommend areas where services should not be extended to limit the impacts of growth on sensitive areas. Plans include a capital budget for implementing the plan recommendations. The plan can be part of the infrastructure and services element of an overall community master plan.		http://epa.gov/ne/cwsrf/index.html http://www.mass.gov/dep/water/wastewat.htm http://www.mass.gov/dep/water/drinking.htm

TOOLS/STRATEGY	DESCRIPTION	SOUTH COAST COMMUNITIES WITH TOOL/STRATEGY *	LINKS FOR MORE INFORMATION
Station-Area Plans	<p>Station area plans are specific land use and development plans for the area within walking distance (usually ¼ to 1/3 mile) of a transit station. Through an analysis of existing land uses, zoning, the development market, environmental issues, and transportation connections, the plans create a blueprint for future development in the vicinity of the transit station. Good pedestrian, bicycle and multimodal connections; mixed uses; public spaces; and recommendations for higher density development typically characterize station area plans.</p>		<p>http://www.fhwa.dot.gov/planning/landuse/tools.cfm</p> <p>http://www.reconnectingamerica.org/public/display_asset/tod202</p> <p>http://transportationfor tomorrow.org/final_report/volume_3_html/o8_background_material/content.aspx?name=26_tod_and_joint_dev_1002</p>
Stormwater Management	<p>Public policies and actions aimed at mitigating the adverse impacts to water quality and aquatic life from polluted stormwater runoff. Through strategies for controlling peak flows and runoff volumes, and pollution control, stormwater management protects water quality in surface water and the water supply. Strategies are designed to maintain the natural hydrological cycle, prevent flooding, prevent erosion of natural water bodies, and protect water quality from the negative impacts of development. The US Environmental Protection Agency has instituted requirements for cities and towns for stormwater management, and the Massachusetts Department of Environmental Protection can assist municipalities with meeting these requirements.</p>		<p>http://www.mass.gov/dep/water/wastewater/stormwat.htm</p> <p>http://www.epa.gov/npdes/pubs/fact1-o.pdf</p>

TOOLS/STRATEGY	DESCRIPTION	SOUTH COAST COMMUNITIES WITH TOOL/STRATEGY *	LINKS FOR MORE INFORMATION
Tax Increment Financing (TIF) and District Improvement Financing (DIF)	<p>TIF and DIF in Massachusetts promote economic development and redevelopment in communities using public/private partnerships. TIF programs offer tax exemptions to individual landowners/ developers of up to 100% of the tax increment (increased tax derived from value of improved property) on projects within Economic Opportunity Areas, which are determined by the state. DIF allows a city or town to designate development districts and use the increased tax revenues derived from new development in the district (the increment) to specifically fund district-wide improvements, often infrastructure-related.</p>	<p>DIF – New Bedford</p> <p>TIF- Acushnet, Attleboro, Berkley, Canton, Dartmouth, Dighton, Fairhaven, Fall River, Foxborough, Freetown, Lakeville, Mansfield, Mattapoissett, Middleborough, New Bedford, North Attleborough, Norton, Raynham, Rochester, Somerset, Stoughton, Taunton, Wareham, Westport</p>	<p>http://www.mass.gov/envir/smart_growth_toolkit/pages/mod-diftif.html</p> <p>http://www.mass.gov/?pageID=ehedsubtopic&L=4&LO=Home&L1=Start%2c+Grow+%26+Relocate+Your+Business&L2=Financing+%26+Funding&L3=Infrastructure+Financing&sid=Ehed</p> <p>http://www.mass.gov/?pageID=ehedterminal&L=3&LO=Home&L1=Start%2c+Grow+%26+Relocate+Your+Business&L2=Taxes+%26+Incentives&sid=Ehed&b=terminalcontent&f=modb_fin_fund_tif_info&csid=Ehed</p>
Transfer of Development Rights	<p>Zoning tool that allows for the transfer of the right to develop under zoning from a parcel with important natural, cultural, or historic characteristics to a site more appropriate for development (e.g. near transit or served by water and sewer). The parcel giving up development rights is then permanently restricted from further development. This tool allows a community to preserve important resources without expending scarce resources to do so. It also allows for concentrating development in designated areas, making them easier to provide with services and more active and vibrant.</p>	<p>Bridgewater, Lakeville, New Bedford, Raynham</p>	<p>http://www.mass.gov/legis/laws/mgl/40a-9.htm</p> <p>http://www.mass.gov/envir/smart_growth_toolkit/pages/mod-tdr.html</p>
Transit-Oriented Development Districts	<p>TOD districts are typically mixed-use zoning overlay districts located near (usually within 1/3 mile) of transit stations that allow higher-density residential and commercial uses to promote increased transit ridership and create a vibrant activity center. The districts generally encourage housing, retail, and office uses, as well as public facilities and open space. They allow higher densities and reduced parking ratios, require high quality design, and include pedestrian amenities.</p>	<p>Attleboro, Bridgewater, Fall River, Lakeville, Middleborough, Stoughton, Taunton</p>	<p>http://www.mass.gov/envir/smart_growth_toolkit/pages/mod-tod.html</p>

TOOLS/STRATEGY	DESCRIPTION	SOUTH COAST COMMUNITIES WITH TOOL/STRATEGY *	LINKS FOR MORE INFORMATION
Village Center Zoning	A zoning district designed to reinforce the character of small town centers, allowing opportunities for mixed-uses, including retail on the ground floor with residential uses above. Supports development that creates a place where people can live, work and shop. Village Center Zoning incorporates limited setbacks, parking regulations, and streetscaping that encourage pedestrian activity.	Acushnet, Attleboro, Mansfield, Marion, Mattapoisett, Middleborough, Taunton, Wareham	http://www.mass.gov/envir/smart_growth_toolkit/pages/mod-tnd.html http://www.ask.com/bar?q=what+is+village+center+zoning&page=2&qsrc=0&ab=1&u=http%3A%2F%2Fwww.horsleywitten.com%2Ftauntonwatershed%2FDocuments%2FPresentations%2FVillage%2520Center%2520and%2520TDR%25204-30-08%2520Easton.pdf
Watershed Planning	Watershed plans aim to protect unimpaired waters and restore impaired waters in the State's watershed areas. A "watershed" is an area of land that drains into the same body of water. It captures precipitation, filters and stores water and determines how water is released. Watershed plans, which may be developed by the Massachusetts Department of Environmental Management or by specific watershed associations, should include identification of the causes and sources of impairment, management strategies for load reduction, expected load reduction from implementation of these strategies, costs of implementation, an education component, an implementation schedule, milestones, criteria for measuring success, a monitoring system, and water conservation measures.	Taunton River Watershed Alliance; Neponset River Watershed Association, The Coalition for Buzzards Bay, Westport River Watershed Alliance, Palmer River Watershed Alliance, Ten Mile River Watershed Council	http://public.dep.state.ma.us/watershed/intro.aspx#s2 http://www.mass.gov/dfwele/river/ http://www.savethetaunton.org/issues/learning.htm
Wetlands Protection Bylaw (local)	With a 2/3 vote of the local legislative body, communities may adopt local wetlands protection bylaws that afford more protection than does the MA Wetlands Protection Act. These bylaws may expand the no-build zone or designate mandatory "no disturbance" areas.	Attleboro, Bridgewater, Dartmouth, Dighton, Easton, Fairhaven, Mansfield, Seekonk, Sharon, Stoughton, Swansea, Taunton	http://www.maccweb.org/resources_bylaws.html