

We Can Do Better!

Why We Should Vote 'No' on
Article 8, the MBTA
Communities Act Mandate

We Need To Pause!

What We Propose

- Have the Select and Planning Boards reach out to all the other towns that haven't passed the bylaw and go to the state as a group and argue that this "One Size Doesn't Fit All".
- Wait until the Milton Case is decided to see what the consequences really are.
- Planning Board work to remap the lots to make the lots work for not only the current residents, but for the future residents including children.
- We have till December 30th to come into compliance, no consequences if we don't approve now.
- If we approve now and decide to change it at the next Town Meeting because the Courts say it wasn't legal, the 94 units still get built as they are grandfathered.

Imagine this on Southville Road

The proposed zoning will allow 94 units, it could be almost as big as these two 50-unit buildings



CONCEPTUAL DESIGN PLANS PREPARED FOR THE RESIDENCES AT PARK CENTRAL, LLC

Flawed Process

- Throughout the process the Planning Board stated that based on input from residents, they were choosing lots that would not be readily available to develop.
- And so they Did! For all the lots, except the lots on Southville Road!
- They knew these lots are ready for development. The Town Planner had already discussed putting housing there with the owner
- The Planning Board chose, without any citizen input, to petition the state to include these ready-to-build lots that were not part of the designated half mile district.
- These lots will be zoned for 94 units, located in the densest built, most affordable area of town.

Considerations

- Flawed lot selection process
- Traffic & infrastructure concerns
- Environmental impact
- Loss of local control
- For all the other chosen lots, the Planning Board choose lots that couldn't be easily developed.
- Only 10% of the units will be “affordable”.
- At 80% medium income, these are only “less expensive” and not affordable.

Flawed Process to Chose Southville Road Lots

- The Planning Board never notified the residents of the newly included lots in the new district, or the residents directly across the street and near the chosen lots.
- They sent postcards to all residents in the *original* half-mile district inviting them to attend the mapping session.
- The Planning Board knew they were going to propose lots *outside* that district (they had already petitioned the state to move the district to the East).
- None of the outreach about the mapping session mentioned specifics about the inclusion of the lots to the East.
- When this was brought to the Planning Board's attention during the Hearings, their response was "they should have been paying attention".
- **Does it sound like the Planning Board is prioritizing the best-interest of Southborough's current residents and community?**

"They should have been paying attention."

Planning Board's response when asked why the new district residents weren't notified about mapping sessions

Mapping Session Notice - MySouthborough:

MBTA Zoning Mapping Session tonight

by BETH MELO on JUNE 3, 2024

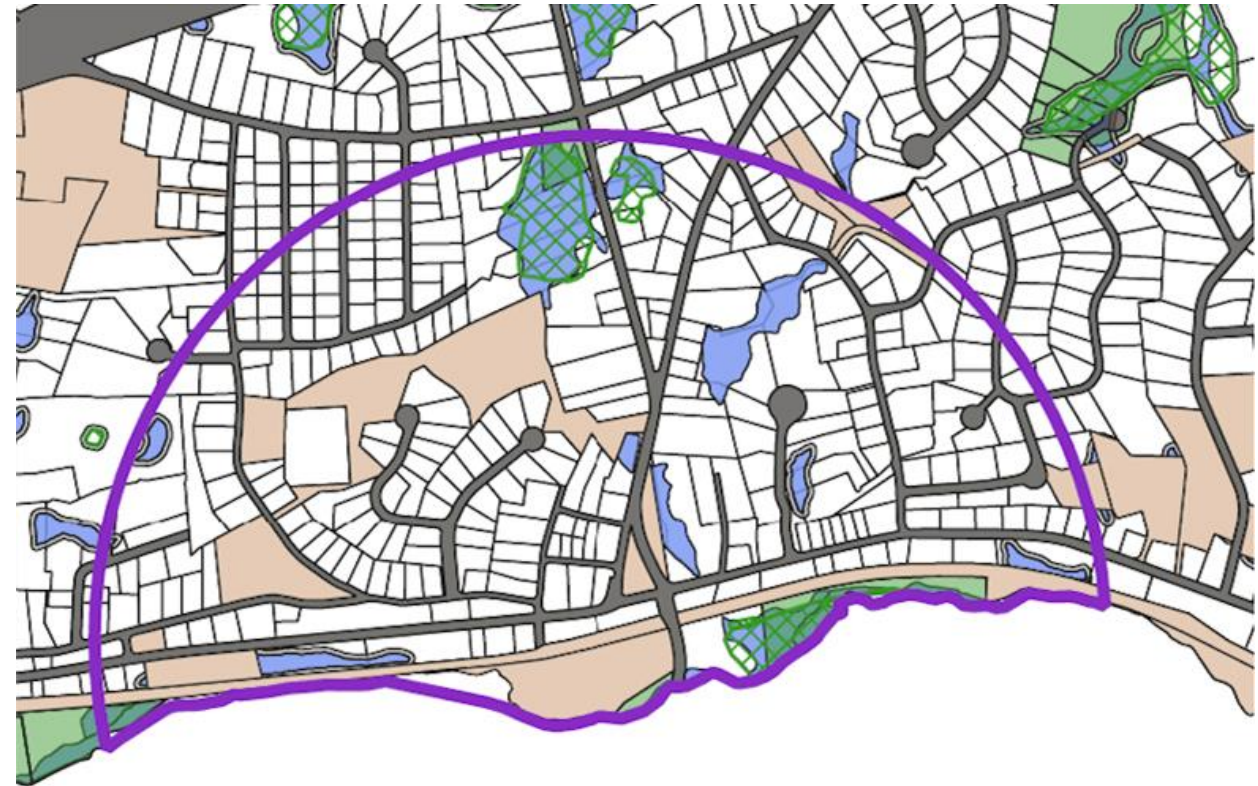


Above: In preparation for tonight's session, Planning has posted a new map and an updated overview of the zoning situation. (images cropped from materials)

Tonight is the Planning Board's re-mapping session for overlay zoning within a 1/2 mile of the commuter rail station.

The board has encouraged residents within the semi-circle to attend the session. The intent is to identify where allowing new by-right high density zoning would have the least negative impact.

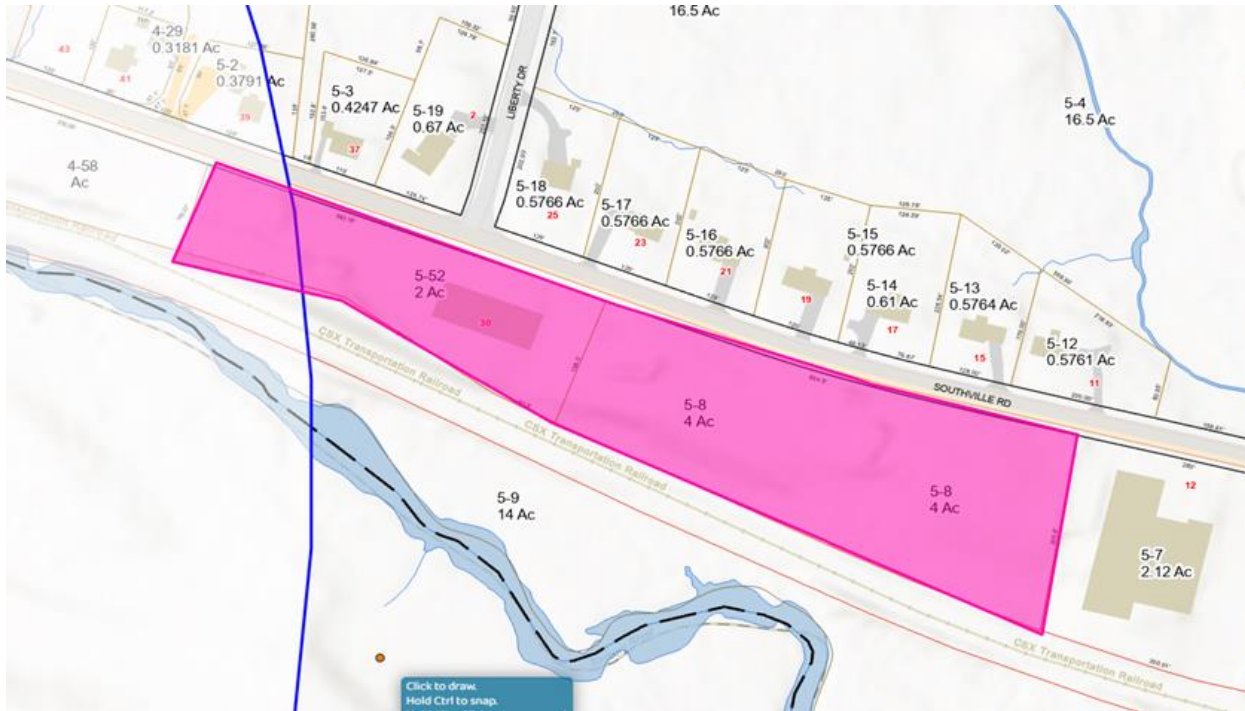
The meeting will be held at the Senior Center, 9 Cordaville Road, at 6:30 pm tonight, Monday, June 3rd.



- MBTA Communities - MBTA station area half-mile radius
- MBTA Communities - excluded land - hydrography
- MBTA Communities - excluded land - public and institutional land
- MBTA Communities - excluded land - rights of way
- MBTA Communities - excluded land - title V
- MBTA Communities - excluded land - open space
- MBTA Communities - excluded land - additional DEP wetlands
- Southborough detailed base map

Note that Map does not include the lots "to the East" that were suggested to the Mapping Session participants

The Most Impacted Residents Have Been Kept Out of the Discussion

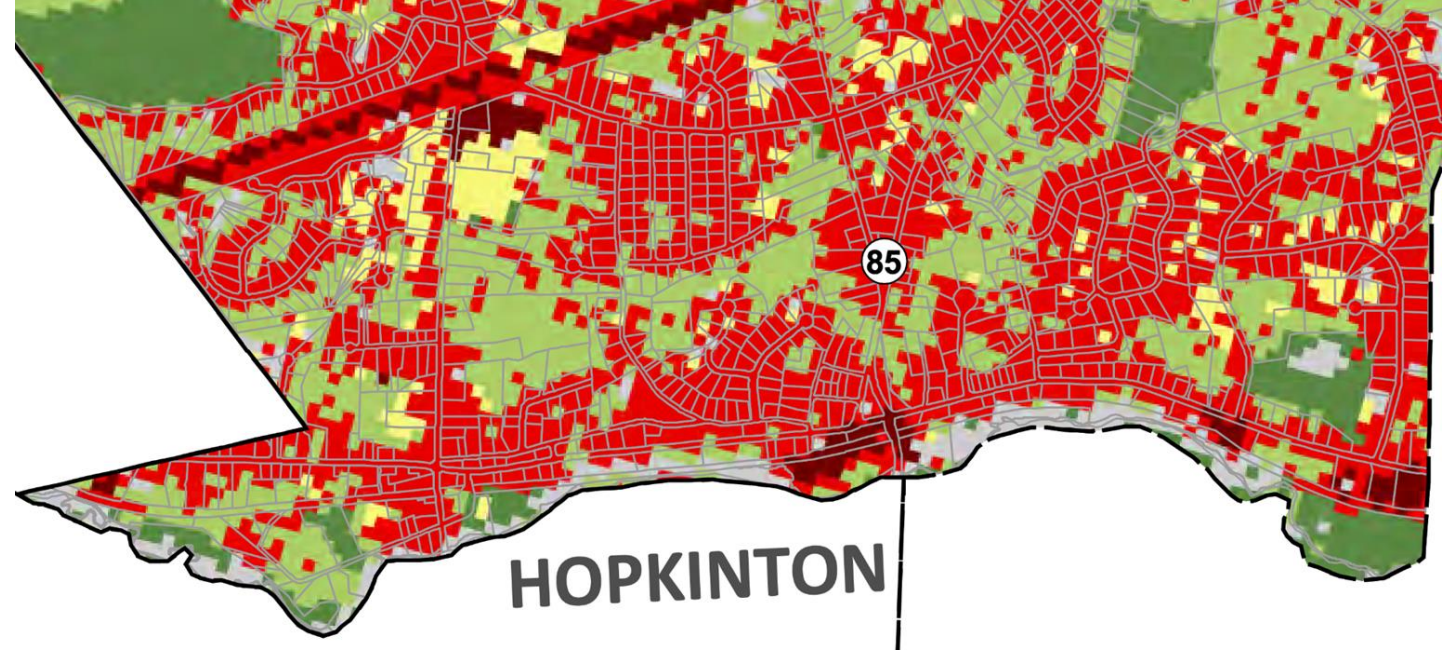


- After the Mapping session but before the Planning Board made their decision, none of the residents across the street or in the new expanded district were notified of the changes from what had previously been publicized.
- No official Planning Board attempt to notify them has been made.
- The residents in the original district successfully mapped lots in their neighborhood that met the zoning requirements.
- The residents in the old district chose the lots outside their area when enticed by the Planning Board to “Move it to the East”.

Least Negative Impact?

“The Board has encouraged residents within the semi-circle to attend the session. The intent is to identify where allowing new by-right high density zoning would have the least negative impact.”

- MySouthborough Website



The Eastern lots are in one of the densest parts of town - Not the location that would result in the least negative impact

Throughout the process of choosing the 2 ready-to-build lots, the Planning Board never discussed:

- **Environmental Concerns**
- **Traffic**
- **Suitability of location for residential use and particularly for families with children**

State Requirement: Must be suitable for families



One of the worst locations in town for families with children

- No sidewalks on southside of Southville Road. Due to wetlands and stream crossings, it is unlikely to ever have any.
- Requires crossing a busy road where cars typically drive 50+mph
- Sandwiched between 2 industrial uses.
- Directly abuts train tracks - Studies show that living near trains with diesel exhaust, increases asthma and other respiratory illnesses for all and children are critically impacted.

No Consideration of Traffic Impact and **No Traffic Study** will be done during Permitting

The Traffic Consultant hired for Peer Review of a 40b in town,
Estimated that for this Development:

7 car trips per day per unit

94 units x 7 = **658 car trips per day potential**

658 Car Trips Per Day

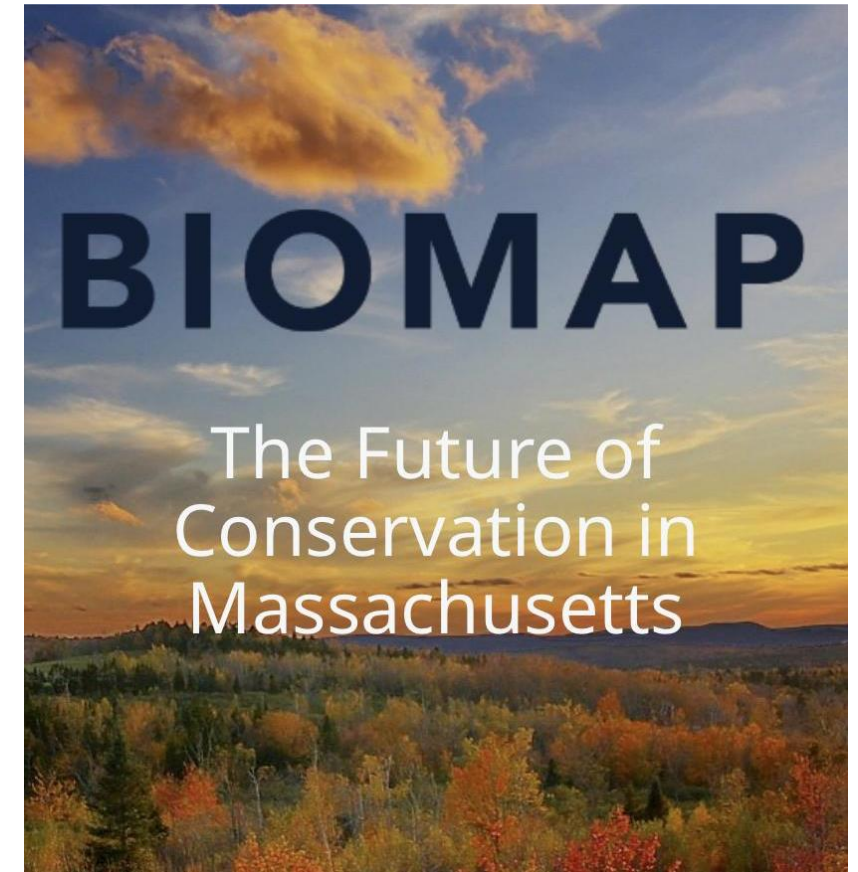
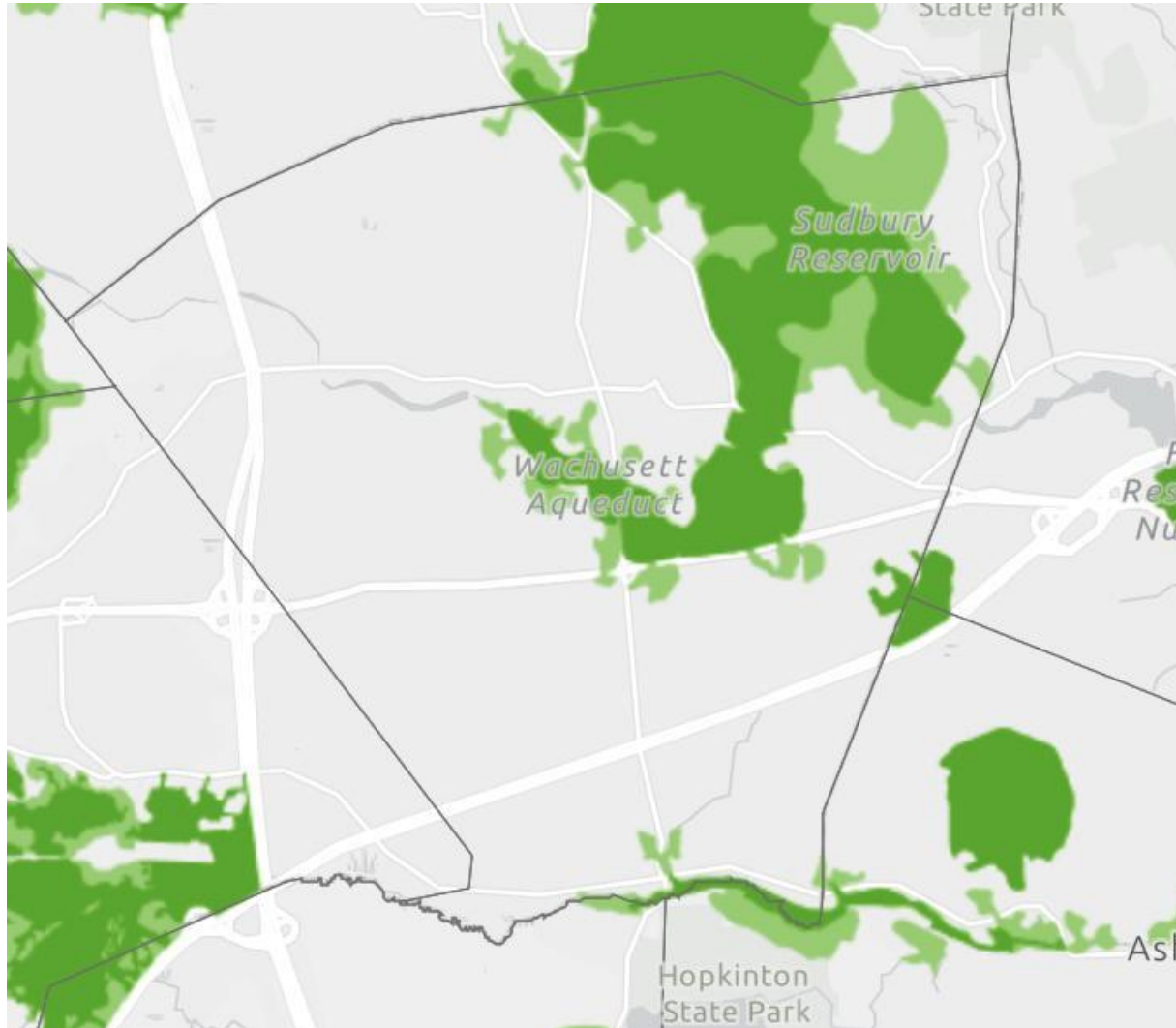
Negative Impact on
Residents of Southville
Road as well as All
South-Side Residents
Living On and Using
Feeder Roads

FEEDER ROADS

- Cordaville Road
- Woodbury
- Woodland Road
- Richards Road
- Atwood Street
- Parkerville
- Oak Street
- Highland Street
- Breakneck Hill Road

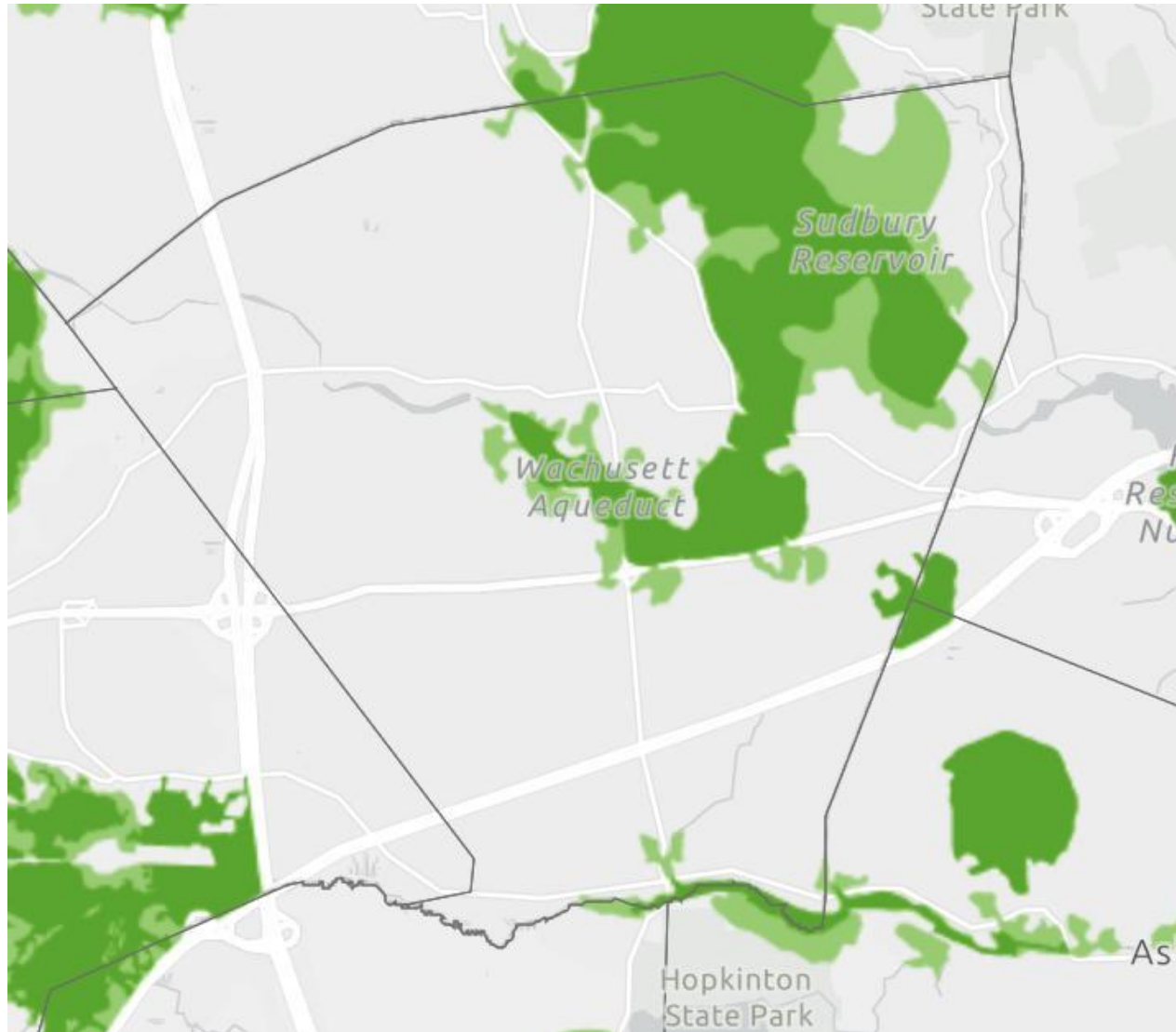


Southborough's State Mapped Core Habitat and Critical Natural Landscape



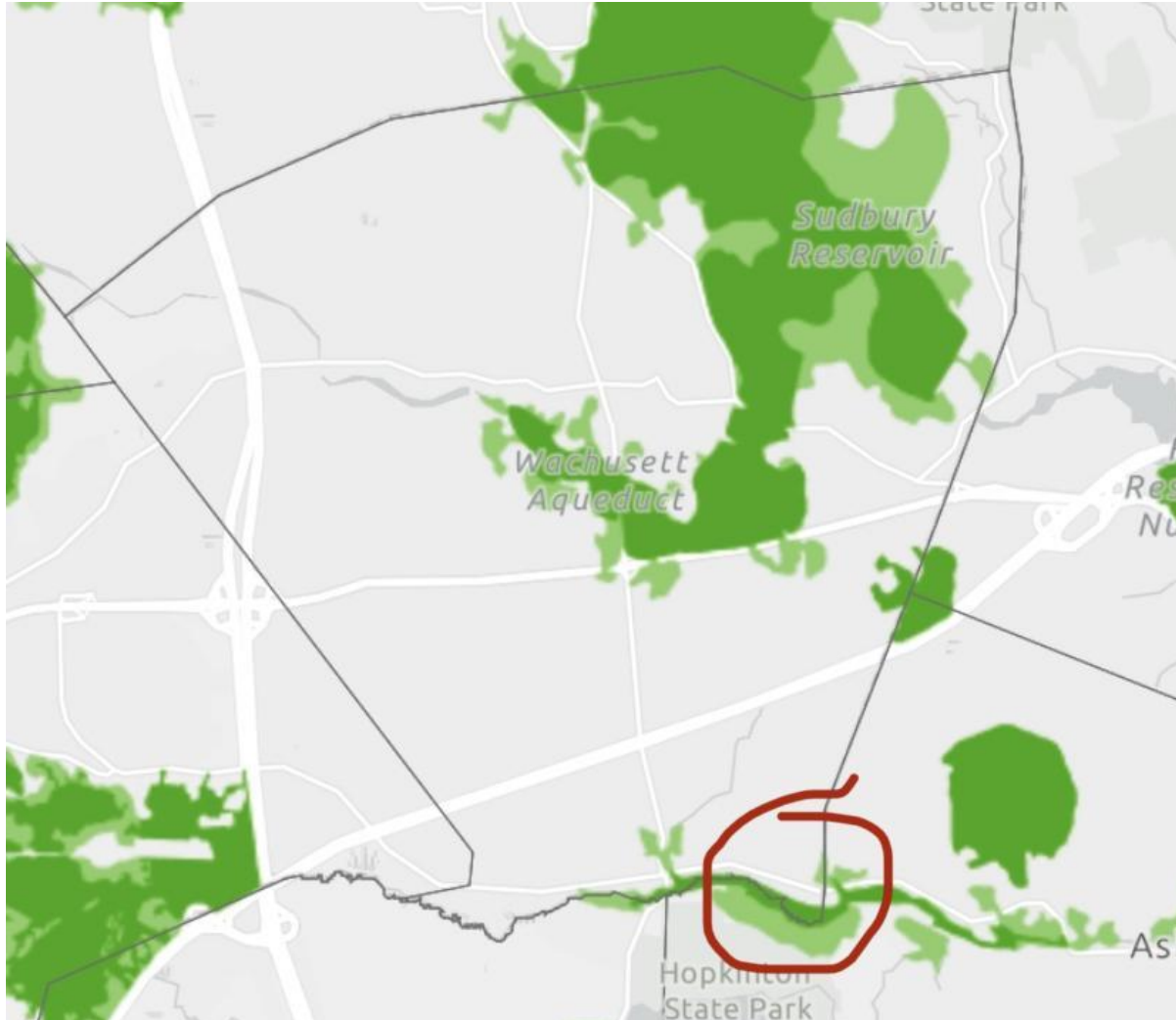
BioMap guides strategic protection and stewardship of lands and waters that are most important for conserving biological diversity in Massachusetts.

Southborough's State Mapped Core Habitat and Critical Natural Landscape



Notice our critically important habitat is mostly around the reservoir **EXCEPT** for the river area directly adjacent to the proposed by right 94-unit development on Southville Road

Does it make sense to put the densest housing development in Southborough next to our most Important Wildlife Habitat?



Biodiversity Impact

- Pollutants from wastewater will leach into the river
- Light trespass
- Exhaust from residents' cars + numerous trucks servicing the project

The Planning Board claims they would have oversight and the ability to enforce the **UNDERLYING ZONING** of each of the proposed overlay districts.

This is not an absolute!

- The zoning bylaw allows 15 units an acre.
- 6.3 acres = 94 units
- When the developer cannot fit all the units on the land due to the riverfront and other constraints, they can go to the ZBA.
- The ZBA can give variances for building height and building setbacks.
- The planning Board cannot guarantee that only two and a half story, 35ft-tall buildings will go on these lots.
- They cannot guarantee setbacks.

This is what a 50-unit building could look like



CONCEPTUAL DESIGN PLANS PREPARED FOR THE RESIDENCES AT PARK CENTRAL, LLC

Imagine this on Southville Road

As the zoning will allow 94 units, it could be almost as big as these two 50-unit buildings

VOTE NO!



CONCEPTUAL DESIGN PLANS PREPARED FOR THE RESIDENCES AT PARK CENTRAL, LLC