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Preface

A comprehensive plan is the highest, most complex, and most difficult form of city planning. Conceptually and analytically, it encompasses the principal elements of the city that determine its current activities and future development. It is planning for the city as a whole, rather than for one or several of its constituent functions such as water supply and distribution, police and fire protection, vehicular and pedestrian traffic, economic development, or any one of the many particular functions of municipal government. There are many elements ranging from tangible components such as housing, parks, schools, and public utilities to the intangible components such as political, legal, and zoning powers that shape and constrain municipal activities. Comprehensive city planning seeks to understand this complexity in order to enable municipal leaders and administrators, as well as civic leaders, to take the necessary actions to improve and effectively shape the future.

Adoption

The City of Attleboro Comprehensive Plan was approved by the Mayor’s Comprehensive Plan Steering Committee on September 26, 2011, by the Attleboro Planning Board on December 5, 2011, and subsequently adopted by a unanimous vote of the Attleboro Municipal Council on June 5, 2012. This document is a policy statement that establishes long-term goals and provides a shared vision aimed at unified and coordinated development for the City of Attleboro. The long-range policies within the plan serve as the framework for future development, outlining the specific goals for the City for the next 20 years. The plan is also to be used to guide the location, development, and maintenance of the City’s many facilities and services. As such, the Comprehensive Plan is one of the main policy tools of the City’s Administration, Municipal Council, Planning Board, Zoning Board of Appeals, the Department of Planning and Development, as well as a number of other City boards and departments. The Comprehensive Plan is a product of extensive data collection and analysis as well as public opinion research. The Comprehensive Plan may be viewed on the City’s web-site in PDF format at <www.cityofattleboro.us>.
Acknowledgments

The Mayor’s Office established a thirteen–member community advisory committee—the Mayor’s Comprehensive Plan Steering Committee—which consisted of volunteers who represented the elements of the Attleboro community. The Steering Committee’s charge was to work on the preparation of this document with municipal staff and to scrutinize the master planning process, which included extensive public opinion research, data collection, and analysis. The Steering Committee established eleven subcommittees, each chaired by a member of the Steering Committee. Members of the subcommittees were recruited through direct invitation and open solicitation of volunteers. The Steering Committee reviewed progress on the COMPREHENSIVE PLAN and provided invaluable direction in its development. A more detailed discussion of the Mayor’s Comprehensive Plan Steering Committee and the subcommittees is presented in Section II, “The Process: How this Plan was Created.”

**MAYOR’S COMPREHENSIVE PLAN STEERING COMMITTEE**

Robert Duffin, *Co–Chair*
Roberta Wuilleumier, *Co–Chair*
Charlie Adler
Roy Belcher
Robert Cassidy*
Jason Gittle
Marcia Lindstrom
Larre Nelson
Lisa Nelson
Ellen Parker
Rich Renoni
Debora Doona Scott
Michael Scott

*We note with sadness the death in September 2008 of Robert Cassidy who contributed his considerable knowledge, experience, and enthusiasm to the preparation of this Comprehensive Plan.*
ACKNOWLEDGMENTS

MAYOR’S COMPREHENSIVE PLAN SUBCOMMITTEE MEMBERSHIP

Christine Allcock
Mary Baker
Kelly Benson
Donna Bellerose
Wayne Bellerose
Norma Brewster
Bill Bowles
Barbara Brown
Jeff Brownell
Fran Carl
Gerald Chase
Peter Clark
Tony Concu
Jeff Cook
Judy Corbett
Bill Crowley
Nancy Daday
Frank D’Agostino
Cliff Danue
Marcus Evans
David Farmer
Joy Fife
Robert Fife
Ann Friedman
Elizabeth Fuller
Louis Germaine
Dan Goulet
Meg Goulet
Sally Hamilton
Katherine Honey
Brian Kirby
Allen Knowles
Joseph Krofta
Sherie Lemire
Carol Levis
Pamm MacEachern
David McGee
Catherine McGuiness

David McKee
Jane Merkle
Keith Merkle
Anne Messier
Kerri O’Donnell
Michael O’Donnell
Christopher O’Neil
Sandy Parsons
Sean Perry
David Puhl
James Purcell
Sara Quinn
Tom Rafferty
Jon Rallo
Robyn Rallo
Joan Raulino
Kent Richards
Jackie Romaniecki
Margaret Ross
Jonathon Rozek
Phil Rozek
Ed Santarpio
Sethu Sekhar
Bob Sharkey
Eve Sharkey
Tracey Sirvano
Don Smyth
Bruce Stachura
Theodore Trowbridge
Melissa Tucker
Andy Viens
Erik Volk
Glen Weidner
Tom Welch
Kurt Wheaton
Megan Witherelle
Christine Woods
Nancy Young
I. INTRODUCTION

I.A. Purpose of the Comprehensive Plan

The purpose of a comprehensive plan is to provide a coherent set of policy and development recommendations that reflect public consensus around a set of priorities for the future. City policies are continuously being shaped by many forces and many stakeholders:

- City elections are a forum for policy debate. Citizens weigh in with their policy preferences by voting for the candidates of their choice and, sometimes, by answering ballot questions.
- Although it may not always be easy to interpret the wishes of the electorate, the Mayor and the Municipal Council must do so to the best of their ability in the exercise of their powers and duties under the City Charter.
- The Planning Board (an appointed body in Attleboro) continuously guides development as it interprets land use laws, develops regulations, and reviews land use proposals. Other City departments and boards must perform similarly in other areas.
- The City does not exist in isolation, but must react and adapt state and national policies, as well as market forces.

The COMPREHENSIVE PLAN provides an opportunity to review existing municipal policies, physical conditions, and development trends. It involves stakeholders and covers a wide range of topics. A comprehensive planning process recognizes the deep interrelationships between policy categories and the necessity of making trade-offs. The need to develop affordable housing, for example, may come into conflict with the desire to conserve open space, and so these two policy areas can only be reconciled when viewed within a comprehensive framework.

I.B. Statutory Requirements

The City Charter stipulates that several key planning activities be carried out on a regular basis. Article 6, §3 requires the City to plan five years in advance for all capital improvements and to update its plans annually. And the entirety of Article 8 is devoted to the maintenance and implementation of the COMPREHENSIVE PLAN.

The Planning Board is responsible for creating and updating the COMPREHENSIVE PLAN. All modifications are submitted by the Mayor to the Municipal Council, which must hold a public hearing and then, “by resolution adopt the same with or without amendment.”

According to the City Charter, the COMPREHENSIVE PLAN, “shall serve as a guide to all future actions by the Municipal Council concerning land use and development regulations, urban renewal programs, and expenditures for capital improvements.” The City Charter requires consultation with the Planning Board before action by the Municipal Council.

In Massachusetts, state law (MGL CH. 41, §81D) requires that municipalities complete a comprehensive plan. Plan elements must include analysis and discussion of the following: goals and policies, land use, housing, economic development, natural and cultural resources, open space and recreation, services and facilities, circulation, and a program for implementation.
I.C. Review of Past Plans, Studies, and Implementations

Although the Attleboro Comprehensive Plan is updated on a regular basis by the Planning Board and the Municipal Council, there is a need from time to time to conduct a thorough review of its content. As a rule of thumb, these periodic reviews should occur every ten years and should include wide-reaching stakeholder participation. This Plan encompasses just such a review.

Attleboro’s previous Comprehensive Plan was adopted in November 1990. The 1990 plan guided the City through a period of rapid growth, and many of the plan’s recommendations were implemented.

Of particular note is a heightened level of activity in recent years to achieve two key policy objectives from the 1990 Comprehensive Plan:

- Economic Base Policy 5: Strengthen the Central Business District by encouraging new commercial enterprises to locate there and by encouraging appropriate development and/or redevelopment.

Challenged in its ability to accommodate the rapid rate of growth occurring within its borders in the 1990s, the City considered a major re-write of its Comprehensive Plan as early as 2000, but it was decided that two other preparatory, planning efforts should be undertaken first. The first step was a land use and growth management study, completed in June 2000, completed by Communities Opportunities Group, Inc., in coordination with City planning staff and a citizens’ panel appointed by Mayor Judith Robbins. Citizen input was gathered at public forums held on May 3 and May 10, 2000. As stated in the final report, City of Attleboro Land Use Growth Management Study, June 2000, the City conducted the study, “to analyze its land use patterns and future development potential, explore ways to balance the community’s economic, natural resource and fiscal needs, and set the stage for a new comprehensive plan.” The City also had a pressing need to do a major re-write of its 1994 open space and recreation plan. Mayor Robbins appointed a fifteen member citizens’ committee to conduct this task in June 2000. A lengthy survey was distributed and 1,200 citizens responded. A public forum held on October 30, 2001 generated additional public input. The final report was completed in October 2002 entitled, City of Attleboro Open Space and Recreation Plan. With the groundwork established, it was now time to address the Comprehensive Plan. A Comprehensive Plan Steering Committee, consisting of volunteer residents with a range of interests and experience, was appointed and began work on January 28, 2003 with the guidance and technical assistance of Gary Ayressian, Director of Planning and Development, and his staff.

I.D. Structure of the Comprehensive Plan

- Section I provides an orientation to the Comprehensive Plan.
- Section II describes in detail how this Comprehensive Plan was created, with particular emphasis on the ways in which various stakeholders—which included City officials and department heads, representatives of various public and private agencies, and the public—had input into the process.
- Section III presents a short history of Attleboro.
– Section IV provides an analysis of statistical data that conveys a "snapshot" of where the City stands today. The section is broken down into subsections focusing on specific policy areas. Each subsection includes existing conditions and local and regional trends. Subsections include a discussion of key issues, challenges, and opportunities and propose recommendations for the City to consider when formulating the plan goals.

– The vision described in Section V paints a picture of what our City might be like in the year 2030 if all of the goals and objectives described in this plan were to be achieved.

– Section VI sets out in detail the goals and objectives of the COMPREHENSIVE PLAN, in eleven subsections corresponding to the eleven citizen subcommittees which drafted them.

– Section VII provides an Implementation Plan for proposed goals and objectives. The activities in the Implementation Plan are prioritized and the responsible party for each activity is identified.

I.E. How to Use this Plan

This plan is meant to be used by both decision makers and engaged citizens. The goals and objectives are organized into eleven policy areas. It is the hope of the Steering Committee that all who act within these policy areas will refer to and be influenced by this plan. For example, in the Social Services policy area, we hope that this plan will be considered by elected and appointed officials responsible for this area, by private agencies that operate in the City, and by individual citizens who have an interest in this area. Wherever possible, we have indicated who should be responsible for implementing each recommendation in this plan. The responsibilities may be assigned to particular City departments or boards, or to elected officials. However, in many cases there is nothing to prevent a concerned citizen from taking the initiative to press for implementation of a recommendation, by writing a letter, speaking at a public hearing, or organizing a group of volunteers to advocate on behalf of the recommendation.
II. THE PROCESS: HOW THIS PLAN WAS CREATED

II.A. Comprehensive Plan Steering Committee
The Mayor’s Comprehensive Plan Steering Committee consisted of thirteen volunteer residents who were appointed by the Mayor. The 76 subcommittee members were recruited through direct invitation and open solicitation of volunteers such as at the three public forums that were held at Wamsutta Middle School. Each member of the Steering Committee gave hundreds of hours of time in writing, shaping, and guiding the preparation of this plan. The Steering Committee employed an extensive public participation process in the development of this Comprehensive Plan. An essential step, and a fundamental building block, in the process of developing a thorough and effective Comprehensive Plan are public input and participation. Typically this input is obtained through a variety of methods including public meetings, charrettes, and various survey techniques. In order to obtain public opinion data from a representative sample of Attleboro residents, the Comprehensive Plan Steering Committee led a series of public forums, evening meetings, subcommittee meetings, and an extensive public opinion survey. Working together with the City’s planning staff, the Comprehensive Plan Steering Committee conducted a series of carefully designed exercises to obtain public input for the plan.

II.B. Committee and Subcommittee Meetings
The Steering Committee, led by Co-Chairs Robert Duffin and Roberta Wulleumier, held 52 evening meetings where committee members discussed goal setting, performed land use policy analysis, conducted research, and reviewed the work conducted by each of the eleven subcommittees. In addition, the eleven subcommittees of the Steering Committee held an additional combined total of 163 subcommittee evening meetings during which time they discussed and refined topical goals, policies, and proposals tailored specifically for each subcommittee. A total of 215 meetings were held.

II.C. Steering Committee Assignments
The Steering Committee formed eleven subcommittees. Each subcommittee was chaired by a member of the Steering Committee and was charged with developing goals, policies, and proposals for its section based on the public forums, data analysis, and the public opinion survey. Ronald Mergold and Terry Edwards were among the original members appointed to the Comprehensive Plan Steering Committee when the project first began. Mr. Mergold initially chaired the Zoning and Land Use Subcommittee, and Mr. Edwards initially chaired the Transportation Subcommittee.

<table>
<thead>
<tr>
<th>Subcommittee</th>
<th>Chair</th>
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<tbody>
<tr>
<td>Central Business District</td>
<td>Larre Nelson</td>
</tr>
<tr>
<td>Conservation/Environment/</td>
<td>Charlie Adler</td>
</tr>
<tr>
<td>Historic Preservation</td>
<td></td>
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<tr>
<td>Economic Base</td>
<td>Roy Belcher</td>
</tr>
<tr>
<td>Housing</td>
<td>Robert Cassidy</td>
</tr>
<tr>
<td>Municipal Facilities</td>
<td>Michael Scott</td>
</tr>
<tr>
<td>Neighborhoods</td>
<td>Ellen Parker</td>
</tr>
<tr>
<td>Public Safety</td>
<td>Lisa Nelson</td>
</tr>
<tr>
<td>Schools</td>
<td>Rich Renoni</td>
</tr>
<tr>
<td>Social Services</td>
<td>Marcia Lindstrom</td>
</tr>
<tr>
<td>Transportation</td>
<td>Debora Doona Scott</td>
</tr>
<tr>
<td>Zoning and Land Use</td>
<td>Jason Gittle</td>
</tr>
</tbody>
</table>
II.D. Community Workshops
The Steering Committee conducted a series of three public forums at Wamsutta Middle School. These forums addressed specific components of the Comprehensive Plan such as housing and neighborhoods, economic development and the downtown, transportation, and environmental issues. The Southeast Regional Planning and Economic Development District (SRPEDD) facilitated these planning forums with the Steering Committee and the City’s planning staff to begin to develop a vision for the future of the City of Attleboro. Dozens of community leaders and residents participated in these three public forums.

II.E. Public Opinion Questionnaire/Research and Interviews
In addition to the 218 meetings held by the Steering Committee and the subcommittees, a public opinion survey was also implemented. Remarkably, seven thousand questionnaires were returned to the Steering Committee, all of which were processed and tabulated. Also, all of the Steering Committee members conducted numerous interviews of municipal department heads and middle management personnel. On several occasions, department heads attended subcommittee meetings.

II.F. Final Compilation
The City's Planning Department staff and Community Opportunities Group, Inc. researched and wrote the policy analysis in the initial chapters of the Comprehensive Plan. Subcommittee volunteers drafted the goals and objectives, which were then edited and revised by the Steering Committee together with the City's Director of Planning and Development during committee meeting. Volunteer and professional groups communicated extensively with each other, reviewed each other's work, and reviewed input from the public workshops and the survey. Near the end of the process and after the goals and objectives were finalized, the Steering Committee wrote the Vision Statement. Community Opportunities Group, Inc. prepared the Implementation Plan, and the Steering Committee reviewed and approved it.
III. LOOKING BACK: A SHORT HISTORY OF OUR CITY

With its initial roots forming in the mid-1600s with the purchase of land from the Wampanoag people, Attleboro grew from a rural, agricultural settlement into one of New England’s manufacturing centers. However, over the last several decades, Attleboro has lost much of its manufacturing base due to migration of jobs outside the area. Today, the City continues to evolve both as an employment center and as a residential community.

In its early years, major settlements took form in the North Washington–Smith Street area of North Attleborough and in West Attleboro, also known as Oldtown. East Attleborough (currently Downtown Attleboro) took its form at the junction of the main routes from Boston to Bristol and from Plymouth to Providence. It became the center of the Second Parish and expanded rapidly when the Boston–Providence railroad line was constructed through its center in 1836. Soon, the Town of Attleborough grew so large that people began to discuss dividing it. In 1887, following several years of debate, the Town was divided, and North Attleborough was incorporated as a separate municipality. The Town’s division was the only major change in Attleboro’s government until it became a City in 1914, when it received its City Charter, elected its first mayor, and modernized the spelling of its name.

Attleboro was the site of many historically significant events. The Woodcock house built on the Olde Bay Road (now US Route 1) by John Woodcock, was a well-known meeting point and tavern during the Indian and Revolutionary Wars and one of several fortifications extending from Boston to Rhode Island. The settlement suffered during the Indian or King Phillip’s war (from 1675–1676) as the natural meadowlands that the settlers had valued for the North Purchase created exposed farms that were especially susceptible to Indian attacks. Later, during the Revolutionary War period, residents of Attleboro participated actively in framing the Massachusetts Constitution. Approximately six hundred men served in the militia and the Continental army out of a population of about two thousand.

In the early 1700s, Attleboro’s institutional presence began with the construction of its first minister’s house. For several years after its incorporation, Attleboro did not have a settled pastor, parsonage, or meetinghouse. Since there were only about thirty families scattered over a wide area, infrequent town meetings in private homes were almost the only occasions in which the whole population came together. In 1704, at a town meeting, the populace made the first decisions toward building a minister’s house. Within the ensuing three years, a minister was chosen and a parsonage and meetinghouse were built on Old Post Road in Oldtown. Later, in 1743 a second parish was established in East Attleboro.

Originally, churches in New England were organized by towns, and there were few religious differences within a single town. However, as the population increased and years passed, the State Legislature set town boundaries on a territorial basis and various denominations appeared. Attleboro was no exception, and from the late 1700s, its religious diversity grew. The Baptist denomination
entered Attleboro in 1769 when a Congregational society dating from 1747 voted to change denominations. The First Universalist Society, organized in 1816, erected its first meetinghouse on the Olde Post Road near the original Congregational Church. The Grace Episcopal Church first held services in 1858, while the Centenary Methodist Episcopal Church was organized in 1866. St. Mary’s Roman Catholic Parish originated in Pawtucket, Rhode Island in 1850, and in 1883, St. John’s Parish was formed from the Attleboro area of St. Mary’s Parish. St. Stephen’s Church was built in Dodgeville around 1878 to serve the growing community around the Dodgeville and Hebronville mills. The Jewish congregation Agudas Achim was formed in 1911.

In the early years of the Attleboro settlements, organized education was scarce and erratic. As early as 1680, people attempted to establish a school at Seekonk Cove. Yet it was not until 1718, when the population in Attleboro reached about five hundred, that a town school was successfully established. Fifty years later, state legislation authorized towns to organize school districts of fifty to one hundred families for instruction in English, Latin, and Greek. The town divided into five districts in 1745, and the school moved from one district to the next. Students in each district received six months of education every two years. In the early 1800s, a school committee was chosen to select textbooks and the town was divided into eighteen districts. The first superintendent of schools was selected in 1883. During this period, two high schools were planned, one on High Street in North Attleborough and one on Peck and Bank Streets in East Attleboro. By 1884, the latter was open, offering classical, general, and English courses and stayed in use until 1939, first as a high school and later as an elementary school.

Industrial life started early in Attleboro when in 1787 Isaac Draper established a tannery. In 1801, Major Ebenezer Tyler began to manufacture print cloth and started Attleboro’s textile industry. Nehemiah Dodge purchased the textile mill from Tyler in 1819 and the Dodies soon became very influential in the community. The opening of the Boston–Providence Railroad line in 1836 greatly motivated the town’s industrial and commercial development. Several manufacturing industries located in Attleboro, producing textiles, optical goods, paper, machinery, pressed steel, and automobile accessories. In the 1900s, several jewelry manufacturers located in Attleboro and the City became known for jewelry manufacturing.

In the mid-twentieth century, Attleboro began to transform from a manufacturing center to a City with suburban outskirts. Attleboro had a dense central core and agricultural land spreading outward from its center. The railroad connected the City’s manufacturing outlets to markets elsewhere. During the 1950s, agriculture began to decline in Massachusetts and farmland became more valuable for residential development. With connections to major highways and a location close to the Providence and Boston job markets, Attleboro became a target for new growth. In the 1960s and again in the 1980s, Attleboro experienced periods of high residential growth and the City further moved away from its manufacturing history.

Today, vacant commercial and industrial buildings provide a glimpse of the City’s past while also suggesting redevelopment opportunities for its future. At all levels, City is working to adapt to local and national economic changes through targeted revitalization and investment in its assets—making Attleboro, once again, a healthy and vibrant City.
IV. TRENDS, CHALLENGES AND OPPORTUNITIES

IV.A. Population Characteristics

Existing Conditions

Population

Attleboro occupies a gateway location at the Massachusetts–Rhode Island border in northern Bristol County. Its setting is important because Attleboro’s population characteristics reflect a mix of the small towns, suburbs, and cities that surround it.1 A small city with deep roots as a regional manufacturing center, Attleboro is home to a predominantly white, working-class population of 43,398.2 With a population density of 1,557.5 people per square mile, Attleboro is denser than most nearby communities. However, Attleboro is still small compared to a majority of the Commonwealth’s cities, and there is tremendous diversity within its residential development pattern that is not captured in the City’s overall population density statistic. Many of Attleboro’s residential neighborhoods have been developed at a more suburban than urban intensity: single-family and two-family homes comprise well over half of all housing units in the City. This unique mix of urban and suburban housing influences the makeup of its population, for a community’s housing options have an indelible impact on the size, composition, and wealth of its households. Because the City’s urban residential urban fabric is diverse, so is its population.

Table 4A-1. Population Density

<table>
<thead>
<tr>
<th>Total Land Area (mi.²)</th>
<th>1990</th>
<th>2000</th>
<th>2007 Estimated</th>
<th>2020 Projected</th>
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<tr>
<td>ATTLEBORO</td>
<td>27.51</td>
<td>1,395.2</td>
<td>1,529.2</td>
<td>1,577.5</td>
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<tr>
<td>Mansfield</td>
<td>20.46</td>
<td>809.8</td>
<td>1,095.5</td>
<td>1,124.7</td>
</tr>
<tr>
<td>N. Attleborough</td>
<td>18.64</td>
<td>1,343.2</td>
<td>1,456.2</td>
<td>1,421.9</td>
</tr>
<tr>
<td>Norton</td>
<td>28.71</td>
<td>496.9</td>
<td>628.2</td>
<td>682.7</td>
</tr>
<tr>
<td>Rehoboth</td>
<td>46.50</td>
<td>186.2</td>
<td>218.8</td>
<td>237.2</td>
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<tr>
<td>Seekonk</td>
<td>18.32</td>
<td>712.1</td>
<td>732.8</td>
<td>767.8</td>
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<td>Central Falls</td>
<td>1.20</td>
<td>14,697.5</td>
<td>15,773.3</td>
<td>15,785.8</td>
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<td>Cumberland</td>
<td>26.80</td>
<td>1083.5</td>
<td>1,188.1</td>
<td>1,298.8</td>
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<td>East Providence</td>
<td>13.40</td>
<td>3,759.7</td>
<td>3,633.4</td>
<td>3,679.2</td>
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<td>Pawtucket</td>
<td>8.70</td>
<td>8,349.9</td>
<td>8,386.0</td>
<td>8,434.5</td>
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<tr>
<td>Providence</td>
<td>18.50</td>
<td>8,688.0</td>
<td>9,384.8</td>
<td>9,617.5</td>
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</tbody>
</table>


1 The Attleboro region includes Attleboro and its adjacent communities – North Attleborough, Mansfield, Norton, Rehoboth and Seekonk, MA, and Cumberland and Pawtucket, RI – as well as Central Falls, East Providence, and Providence, RI.

Although Attleboro began to industrialize within a decade of the American Revolution, the urban form that defines Downtown Attleboro today was kindled by the opening of rail service in the mid-nineteenth century. Access to water and the advent of rail made Attleboro a magnet for industrial growth, which in turn spawned the construction of housing for mill workers in downtown–area neighborhoods. By the turn of the century, Attleboro had transformed from a rural economic node to a major employment center with a large inventory of “walk–to–work” housing.3 While its economic base has changed, Attleboro remains a place where people can live and work. In fact, Attleboro has a larger percentage of locally employed residents than any neighboring city or town.4

### Age of Population

Attleboro’s declining public school enrollments parallel national changes in population age due to the aging of the “Baby Boomers” (persons born during the postwar years, 1946–1964) and the maturation of their children, known euphemistically as “Echo Boomers,” born between 1982 and 1995. Today, 73 percent of the City’s population is 21 and over and nearly 13 percent is 65 and over, while the age cohort of 45–54 progresses toward retirement. In contrast, people between 18 and 24 represent a fairly small proportion of Attleboro’s population, about 7.5 percent. The median age of Attleboro’s population is 38 years. However, young citizens make up a larger share of the City’s population than that of nearly every neighboring community except Norton, where Wheaton College students contribute to the total population and influence the town’s age distribution profile. Attleboro has approximately 7,670 school–age children (5–17).

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3 City of Attleboro, Open Space and Recreation Plan (October 2002), 9–10.

4 Bureau of the Census, Census 2000, Summary File 3 Table P29, online at American FactFinder: <www.census.gov/home/saff>.
representing nearly 18 percent of its current population.\(^5\)

**Cultural Diversity**

Attleboro’s industrial roots and the national origins of earlier generations that flocked to the City for jobs contribute to the racial and economic characteristics of its people today. Slightly more than 88 percent of the City’s population is white, and most of its white population includes people of French, French Canadian, English, Irish, Portuguese, and Italian descent. African Americans along with Asians from Cambodia and India make up 45 percent of Attleboro’s racial minorities. In addition, the City has a small (just over 2,500 persons) but growing Hispanic population composed primarily of people from Puerto Rico and Guatemala. Since 1990, Attleboro’s racial minority population has almost tripled, from a population of fewer than two thousand in 1990 to almost five thousand people today. In addition, people with Hispanic heritage currently represent almost six percent of the total population.

<table>
<thead>
<tr>
<th>Table 4A–3. Population by Race and Hispanic/Latino</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
</tr>
<tr>
<td>-------</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>ATTLEBORO</td>
</tr>
<tr>
<td>Mansfield</td>
</tr>
<tr>
<td>N. Attleborough</td>
</tr>
<tr>
<td>Norton</td>
</tr>
<tr>
<td>Rehoboth</td>
</tr>
<tr>
<td>Seekonk</td>
</tr>
<tr>
<td>Central Falls</td>
</tr>
<tr>
<td>Cumberland</td>
</tr>
<tr>
<td>East Providence</td>
</tr>
<tr>
<td>Pawtucket</td>
</tr>
<tr>
<td>Providence</td>
</tr>
<tr>
<td>Region Total</td>
</tr>
</tbody>
</table>


Approximately 9 percent of the City’s total population is foreign-born, and nearly one-fourth of the foreign-born population arrived in the United States after 1990. Even though Attleboro has less racial diversity than the state as a whole, the presence of so many nationalities and new immigrants makes Attleboro culturally and linguistically diverse, with 13 percent of its population over the age of five speaking a language other than English at home. The presence of new foreign-born populations can

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\(^7\) 1990 Census, Summary Tape File 1, Tables P001, P006, P008, and Claritas, Inc., “Demographic Snapshot Report.”
Table 4A-4. Characteristics of Foreign-Born Population

<table>
<thead>
<tr>
<th>CITY</th>
<th>Foreign-Born</th>
<th>Naturalized</th>
<th>% Arrived Since 1990</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATTLEBORO</td>
<td>3,745</td>
<td>52.5%</td>
<td>23.2%</td>
</tr>
<tr>
<td>Mansfield</td>
<td>894</td>
<td>59.7%</td>
<td>29.6%</td>
</tr>
<tr>
<td>N. Attleborough</td>
<td>1,183</td>
<td>63.9%</td>
<td>23.3%</td>
</tr>
<tr>
<td>Norton</td>
<td>642</td>
<td>56.4%</td>
<td>16.2%</td>
</tr>
<tr>
<td>Rehoboth</td>
<td>462</td>
<td>75.3%</td>
<td>5.2%</td>
</tr>
<tr>
<td>Seekonk</td>
<td>1,015</td>
<td>70.6%</td>
<td>6.9%</td>
</tr>
<tr>
<td>Central Falls</td>
<td>6,645</td>
<td>31.0%</td>
<td>48.9%</td>
</tr>
<tr>
<td>Cumberland</td>
<td>2,964</td>
<td>67.9%</td>
<td>19.6%</td>
</tr>
<tr>
<td>East Providence</td>
<td>7,769</td>
<td>60.2%</td>
<td>19.7%</td>
</tr>
<tr>
<td>Pawtucket</td>
<td>17,036</td>
<td>44.6%</td>
<td>35.8%</td>
</tr>
<tr>
<td>Providence</td>
<td>43,947</td>
<td>34.4%</td>
<td>45.4%</td>
</tr>
</tbody>
</table>


be seen not only in federal census records, but also the City’s schools: for 14.3 percent of Attleboro’s K–12 students, English is not their native language.8

Labor Force

A community’s civilian labor force includes employed people as well unemployed that are looking for work. Attleboro’s labor force has grown in size from 19,917 people in 1990 to 22,914 people in 2000 to over 24,000 people in 2007.9 Today, approximately 70 percent of the population over 16 years of age is either employed or looking for work. In 2000, a large percentage of the labor force, 76.8 percent worked for private, for-profit businesses, 9.1 percent in the public sector, 8.4 percent for private, non-profit employers and a mere 5.1 percent as self-employed people. Twenty-five percent worked in the manufacturing industry, 19 percent were employed in the education, health and social services industries, and 12 percent were employed in the retail trade industry.10

Educational Attainment

Over 20 percent of Attleboro’s residents over 18 years of age have not completed high school and 31 percent ended their formal education when they received their high school diploma.11 These statistics place the educational level of Attleboro’s adult population well below that of the state as a whole and all of the surrounding communities in Massachusetts.

As a result, the types of employment opportunities available to Attleboro’s labor force involve jobs that do not require a high level of education. Just over 25 percent of the City’s employed population works in the manufacturing industry, which has historically offered jobs that require less formal education but pay good wages. However, today residents who once were able to attain a well-paying manufacturing job in the City with limited education, now face an employment market trending away from their strengths. A very small percentage of Attleboro’s labor force works in growing and well-paying industries as they usually require college or advanced degrees such as, education, health

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9 1990 Census, Summary Tape File 3, Table P078; Census 2000, Summary File 3, Table P49.


11 Census 2000, Summary File 3 Tables PCT25.
care, professional, scientific, and management industries. The City’s low level of educational attainment makes it difficult for residents to compete for high-wage jobs and this, in turn, correlates with its relatively low household incomes. This dynamic also impacts the City’s overall economic development potential. A survey of developers and site location specialists cited Attleboro’s lower than average number of residents with a high school or higher education as a “very important” or “important” concern when looking at the City’s market potential from a regional perspective.12

Table 4A–5. Educational Attainment

<table>
<thead>
<tr>
<th></th>
<th># of Residents with only a High School Diploma</th>
<th># of Residents with a College Degree</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATTLEBORO</td>
<td>7,982</td>
<td>9,124</td>
</tr>
<tr>
<td>Mansfield</td>
<td>2,946</td>
<td>3,523</td>
</tr>
<tr>
<td>N. Attleborough</td>
<td>5,254</td>
<td>4,658</td>
</tr>
<tr>
<td>Norton</td>
<td>2,921</td>
<td>3,086</td>
</tr>
<tr>
<td>Rehoboth</td>
<td>1,865</td>
<td>2,075</td>
</tr>
<tr>
<td>Seekonk</td>
<td>2,747</td>
<td>2,914</td>
</tr>
<tr>
<td>Central Falls, RI</td>
<td>3,113</td>
<td>3,160</td>
</tr>
<tr>
<td>Cumberland, RI</td>
<td>5,965</td>
<td>6,059</td>
</tr>
<tr>
<td>E. Providence, RI</td>
<td>11,078</td>
<td>10,125</td>
</tr>
<tr>
<td>Pawtucket, RI</td>
<td>14,684</td>
<td>14,439</td>
</tr>
<tr>
<td>Providence, RI</td>
<td>23,512</td>
<td>22,167</td>
</tr>
</tbody>
</table>


Yet, Attleboro is changing as more of its population seeks higher education. In 1990, just over 7,000 residents of Attleboro had college degrees (Associates degree or above). In 2007, estimates indicate that almost 10,000 people were college graduates—a 40 percent increase.13 During the same time, fewer people dropped out of high school and more were successful in attaining their high school diploma. Bristol Community College and Bridgewater State University, both located in Attleboro, provide opportunities for residents to seek higher education locally. The growth and development of programs at these schools has the potential to help reduce the gap between resident educational attainment levels and the higher levels of education required for service-sector jobs.

Households & Families
Just about everyone in Attleboro is a member of household, or a housekeeping unit composed of one or more people occupying the same dwelling unit. There are 16,770 households in Attleboro.14 Of this

12 “City of Attleboro Self-Assessment Survey.” Northeastern University Center for Urban and Regional Policy, 2003.
13 1990 Census, Summary Tape File 3, Table P057; Claritas, Inc., “Demographic Snapshot Reports, 2007”.
14 Claritas, Inc., “Demographic Snapshot Reports.”
total, nearly 70 percent are families: households of two or more people related by blood, marriage, partnership, or adoption. Less than two percent of Attleboro’s population consists of people living in group quarters, a federal census term for non–household residents. In Attleboro, the vast majority of the group–quarters population includes nursing home patients and adults with disabilities living in state–run or privately operated group homes.

For overall distribution of household and family types, Attleboro is similar to the state and Bristol County and noticeably unlike most of its neighboring communities on either side of the state line. About 48 percent of the City’s families (and 35 percent of its households) have dependent children under 18, and married couples account for 79 percent of Attleboro’s families.\(^{15}\)

### Table 4A–6. Household Characteristics

<table>
<thead>
<tr>
<th></th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Households</td>
<td>One–Person Households</td>
</tr>
<tr>
<td>ATTLEBORO</td>
<td>16,771</td>
<td>4,429</td>
</tr>
<tr>
<td>Mansfield</td>
<td>8,105</td>
<td>1,703</td>
</tr>
<tr>
<td>N. Attleborough</td>
<td>10,350</td>
<td>2,701</td>
</tr>
<tr>
<td>Norton</td>
<td>6,465</td>
<td>1,265</td>
</tr>
<tr>
<td>Rehoboth</td>
<td>3,897</td>
<td>592</td>
</tr>
<tr>
<td>Seekonk</td>
<td>5,175</td>
<td>940</td>
</tr>
<tr>
<td>Central Falls</td>
<td>6,577</td>
<td>1,889</td>
</tr>
<tr>
<td>Cumberland</td>
<td>13,553</td>
<td>3,168</td>
</tr>
<tr>
<td>East Providence</td>
<td>21,217</td>
<td>7,196</td>
</tr>
<tr>
<td>Pawtucket</td>
<td>30,458</td>
<td>10,018</td>
</tr>
<tr>
<td>Providence</td>
<td>63,231</td>
<td>20,520</td>
</tr>
</tbody>
</table>


### Table 4A–7. Household Growth

<table>
<thead>
<tr>
<th></th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>One–Person Households</td>
<td>Families</td>
</tr>
<tr>
<td>ATTLEBORO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1990</td>
<td>14,180</td>
<td>3,277</td>
</tr>
<tr>
<td>2000</td>
<td>16,019</td>
<td>4,117</td>
</tr>
<tr>
<td>2007</td>
<td>16,771</td>
<td>4,429</td>
</tr>
</tbody>
</table>


\(^{15}\) 1990, STF1, Tables P018, H017, H017A; Census 2000, SF1, Tables P17, P19, P26; Claritas, Inc., “Demographic Snapshot Reports.”
Since 1990, there has been a decline in the number of households with dependent children under 18. It is expected that this trend will continue as the ‘Baby Boom’ generation and their children age, resulting in an increase in empty nester, single-person, and childless households.

### Household Size

Attleboro’s mix of households reflects the make-up of its housing inventory. The City has a relatively large number of both apartments and traditional homes in family-oriented neighborhoods, and so its average household size of 2.54 people is somewhat smaller than that of the neighboring towns.

More than 41 percent of Attleboro’s households (and 60 percent of its families) consist of three or more people, yet 80 percent of its non-family households are single people living alone. These statistics are similar to those of the state, although one-person households are more common in Attleboro than the Commonwealth as a whole.

<table>
<thead>
<tr>
<th></th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Average Household Size</td>
<td>Number of Households with 3+ People</td>
</tr>
<tr>
<td>ATTLEBORO</td>
<td>2.54</td>
<td>6,981</td>
</tr>
<tr>
<td>Mansfield</td>
<td>2.83</td>
<td>4,249</td>
</tr>
<tr>
<td>N. Attleborough</td>
<td>2.55</td>
<td>4,432</td>
</tr>
<tr>
<td>Norton</td>
<td>2.78</td>
<td>3,273</td>
</tr>
<tr>
<td>Rehoboth</td>
<td>2.83</td>
<td>1,980</td>
</tr>
<tr>
<td>Seekonk</td>
<td>2.72</td>
<td>2,491</td>
</tr>
<tr>
<td>Central Falls</td>
<td>2.78</td>
<td>3,162</td>
</tr>
<tr>
<td>Cumberland</td>
<td>2.55</td>
<td>5,765</td>
</tr>
<tr>
<td>East Providence</td>
<td>2.28</td>
<td>7,398</td>
</tr>
<tr>
<td>Pawtucket</td>
<td>2.38</td>
<td>11,441</td>
</tr>
<tr>
<td>Providence</td>
<td>2.58</td>
<td>26,231</td>
</tr>
</tbody>
</table>


On average, Attleboro has fewer children per family than Mansfield, Norton or North Attleborough, and more children per family than most of the region’s cities. These characteristics are, in part, a function of differences in housing stock. Attleboro offers a broader mix of housing and more variety in neighborhood settings than most of its Massachusetts neighbors. Because it provides opportunities for people seeking to “buy up” from the region’s cities to suburbs, it has a somewhat larger percentage of young family and non-family households.

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Household Wealth

Attleboro’s median household income is currently estimated at $62,722, the fifth lowest median household income in the region. The City’s median family income is approximately $11,907 higher than that of Attleboro’s median household income – $74,629.17

Elderly households, female-headed households, and non-family households tend to have lower incomes than families. Seven percent of Attleboro households live in poverty, with elderly households (those 65 years and older) comprising the majority of these households.18 Only 432 of Attleboro’s 11,416 (3.7 percent) families live in poverty, 45 percent of which are female heads of households, and 71 percent of which include a child.19 In 2000, elderly households comprised over 30 percent of all households living below the poverty level, mainly elderly women living alone or with non-family members.20

Improvement in the household and family income of Attleboro residents in the future is likely. Attleboro’s median household income has risen slightly faster than the statewide incomes between 1990 and 2000, exhibiting a 27.9 percent increase to the statewide 26.8 percent.21 Income estimates for 2007 show that this positive trend has continued. The number of families living below the poverty level has remained virtually stagnant since 2000 at 3.8 percent.22 This steady rise in income levels is an indication that the City’s population may be benefiting from a growing skill base and an increase in educational attainment. If this trend continues, Attleboro residents will fare better in the post-industrial economy and the City will stand a better chance at being competitive within the regional economy.

Table 4A-9.
Income Characteristics

<table>
<thead>
<tr>
<th></th>
<th>Median Household</th>
<th>Median Family</th>
<th>Per Capita</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATTLEBORO</td>
<td>$62,722</td>
<td>$74,629</td>
<td>$28,266</td>
</tr>
<tr>
<td>Mansfield</td>
<td>$83,939</td>
<td>$96,904</td>
<td>$34,403</td>
</tr>
<tr>
<td>N. Attleborough</td>
<td>$72,182</td>
<td>$89,326</td>
<td>$33,327</td>
</tr>
<tr>
<td>Norton</td>
<td>$83,593</td>
<td>$91,887</td>
<td>$30,726</td>
</tr>
<tr>
<td>Rehoboth</td>
<td>$83,673</td>
<td>$94,900</td>
<td>$36,175</td>
</tr>
<tr>
<td>Seekonk</td>
<td>$69,571</td>
<td>$78,888</td>
<td>$30,725</td>
</tr>
<tr>
<td>Central Falls</td>
<td>$26,675</td>
<td>$33,045</td>
<td>$12,306</td>
</tr>
<tr>
<td>Cumberland</td>
<td>$66,181</td>
<td>$79,381</td>
<td>$32,341</td>
</tr>
<tr>
<td>East Providence</td>
<td>$47,313</td>
<td>$60,256</td>
<td>$24,571</td>
</tr>
<tr>
<td>Pawtucket</td>
<td>$38,255</td>
<td>$47,480</td>
<td>$20,369</td>
</tr>
<tr>
<td>Providence</td>
<td>$31,125</td>
<td>$37,465</td>
<td>$17,667</td>
</tr>
</tbody>
</table>


---

18 Census 2000, Summary File 3, Tables P55 and P56.
21 Census 1990, Summary File 3, Table P080A and Census 2000, Summary File 3, Table P53.
In addition to investment in training and education, the economic well-being of Attleboro residents may also be positively affected by the proposed extension of the commuter rail system to New Bedford and Fall River. Expanded rail access would provide access to higher paying jobs in the Metro Boston area, as well as present incentives for Boston-area workers to relocate to the southeast region for its comparatively affordable housing.

Sources of Income

Most households in Attleboro (82.3 percent) receive income from wage-paying or salaried positions, while 4,919 households receive Social Security, supplemental security, or public assistance income. Just over six thousand households receive interest, dividends, or rental income. Over the past two decades there has been a slight increase in the percent of households with retirement incomes, which reflects the City’s growing elderly population. This does not come as a surprise. Between 1980 and 2000, the number of children began trending downward and the number of senior citizens started to climb. As the older population continues to increase, the reported sources of income for Attleboro residents will shift accordingly. The proportion of households receiving income from a wage–paying or salaried position will undoubtedly fall from its 82.3 percent, while the number of households receiving Social Security and retirement income will rise.²³

Attleboro’s self-employed population is relatively small: today, only 1,379 households report self-employment income. However, the true number of self-employed people is difficult to determine. Between 1990 and 2000, the number of households with income from self-employment increased slightly,²⁴ but during this same time households with self-employment income declined as a proportion of the total population.

Earnings

Median earnings for men in Attleboro are $35,891, nearly $14,000 more than the median earnings for women, $22,022. This gap in earnings relates to the types of jobs held by men and women in

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²³ Census 2000, Summary File 3, Tables P59, P60, P61, P62, P63 and P64.

²⁴ 1990 Census, Summary Tape File 3, Table P091; Census 2000, Summary File 3, Table P60.
Attleboro’s labor force. Typically, men in Attleboro work in industries such as manufacturing and construction, while women tend to work in education and health services. While these industries offer both low- and high-paying jobs, the educational attainment levels of Attleboro’s population suggest that many of the City’s adult workers hold positions with salaries on the lower end of the pay scale. Although not all of the City’s labor force works in Attleboro, typical wages paid by local employers helps to explain the gender gap in earnings. Manufacturing and construction jobs based in Attleboro typically pay average weekly wages of $1,033 and $1,002 respectively. However, local jobs in education and health services pay a significantly lower average weekly wage of $786.25

Citywide, aggregate earnings increased nearly $800,000,000 between 1990 and 2000. This growth over ten years brought Attleboro’s share of the state aggregate earnings from 0.38 to 0.60 percent.26 While the increase is indicative of growth, it still represents a small share of the overall earnings across the state for a city of Attleboro’s size.

Local & Regional Trends

Local Trends

Attleboro’s population has grown steadily since 1990 and is projected to grow through 2020 to 50,094 persons.27 The City’s population has become more diverse: today’s residents represent multiple races and ethnicities.

Attleboro’s older age cohorts are growing and this trend will continue in the near future. Between 1990 and 2007, the number of persons over sixty-five years increased to 18.8 percent.28 This age cohort will continue to grow, and, according to population projections, by 2020 over one-third of Attleboro’s population will be sixty-five years and older.

While Attleboro’s population has increased overall over the last two decades, the number of households has risen even more. Since 1990, the number of households grew 18 percent, population increased 13 percent during the same time. In the last two decades, Attleboro’s proportion of single-person households increased to make up almost 25 percent of all households in the City. During the same period, the number of families and married-couples declined as a proportion of the City’s total households.29

Consistent with national and state trends, Attleboro has experienced a decline in household size over the last several decades. Today, single-person and childless households make up 61 percent of all

27 Southeastern Regional Planning and Economic Development District, “Quick Stats 2007”.
28 1990 Census, Summary Tape File 1, Table P11, Census 2000, Summary File 1, Table P12, Claritas, Inc., “Demographic Snapshot Report”.
29 1990 Census, Summary Tape File 1, Tables P018, P026, P027; Census 2000, Summary File 1, Tables P15, P21, P26, P34, Claritas, Inc.
households in Attleboro, while households with three or more people comprise just over 40 percent of the City’s households.30 Projections prepared by SRPEDD indicate that the average household size will continue to decline through 2025, primarily due to the increase of single–person and empty–nester households due to aging Baby Boomers.31

**Regional Trends**
Located in a high–growth region of the state, Attleboro is an urban center surrounded by suburban communities. While many of the region’s trends affect Attleboro, the City’s demographics and housing stock are unique in several respects.

Attleboro has experienced less significant population growth over the last two decades than neighboring communities. While, Attleboro’s growth at 13 percent is impressive, several surrounding suburbs experienced growth rates as high as 40 percent between 1990 and 2007.32 Attleboro’s relatively built–out urban fabric limits the City’s growth potential, a condition not present in the surrounding suburbs.

Attleboro and the region will continue to see continued growth in racial minority population and older age cohorts, although to varying degrees. Since 1990, all communities in the region experienced growth among racial minorities. Today, Attleboro has the highest proportion of minority and Hispanic persons compared to surrounding Massachusetts communities. However, the region as a whole has a considerably higher proportion of minority persons than Attleboro alone, with most of the region’s minority population living in the larger cities of Central Falls and Providence.

Older age cohorts will continue to grow at the local, regional, and state levels for the near future. The median age of Attleboro’s population in 2007 was 38.1 years.33 Most surrounding communities in the region have populations with median ages that are within one year of Attleboro’s median age or older. But other communities—such as Mansfield, Norton, Central Falls, and Providence—have younger median ages. When compared with the region as a whole, Attleboro has one of the largest senior populations.

30 Census 2000, Summary File 1, Tables P26 and P34.
32 1990 Census STFI, Table P001, 2000 Census, SF1, Table P1, Claritas, Inc., “Demographic Snapshot Report.”
IV.B. Land Use

Existing Conditions

Land Use Pattern

Like many small industrial cities, Attleboro has had to face the decline of industry and movement of jobs away from the City. At the same time, development booms in the mid to late 20th century have resulted in sprawling neighborhoods and commercial areas. While Attleboro has retained the structure of its downtown core and residential villages, residential development is widespread in the City and density varies from area to area. Attleboro is a pleasant and livable small city, and it is critical to the City’s character that land uses remain diverse.

While industry still is present in the City, since 1971, residential uses have become more prominent. Between 1971 and 1999 (the year for which the most recent data is available), the number of acres of industrial land increased 30 percent. During this same period, the number of residential acres increased 41 percent and commercial acreage increased 38 percent. As indicated in Table 4B-2, between 1971 and 1999 Attleboro lost half of its agricultural land. In addition, the City lost 10 percent of forest and over one-quarter of its open land. Today, roughly one-third of Attleboro’s land area is used for residential purposes and three percent is used for industrial purposes.34

Development spreads outward from the Central Business District where Route 118, Route 123, and Route 152 converge. South Attleboro is another high-density area through which US Route 1 runs north to south.

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### Table 4B-2.
Attleboro Land Use

<table>
<thead>
<tr>
<th>Category</th>
<th>1971 Acres</th>
<th>1985 Acres</th>
<th>1999 Acres</th>
<th>% Change 1971 to 1999</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Land Area</td>
<td>17,814.8</td>
<td>17,814.8</td>
<td>17,814.8</td>
<td></td>
</tr>
<tr>
<td>Agriculture (total)</td>
<td>1,094.2</td>
<td>1,012.6</td>
<td>498.5</td>
<td>-54.4%</td>
</tr>
<tr>
<td>Cropland</td>
<td>898.7</td>
<td>810.8</td>
<td>390.4</td>
<td>-56.6%</td>
</tr>
<tr>
<td>Pasture</td>
<td>177.6</td>
<td>183.8</td>
<td>86.6</td>
<td>-51.3%</td>
</tr>
<tr>
<td>Perennial</td>
<td>17.9</td>
<td>17.9</td>
<td>21.6</td>
<td>20.5%</td>
</tr>
<tr>
<td>Forest</td>
<td>8,361.7</td>
<td>7,881.1</td>
<td>7,477.5</td>
<td>-10.6%</td>
</tr>
<tr>
<td>Open Land</td>
<td>1,052.9</td>
<td>1,048.4</td>
<td>777.1</td>
<td>-26.2%</td>
</tr>
<tr>
<td>Recreation (total)</td>
<td>370.8</td>
<td>405.4</td>
<td>441.9</td>
<td>19.2%</td>
</tr>
<tr>
<td>Participation recreation</td>
<td>361.6</td>
<td>391.5</td>
<td>428.0</td>
<td>18.4%</td>
</tr>
<tr>
<td>Spectator recreation</td>
<td>9.2</td>
<td>3.9</td>
<td>3.9</td>
<td>-58.0%</td>
</tr>
<tr>
<td>Water recreation</td>
<td>0.0</td>
<td>10.1</td>
<td>10.1</td>
<td>N/A</td>
</tr>
<tr>
<td>Urban uses (total)</td>
<td>5,944.0</td>
<td>6,465.7</td>
<td>7,629.7</td>
<td>28.4%</td>
</tr>
<tr>
<td>Commercial</td>
<td>286.2</td>
<td>319.8</td>
<td>395.4</td>
<td>38.2%</td>
</tr>
<tr>
<td>Industrial</td>
<td>439.1</td>
<td>532.4</td>
<td>572.1</td>
<td>30.3%</td>
</tr>
<tr>
<td>Mining</td>
<td>217.8</td>
<td>179.1</td>
<td>58.6</td>
<td>-73.1%</td>
</tr>
<tr>
<td>Public or transitional</td>
<td>458.1</td>
<td>454.4</td>
<td>409.4</td>
<td>-10.6%</td>
</tr>
<tr>
<td>Multi-family residential</td>
<td>51.0</td>
<td>92.7</td>
<td>147.5</td>
<td>189.4%</td>
</tr>
<tr>
<td>High density residential</td>
<td>401.7</td>
<td>471.1</td>
<td>512.8</td>
<td>27.6%</td>
</tr>
<tr>
<td>Medium density residential</td>
<td>2,831.7</td>
<td>3,060.8</td>
<td>3,818.7</td>
<td>34.9%</td>
</tr>
<tr>
<td>Low density residential</td>
<td>654.7</td>
<td>699.5</td>
<td>1,081.3</td>
<td>65.2%</td>
</tr>
<tr>
<td>Transportation</td>
<td>533.3</td>
<td>550.2</td>
<td>560.9</td>
<td>5.2%</td>
</tr>
<tr>
<td>Waste Disposal</td>
<td>70.4</td>
<td>105.7</td>
<td>73.0</td>
<td>3.7%</td>
</tr>
<tr>
<td>Water (total)</td>
<td>991.3</td>
<td>1,001.7</td>
<td>990.1</td>
<td>-0.1%</td>
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<tr>
<td>Fresh wetland</td>
<td>538.4</td>
<td>528.5</td>
<td>508.3</td>
<td>-5.6%</td>
</tr>
<tr>
<td>Open water</td>
<td>452.9</td>
<td>473.2</td>
<td>481.8</td>
<td>6.4%</td>
</tr>
</tbody>
</table>

Source: Mass GIS, Land Use Statistics, 2007

### Residential

Attleboro’s densest residential development is located in and around downtown and in South Attleboro. Single-family housing is spread throughout the City in “village” neighborhoods and in late 20th century subdivisions while multi-family housing is located primarily in the central business district and in South Attleboro. Like many communities in the northeast, neighborhoods have replaced agricultural fields.

An analysis of build-out potential in 2000 revealed the capacity to develop another 5,314 acres of residential land. This is inclusive of all residential zoning districts. The vast majority of this acreage (5,131 acres) is located in the Single Residential zoning districts in the moderate and low-density

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COMMERCIAL CORRIDORS

Legend
- Attleboro_Commercial_Properties

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Sources: MassGIS, City of Attleboro
sections of Attleboro. The balance (approximately 183 acres) is located in the General Residential zoning districts, primarily in the areas surrounding downtown and west of US Route 1 in South Attleboro.

Commercial
In Attleboro today, 650.5 acres of land are assessed as commercial property, or 3.6 percent of the City’s total land area. Virtually all of the land (93 percent) is already developed. The City has only 18.8 acres of developable commercial land, 11.3 acres of potentially developable land and 12.8 acres classified as undevelopable. Just over 55 percent (358.8 acres) of Attleboro’s commercial land has been developed by retail businesses, including automotive retail trade. This makes sense considering that retail trade is Attleboro’s third largest industry, with average monthly employment of more than 2,100 people. The second largest use of commercial land is for warehouses and distribution facilities, accounting for 133.7 acres or 20.6 percent of all commercial land in Attleboro.36

Attleboro has four primary commercial corridors:

A) US Route 1, Route 1A, Interstate 95 Triangle
US Route 1 in Attleboro, locally known as Washington Street, runs perpendicular to Interstate 95. The Route contains several medium sized commercial businesses and restaurants. A 1.8 mile segment of US Route 1A (locally known as Newport Avenue) runs from southern Attleboro on the Rhode Island border intersecting with Interstate 95 and eventually merging with US Route 1. Much like US Route 1, the western side of US Route 1A consists mainly of commercial businesses and restaurants only smaller in size than those located on US Route 1. Both US Route 1 and US Route 1A intersect with Interstate 95, creating an area known as the Interstate 95 triangle. This area is very important to Attleboro because it provides the City with multiple highway access points for commuters and also many economic benefits, including employment and commerce opportunities for residents.

B) Route 123
Route 123 runs from southwest Attleboro through the downtown and continues east into Norton, intersecting with US Route 1, US Route 1A and Interstate 95. It has several fast–food restaurants and small commercial businesses, and serves as a main roadway to the Attleboro Corporate Campus – a major industrial compound that supports some of the City’s largest employers, including Sensata Technologies (formerly Texas Instruments Sensors & Controls). Also located on Route 123 are residential areas as well as Capron Park Zoo, a large public park with a playground, picnic areas, and a zoo.

C) Route 152
Route 152 runs north from southern Attleboro at the Seekonk border through the City into North Attleborough. The land uses along Route 152 vary from residential to dense commercial areas. The northern and southern sections of Route 152 tend to be more rural and open, with small ‘mom and

36 City of Attleboro Assessor’s Parcel Database, 28 August 2007.
pop’ businesses and residential developments. More densely developed commercial areas can be found along the section of Route 152 that runs through downtown Attleboro. The City of Attleboro’s Public Library is also located on Route 152.

D) Route 118, Downtown

Downtown Attleboro includes a mix of office, retail, industrial, and residential properties. While there are vacant storefronts and underutilized buildings in the downtown, the City of Attleboro has kept its focus and as a result has made good progress on revitalizing this important area through a multi-pronged approach including: (1) adoption of a Downtown Urban Renewal Plan and investment in public facilities such as development of the Intermodal Transportation Center project and the Ten Mile River Riverfront Restoration project between Wall Street and Olive Street, (2) establishment of an express Registry of Motor Vehicles, (3) establishment of a satellite Registry of Deeds; (4) investment in the downtown’s physical infrastructure, including streetscape improvements; and (5) investing CDBG funds in the downtown for small business development and job growth. In addition, in 2002, the City passed a “downtown cluster” ordinance encouraging higher density residential development in the downtown.37

In 2006, the City, the Attleboro Redevelopment Authority, and the Massachusetts Office for Commonwealth Development worked with two consultants, Goody Clancy and Vanasse Hangen Brustlin, to complete a downtown urban renewal plan entitled ADVANCING DOWNTOWN ATTLEBORO: DOWNTOWN DEVELOPMENT PLAN AND IMPLEMENTATION STRATEGY. The plan’s goal is to rehabilitate the following downtown areas: the Downtown Commercial District, the Union Street District, and the Riverfront District. It calls for developing and redeveloping key downtown parcels, constructing an intermodal transportation center, creating downtown residential development, making roadway improvements, providing improved public access and use of the Ten Mile River, and enhancing public parking facilities to serve downtown businesses.38

For its part, the City has concentrated on the transportation component of this plan, including development of the Intermodal Transportation Center (ITC) and streetscape improvements. Complementing this effort, the City’s Office of Community Development (OCD) has targeted its CDBG allocation on a storefront revitalization program in the downtown area. To date, the OCD has provided assistance to four restaurants and other small businesses.39

Industrial

Approximately 6.1 percent of Attleboro’s total land area is assessed for industrial use, 81 percent of which is developed. The manufacturing industry is Attleboro’s largest employer and also the largest occupant of industrially zoned land. Manufacturing firms occupy a total of 506.6 acres of the City’s industrial land inventory, or nearly 50 percent of all assessed industrial land.40 Attleboro has two industrial zones: its generic “industrial” zone and the “industrial business park” (IBP) zone. The industrial zone allows all types of industry while the IBP zone encourages light industrial and office uses and does not allow heavy industry.

37 Gary Ayrassian, interview, August 31, 2010.


39 Salvador Pina (Community Development Director, City of Attleboro, MA), interview by Community Opportunities Group, Inc., August 31, 2010.

40 City of Attleboro Assessor’s Parcel Data, 28 August 2007
LAND USE

The Industrial Business Park (IBP) zone is located near the intersection of County and Tiffany Streets and comprises 175 acres. The City has been making progress toward the development of this park with the installation of infrastructure including roadways, sidewalks, and utilities. The Attleboro Redevelopment Authority (ARA) owns the land and is working with City staff to market and sell parcels to companies. The first occupant is in the midst of constructing a 30,000 square foot building. There is additional interest in the property, and the City is currently in negotiation with other potential property owners. The IBP is an MGL CH. 43D Priority Development Site for the City and has been designated a Growth District by the State. These designations enable to the City to receive technical assistance and possible grant funding. 41

Public Facilities, Parks, and Recreation

Attleboro has several parks and recreation facilities. Some are under the management of the City’s Recreation Department and Department of Parks and Forestry while others are managed by the School Department. In total, City departments manage 180 acres of parks, fields, and recreation areas. Uses range from playgrounds and basketball courts to a riverwalk and a zoo. (See the Open Space element for more detail on the City’s parks and facilities.)

Existing Zoning

Like most municipalities in the U.S., Attleboro’s primary tool for regulating development is its zoning ordinance. Originally adopted in February 1942 and amended many times since, the City’s ordinance includes use, dimensional, design, and other requirements, as well as the City’s zoning map, which divides Attleboro into thirteen zoning districts. The zoning districts are grouped in four land use categories:

- General Residential: GR–A, GR–B, and GR–C
- Business Districts: Central Business (CB), General Business (GB), and Planned Highway Business (PHB)
- Industrial Districts: Industrial (I), Industrial Business Park (IBP)

These are conventional use districts: areas designated for specific classes of use. Attleboro also has two overlay districts, one to protect water resources and the other to prevent development from interfering with the natural functioning of flood plains. When property lies within a use district and an overlay district, it is subject to the requirements of both zones.

Residential Zoning. Although it may seem unusual to have five single-family residence zoning districts, Attleboro’s zoning recognizes that each part of the City has evolved in a unique way. Some areas have a well-established urban form while others have a more suburban feel. To maintain its diverse land use pattern, preserve its urban mix of housing and control future growth, Attleboro has zoned for small-lot, single-family development in portions of South Attleboro and the

41 Gary Ayrassian, interview, August 31, 2010.
LAND USE

neighborhoods near downtown, moderate-density housing along the major roadways, and larger single-family lots on the outskirts of the City, with two-family and multi-family development allowed near the commercial center. To some extent, the City’s residential zoning corresponds to the kind of development that existed in 1942, when Attleboro adopted its first zoning ordinance. As a result, the boundaries of areas that currently allow small single-family house lots, two-family homes or multi-family uses correspond with Attleboro’s older residential areas.

Over half of the City’s total area lies within the Single Residence-D and Single Residence-E zoning districts, which have the largest minimum lot area requirements of all five single-family zoning districts. Attleboro’s second largest zoning district, Single Residence-D, covers most of Attleboro’s eastern side, the areas bordering Manchester Reservoir and along the North Attleborough boundary, and the lower end of County Street. Single Residence-E applies to an area of roughly 300 acres bordering Locust Street and South Main Street. In the single-family zoning districts, Attleboro provides for both conventional development plans and special permits to build open space residential developments (OSRD), which can include single-family homes arranged in clusters with a proportion of the site set-aside as open space as well as planned unit residential developments (PURD), which can include clusters of single-family homes and townhouse buildings again with a proportion of the site set-aside as open space.

Commercial Zoning. Slightly more than 5 percent of the land in Attleboro (954 acres) is zoned for commercial development. Much like the continuum of residential zoning districts, Attleboro’s business zoning districts encourage different types of development by location. The zoning in Downtown Attleboro – Central Business – is perhaps the City’s most interesting and innovative. Here, Attleboro allows not only a liberal complement of business uses, but also mixed-use buildings with upper-story residential units by right and multi-family buildings with ground-floor housing by special permit. In addition, the density regulations for Downtown Attleboro work to encourage market-driven development by allowing the kinds of building height, bulk, and “street presence” that enable older buildings to thrive in central business zoning district. The 86-acre Central Business zoning district’s boundaries encompass Attleboro’s historic commercial center at the convergence of Park Street, County Street, and North and South Main Streets.

In contrast, the linear General Business zoning district along US Route 1 offers few opportunities to develop housing, requires larger lots and imposes more restrictions on the overall size of commercial buildings. These rules help to differentiate General Business zoning district from Downtown Attleboro, yet they also contribute to lower commercial property values. Moreover, the General Business zoning district is the only area zoned for adult uses. Finally, Attleboro created the Planned Highway Business zoning district around the three major highway interchanges—I-295 and I-95, I-95 and Route 123, and I-95 and US Route 1A—and along the west side of US Route 1A, in order to designate places for large shopping centers and regional retail. In area (630 acres), the Planned Highway Business zoning district stands out as Attleboro’s largest commercial zone and the sixth largest of all thirteen zoning districts.

Industrial Zoning. It is not surprising to find that Attleboro has set aside a considerable amount of land for industrial uses. The City has 1,400 acres of industrially zoned land, or about 1.5 industrial acres for every one commercial acre. Major industrial nodes exist along the railroad tracks peripheral to Downtown Attleboro, in South Attleboro, and between Interstate 95 and Route 152 just south of the City’s geographic center.
Development Trends
Attleboro is a city that grew from farmland. In the early days of its formation, Attleboro’s land was valued for its agricultural promise. Later, the City’s rivers and transportation network supported early industries, such as textiles and paper, and later metalwork, including jewelry making.

Attleboro once included the land areas known today as North Attleborough and Cumberland, Rhode Island. In Attleboro, development occurred along main transportation routes, what are today’s Route 118, Route 123, and Route 152, as well as US Route 1 in South Attleboro. Corridors of development spawned from the City’s center at the convergence of these roads. The addition of the railroad in 1836 further encouraged development, and industry situated itself along the rail corridor. Development occurred along South Main Street and mill villages were created at Hebronville, Dodgeville, and Mechanicsville. Development continued along transportation lines into the 20th century.

In the mid 20th century, Attleboro’s development took on more structure with the City’s adoption of its ZONING ORDINANCE in 1942 and the RULE AND REGULATIONS GOVERNING THE SUBDIVISION OF LAND in 1954. These regulations laid out land development so that there would be a variety of lot sizes, setbacks, and housing types. The City created distinctions between residential areas and commercial and industrial uses of land. Similar development patterns continued into the latter half of the century. While there was some development in the urban core, much growth occurred in the City’s outlying areas and along US Route 1 and US Route 1A.42

Regional Trends
The development of Southeastern Massachusetts mirrors that of Attleboro. The region’s economy (and land pattern) developed from a marine and agrarian base prior to 1800, evolved into industry in the 1800s, and began an industrial decline in the early– to mid–1900s. Transportation improvements in the latter half of the 20th century make the south coast more accessible and attractive for residential growth and property development. While the recent economic downturn has slowed this growth, the area is ripe for development.43

Most recently, the eventual expansion of the commuter rail to New Bedford has prompted the region to think about its development patterns and future growth. Towns and cities that are likely to be affected are exploring Transit–Oriented Development (TOD) to maximize the potential of rail stops. TOD involves integrating complementary uses such as housing, transportation and commercial

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development to create nodes of activity and efficient land use. Freetown, Fall River and New Bedford are all considering how the new stations will affect their communities.44

The addition of the South Coast rail line will make this area of the state more accessible to people who may chose to live in Southeastern Massachusetts, but work in the Boston area. As a result, the rail line will likely stimulate even more development in this area. It will be important for communities to understand how the development of the line may affect them, both positively and negatively. While it is likely that the MBTA will extend the line to New Bedford through the existing Stoughton line, Attleboro, as one of the region’s cities may be able to capitalize on regional growth and attention.

A second transportation initiative that will affect the region is the improvement of interchanges along Interstate 95. The Massachusetts Department of Transportation (DOT) has completed a study of traffic patterns along this highly traveled north–south route and has concluded that there are several interchanges that need to be reconstructed to handle higher traffic volume.45

Buildout Analysis
In 2000, the then Executive Office of Environmental and Economic Affairs (EOEA) sponsored completion of a build out analysis for each of the state’s 351 towns and cities. To estimate build out statistics, regional planning agencies analyzed local zoning to determine how municipalities would develop according to their own rules. The analysis considered undeveloped land and recognized protected areas. In addition to estimating the number of housing units and population size at “built out,” planners estimated the impacts on municipal infrastructure systems.46 Table 4B–3 shows the buildout statistics for Attleboro.

<table>
<thead>
<tr>
<th>Table 4B–3. Attleboro Summary Buildout Statistics (Additional Buildout Impacts)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Developable Land Area Excluding Wetlands (Sq. Ft.)</td>
</tr>
<tr>
<td>Total Additional Dwelling Units</td>
</tr>
<tr>
<td>Commercial/Industrial Buildable Floor Area</td>
</tr>
<tr>
<td>Additional Residential Water Use (GPD)</td>
</tr>
<tr>
<td>Commercial/Industrial Water Use (GPD)</td>
</tr>
<tr>
<td>Additional Municipal Solid Waste</td>
</tr>
<tr>
<td>Additional Non–Recyclable Solid Waste</td>
</tr>
<tr>
<td>Additional Students</td>
</tr>
<tr>
<td>Additional Population</td>
</tr>
<tr>
<td>New Roads (Miles)</td>
</tr>
</tbody>
</table>


44 Jim Hadfield (Transportation Planning Manager, SRPEDD), interview by Community Opportunities Group, Inc., October 14, 2010.

45 Ibid.

46 MA EOEI, “Buildout Maps and Analyses,” <http://commpres.env.state.ma.us/content/buildout.asp>.
Issues, Challenges, and Opportunities

- As the MBTA expands rail service into Southeastern Massachusetts and the Boston job market becomes more accessible, people will seek to live there and the region will likely experience different types of development pressures. Maintaining the City's housing affordability will be one concern. Traffic congestion and strain on resources may be another.
- As the City of Attleboro continues to grow, conservation of open space and natural resources will become more critical. The City can use regulations and acquisition of land to ensure that open space is preserved and natural resources protected. The City can encourage use of OSRD and other cluster ordinances to conserve open space and minimize the amount of needed infrastructure.
- Economic development in Attleboro is one of the City's major concerns. The City would like to encourage business development in desired areas, specifically downtown and in designated industrial areas.

Recommendations

- Attleboro is currently in the process of revising its OSRD and PURD zoning to expand incentives for developers. In addition, the City should review the existing zoning ordinance to determine if there are other zoning tools the City may employ to conserve open space and protect natural resources. (See Goal 1, Policy 1 and Goal 12, Policy 3.)
- Institute design review for development proposals. Establish criteria for review to meet City’s “smart growth” objectives. Encourage developers to create alternative transportation networks such as walking paths, bicycle paths, or lanes. (See Goal 9, Policy 9, Goal 3, Policy 2, and Goal 7, Policy 3.)
- Examine zoning provisions in business zones and revise dimensional requirements to reduce sprawl. Require developers to link to alternative transportation networks. (See Goal 12, Policy 5, Goal 13, Policy 1, and Goal 3, Policy 2.)
- Consider an inclusionary zoning ordinance or overlay district to encourage development of affordable housing. (See Goal 11, Policy 3.)
- Encourage developers to construct different types of housing. Rehabilitate existing housing stock to maintain housing diversity and affordability. (See Goal 11.)
- Market areas where the City would like to focus business and industrial development. Actively recruit businesses to locate in these areas. (See Goal 9, Policy 1.)
ATTLEBORO
COMPREHENSIVE PLAN
August 2011
Prepared by:
Community Opportunities Group, Inc.

Sources: MassGIS, City of Attleboro
IV.C. Housing & Neighborhoods

Existing Conditions

Types of Housing

Attleboro has approximately 17,325 housing units that include a broad mix of housing types, sizes and price ranges. Since 1990, approximately 2,300 new units have been added to Attleboro’s housing stock. As evidenced by the types of building permits recently applied for and issued, single-family homes make up a large percentage of the market in Attleboro and the number of single-family properties appears to be growing. Between 1990 and 2007, more single-family units were built than other unit types. During this time, the number of single-family homes as a proportion of total housing units increased from 52 to 57 percent.47 Not surprisingly, the estimated distribution of homeowners and renters has shifted somewhat since 2000, with homeowners making up some 64.3 percent of all households, up from 63.8 percent in 2000.48

Although single-family homes constitute a majority of all housing in Attleboro, the City has a noteworthy inventory of two-family and multi-family residences. The most significant concentrations of small, two- to four-family dwellings can be found in Downtown Attleboro and South Attleboro, where more than half of the units were built prior to 1939. According to Census 2000, about 9.6 percent of all housing units in Attleboro are in mid-sized structures with five to 19 units. These structures exist City-wide, but the largest number of units in mid-sized multi-family structures (429) exists in south central Attleboro (Census Tract 6318) while the neighborhoods east of Rte. 118, bordered by the MBTA rail to the north (Census Tract 6317) have the smallest number (119). Units in large 20+ unit buildings represent about 5.4 percent of the City’s total housing inventory.49

Single-family home development between 1990 and 2007 accounted for the majority of new housing units in Attleboro. However, units located in large complexes (50+ units) and mobile home units also increased slightly as a proportion of Attleboro’s housing stock during this time. Other housing types (two–families, 3–19 unit properties, and 20–49 unit properties) either stayed level or increased or declined slightly.50

47 1990 Census, Summary File 1, Table H041, Census 2000, Summary File 3, Table H30, Claritas, Inc. “Demographic Snapshot Report”.


49 Census 2000, Summary File 3, Table H30.

50 Ibid.
In addition to single-family homes, in the last two decades Attleboro has seen significant increases in mobile home development. The number of mobile home units in Attleboro increased by almost 20 percent between 1990 and 2007.\(^\text{51}\) In 2007, Attleboro had 806 mobile homes, occupied primarily by “over–55” or senior households. The mobile home inventory includes 468 units in four trailer parks in South Attleboro, most located on or near the City’s southern border with Rhode Island. One trailer park with 172 mobile homes is located near Briggs Corner on the Rehoboth border while another 97 units are located in north-central Attleboro. Nearly all of the City’s mobile homes are owner-occupied, with renters occupying only 28 units (4.1 percent).\(^\text{52}\)

### Age of Housing Stock

The age of a community’s housing stock reveals its development history and sheds light on potential housing needs. According to Census 2000, nearly half of Attleboro’s housing units were built before 1960. The largest concentration of older units can be found in downtown neighborhoods, where over 70 percent of the housing stock is more than fifty years old.\(^\text{53}\) Although not always the case, older homes often have higher maintenance and repair costs and may indicate the presence of hazardous materials such as lead-based paint and asbestos.

### Table 4C-1. Number of Housing Units in Structure

<table>
<thead>
<tr>
<th></th>
<th>Number of Units in Structure</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>1, detached</td>
</tr>
<tr>
<td>ATTLEBORO 1990</td>
<td>7,445</td>
</tr>
<tr>
<td>ATTLEBORO 2000</td>
<td>8,678</td>
</tr>
<tr>
<td>ATTLEBORO 2007</td>
<td>9,238</td>
</tr>
<tr>
<td>% Change 1990–2007</td>
<td>24.1%</td>
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</tbody>
</table>


### Table 4C-2. Age of Housing Stock

<table>
<thead>
<tr>
<th>ATTLEBORO</th>
<th>Occupied Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Built 1999 to March 2000</td>
<td>162</td>
</tr>
<tr>
<td>Built 1995 to 1998</td>
<td>1,000</td>
</tr>
<tr>
<td>Built 1990 to 1994</td>
<td>1,015</td>
</tr>
<tr>
<td>Built 1980 to 1989</td>
<td>2,185</td>
</tr>
<tr>
<td>Built 1970 to 1979</td>
<td>2,236</td>
</tr>
<tr>
<td>Built 1960 to 1969</td>
<td>2,079</td>
</tr>
<tr>
<td>Built 1950 to 1959</td>
<td>1,844</td>
</tr>
<tr>
<td>Built 1940 to 1949</td>
<td>1,134</td>
</tr>
<tr>
<td>Built 1939 or earlier</td>
<td>4,899</td>
</tr>
</tbody>
</table>

Source: Census 2000, Summary File 3, Table H34.

\(^\text{51}\) 1990 Census, Summary File 1, Table H041, Census 2000, Summary File 3, Table H30, Claritas, Inc., “Demographic Snapshot Report”.

\(^\text{52}\) Census 2000, Summary File 3, Tables H32 and HCT4; “Demographic Snapshot Report.”

\(^\text{53}\) Census 2000, Summary File 3, H36.
New housing construction is constantly reshaping Attleboro’s housing profile. The construction of new units since 2000 is gradually reducing the proportion of older units within the City and giving rise to new neighborhoods. In 2000, Census Tract 6312, located to the west of Downtown, had the highest concentration of new housing; 20.5 percent of all housing units were built since 1990, while Census Tract 6311 (South Attleboro, west of the Seven Mile River) had the largest number of new units, 523. Today, units built since 1990 represent 18.9 percent of the City’s housing stock.\(^{54}\)

The location of new housing development is further reflected in the median age of building structures in different sections of the City. While the median year that downtown residential structures were built is 1940, as reported by the Census Bureau, in south central Attleboro (Census Tract 6318), the median year of construction is 1978.\(^{55}\)

**Neighborhood Character**

Attleboro’s housing characteristics and the density of residential development vary by location, with Downtown Attleboro being the most densely settled part of the City. At an average of more than six units per acre, downtown’s housing density significantly exceeds that of other parts of Attleboro. Downtown also has the most diverse housing stock with approximately 70 percent of units located in multi-family structures and comparatively low owner occupancy rates in relation to other Attleboro neighborhoods. The section of County Street that heads into Downtown Attleboro is also developed at a higher than average density of just over two units per acre, followed by South Attleboro, with 1.5 units per acre. Overall, Attleboro’s residential development pattern is characterized by an average density of 0.95 units per acre.\(^{56}\)

In contrast, eastern Attleboro has both a high proportion of single-family dwellings and correspondingly high rates of owner-occupancy. West central Attleboro also has a high proportion of single-family homes and one of the City’s highest rates of owner-occupancy.

**Table 4C–3. Housing Characteristics by Location**

<table>
<thead>
<tr>
<th></th>
<th>CT 6311</th>
<th>CT 6312</th>
<th>CT 6313</th>
<th>CT 6314</th>
<th>CT 6315</th>
<th>CT 6316</th>
<th>CT 6317</th>
<th>CT 6318</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing Units</td>
<td>3,082</td>
<td>2,356</td>
<td>1,920</td>
<td>1,175</td>
<td>1,113</td>
<td>1,512</td>
<td>2,145</td>
<td>2,716</td>
</tr>
<tr>
<td>Owner–occupied</td>
<td>76.9%</td>
<td>75.0%</td>
<td>63.2%</td>
<td>19.1%</td>
<td>54.1%</td>
<td>43.1%</td>
<td>78.8%</td>
<td>62.8%</td>
</tr>
<tr>
<td>Renter–occupied</td>
<td>23.1%</td>
<td>25.0%</td>
<td>36.8%</td>
<td>80.9%</td>
<td>45.9%</td>
<td>56.9%</td>
<td>21.2%</td>
<td>37.2%</td>
</tr>
<tr>
<td>Single-family units</td>
<td>68.8%</td>
<td>75.0%</td>
<td>62.0%</td>
<td>10.0%</td>
<td>46.9%</td>
<td>32.0%</td>
<td>77.2%</td>
<td>61.1%</td>
</tr>
<tr>
<td>Multi-family units</td>
<td>31.2%</td>
<td>25.0%</td>
<td>38.0%</td>
<td>90.0%</td>
<td>53.1%</td>
<td>68.0%</td>
<td>22.8%</td>
<td>38.9%</td>
</tr>
<tr>
<td>Median year structure</td>
<td>1968</td>
<td>1966</td>
<td>1959</td>
<td>1940</td>
<td>1940</td>
<td>1940</td>
<td>1968</td>
<td>1978</td>
</tr>
<tr>
<td>built</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Median housing value</td>
<td>$131,800</td>
<td>$161,000</td>
<td>$158,300</td>
<td>$128,300</td>
<td>$130,800</td>
<td>$120,400</td>
<td>$159,500</td>
<td>$152,300</td>
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<tr>
<td>for owner–occupied</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Source: Census 2000, Summary File 1, Table P1, P7, P12, P15, P17; Summary File 3, Tables H30, H35, H85.*

\(^{54}\) Census 2000, Summary File 1, Table P1, P7, P12, P15, P17; Summary File 3, Tables H30, H35, H85.


Recent housing development has occurred primarily outside of downtown Attleboro. Given the predominance of single-family construction between 1990 and 2007, and the larger lot sizes needed for this type of construction, this is not surprising. However, while considerable development has occurred in outlying areas of the City, specifically the west and southeast areas, very little housing development occurred downtown.

### Table 4C-4.

**Housing Units and Tenure**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Housing Units</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Own. occupied (%)</td>
<td>61.3</td>
<td>63.8</td>
<td>36.2</td>
</tr>
<tr>
<td>Renter occupied (%)</td>
<td>38.7</td>
<td>63.2</td>
<td>36.2</td>
</tr>
<tr>
<td><strong>Owner occupied (%)</strong></td>
<td></td>
<td></td>
<td>13.0</td>
</tr>
<tr>
<td><strong>Renter occupied (%)</strong></td>
<td></td>
<td></td>
<td>33.7</td>
</tr>
</tbody>
</table>

| ATTLEBORO        | 14,180 | 16,019 | 36.2 |
| Mansfield        | 5,940 | 7,942 | 28.3 |
| N. Attleborough  | 9,235 | 10,391 | 12.5 |
| Norton           | 4,641 | 5,872 | 26.5 |
| Rehoboth         | 2,870 | 3,523 | 10.7 |
| Seekonk          | 4,482 | 4,843 | 11.2 |
| Central Falls    | 6,643 | 6,696 | 78.2 |
| Cumberland       | 10,764 | 12,198 | 13.3 |
| East Providence  | 19,950 | 20,530 | 41.0 |
| Pawtucket        | 29,711 | 30,047 | 55.6 |
| Providence       | 58,905 | 62,389 | 65.4 |

**Source:** 1990 Census, Summary Tape File 1, Table H003, 2000 Census, Summary File 3, H36.

### Tenure

Most Attleboro households own their own home and the number of owners is increasing. Today 65 percent of households own the home they live in, up from 61 percent in 1990.57 Conversely, there are fewer renter households in Attleboro than in the past. This does not reflect a loss of rental housing, but rather the recent increase in construction of single-family homes. Yet, renter-occupied units increased by almost 500 units between 1990 and 2000.58

The City’s rental units tend to be smaller and older than its owner-occupied units, as is the case nearly everywhere. For example, Census 2000 statistics show that Attleboro’s owner-occupied units include an average of 6.3 rooms per unit while its rental units have an average of just over four rooms per unit. These size differences largely reflect the types of housing units occupied by homeowners and renters as 76 percent of the City’s homeowners live in single-family detached homes.59

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58 1990 Census, Summary Tape File 1, Table H003, 2000 Census, Summary File 3, H36.

addition, the median year of construction for owner-occupied units is 1965, but for renter-occupied units, it is 1954.\textsuperscript{60}

As stated above, unit tenure varies in Attleboro’s different neighborhoods. While there are high levels of renter-occupancy in the downtown, the reverse is true for other areas of the City. The eastern side of the City has the most owner-occupied housing in the City as almost 79 percent of units are owner-occupied. South Attleboro and west central Attleboro also have comparatively high levels of owner-occupancy. In contrast, in northern as well as in the south central sections of the City, only about 60 percent of homes are occupied by owners, and renters reside in approximately 40 percent of housing units.\textsuperscript{61}

\textbf{Housing Costs}

Attleboro has not been immune to the rising cost of housing experienced throughout Eastern Massachusetts in the last decade. Since 1990, the median price for a single-family dwelling increased 134 percent from $130,500 to $318,000 in 2006, the peak of recent sales.\textsuperscript{62} Since 2006, prices have adjusted lower reflecting the turbulence in the housing and credit markets.

Condominium sale prices also increased dramatically between 1990 and 2006. The median sales price for condominiums was $95,900 in 1990 and rose to $231,450 by 2006, an increase of 141 percent. The number of condominiums sold during this time also increased steadily, from 27 in 1990 to 146 in 2006.\textsuperscript{63} Since 2006, condominiums have lost value and turnover has declined sharply.

It is fairly easy to track housing sales through Banker & Tradesmen, but rental housing costs are more difficult to analyze due to a limited amount of verifiable data. In 2000, the Census reported Attleboro’s median gross rent at $610, up from $538 in 1990.\textsuperscript{64} More recently, however, HUD conducted an area-wide Random Digit Dialing (RDD) survey in 2005 as part of the process for determining Section 8 Fair Market Rents (FMRs) in the economic statistical area that includes Attleboro.\textsuperscript{65} The RDD survey found

\begin{table}[h]
\centering
\begin{tabular}{|c|c|c|c|}
\hline
\textbf{ATTLEBORO} & 1990 & 2000 & \% Change \\
\hline
CT 6311 & 2,767 & 3,162 & 14.3\% \\
\hline
CT 6312 & 2,026 & 2,413 & 19.1\% \\
\hline
CT 6313 & 1,923 & 1,964 & 2.1\% \\
\hline
CT 6314 & 1,246 & 1,245 & -0.1\% \\
\hline
CT 6315 & 1,108 & 1,152 & 4.0\% \\
\hline
CT 6316 & 1,547 & 1,596 & 3.2\% \\
\hline
CT 6317 & 1,840 & 2,244 & 22.0\% \\
\hline
CT 6318 & 2,588 & 2,778 & 7.3\% \\
\hline
\end{tabular}
\caption{T4C–5. Recent Housing Growth by Location}
\end{table}

Source: 1990 Census, Summary Tape File 1, Table H001; Census 2000, Summary File 1, Table H1.

Note: Shading indicates downtown census tracts.

\textsuperscript{60} Census 2000, Summary File 3, H27; Census 2000, Summary File 3, H36 and H37; Census 2000, Summary File 3, H32.

\textsuperscript{61} Census 2000, Summary File 3, H30.

\textsuperscript{62} The Warren Group, “Town Stats.”

\textsuperscript{63} The Warren Group, “Town Stats.”

\textsuperscript{64} 1990 Census, Summary Tape File 3, Table H043A; Census 2000, Summary File 3, Table H63.

\textsuperscript{65} HUD surveyed the Providence–Fall River RI-MA Metro FMR Area, which includes Attleboro, Fall River, North Attleborough, Rehoboth, Seekonk, Somerset, Swansea, and Westport, MA; and all of Rhode Island except Middletown, Portsmouth, Hopkinton, New Shoreham, Westerly and Newport.
that the 50th percentile rent for the Providence–Fall River RI–MA Metro FMR Area was $966. Today, an informal survey of apartments listed for rent in Attleboro indicates that one-bedroom units rent in the $600 to $700 range, two-bedroom units at approximately $900, and three-bedroom units at $1,100.66

**Affordable Housing**

The Massachusetts Department of Housing and Community Development (DHCD) maintains the state’s official roster of affordable housing, the MGL Ch. 40B Subsidized Housing Inventory. DHCD’s list matters because when affordable housing constitutes 10 percent or more of a community’s total housing inventory, as reported in the most recent federal census, local officials have discretion to approve or deny permits to build new affordable housing. To qualify for the Subsidized Housing Inventory, housing units must be sold at prices affordable to low- or moderate-income homebuyers or be located within a rental development in which at least 25 percent of the apartments are affordable to low- or moderate-income tenants. In addition, the affordable prices and rents have to be preserved over time through a deed restriction. Attleboro currently has 1,198 units on the Subsidized Housing Inventory, or 7.25 percent of the City’s Census 2000 housing count. The 1,198 units include five affordable homeownership units and 1,193 rental units, and nearly all of the rental units are affordable to low-income or moderate-income people.67

Attleboro’s affordable housing stock is comprised of privately-owned units, public housing, and units targeted to specific populations, such as group homes. It also contains 146 units set aside for people with disabilities, and 385 low- or moderate-income units and 19 market-rate units in developments financed by MassHousing.68

Increasing the supply of affordable housing is important, but it also is critical to preserve existing affordable units by renegotiating the affordability terms of “expiring use” properties. These are developments in which the affordability restriction is set to expire on a specific date. In Attleboro, the MassHousing financed developments and others have term-limited affordability restrictions that

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could make them ineligible for listing on the Subsidized Housing Inventory in the future. However, each property must be reviewed individually to determine if the restrictions are likely to expire. Under a recent state court decision, some expiring use properties may have to remain affordable even if the owners want to convert their projects to market-rate housing. Attleboro recently lost some units from its affordable homeownership inventory due to expiration of the affordability restriction. These units were funded through the Community Development Inc. First-Time Homebuyer Program.

City Responses: Actions and Programs

Improvements to Existing Homes

The Attleboro Community Development Office currently offers the following housing preservation programs which provide housing assistance to low- and moderate-income homeowners:

♦ Rehabilitation Program: The Attleboro Rehabilitation Program offers grants/loans for housing rehabilitation projects to multi–unit property owners who are income eligible and/or who are willing to create affordable housing units for low– and moderate–income residents. The program provides financial assistance for energy improvements, lead and asbestos abatement, and to correct code violations.

♦ Emergency Repair Program: The Emergency Repair Program provides emergency grants to assist Attleboro residents with housing rehabilitation issues that are of an immediate threat to health and safety (such as roof repair, ramp installation, furnace replacement, and window replacement).

♦ Senior Emergency Repairs: The Senior Emergency Repair Program provides emergency grants to assist senior citizens with housing rehabilitation issues that are of an immediate threat to health and safety (such as roof repair, ramp installation, furnace replacement, and window replacement). This program is funded privately, and in cooperation with the Council on Aging. Projects are limited to $1,000 or less; approximately $2,000 is spent on an annual basis.

♦ Federal HOME Funds. In addition to programs operated through the Attleboro Community Development Office, the Greater Attleboro/Taunton HOME Consortium offers funds for single–family and non–profit housing rehabilitation assistance, construction of new affordable housing units, and down payment assistance to first–time homebuyers on a regional basis. Since its inception in 2004, the Consortium has funded rehabilitation of sixteen single–family and non–profit housing units, forty new affordable housing units, and nine first time home buyers in Attleboro.

69 CHAPA, “Expiring Use Database,” and “Chapter 40B Subsidized Housing Inventory: Attleboro.”

70 In Zoning Board of Appeals of Wellesley v Ardenmore Apartments Limited Partnership (2002), the Massachusetts Supreme Judicial Court held that if affordable housing is developed under Chapter 40B and the comprehensive permit decision does not specify a time period for the affordability restriction, the units must remain affordable as long as the development does not comply with local zoning requirements.

71 Greater Attleboro/Taunton HOME Consortium, Community Development Office staff, interview by Community Opportunities Group, Inc., 17 June 2008.
## Table 4C-7. Subsidized Housing Inventory and Affordable Units

<table>
<thead>
<tr>
<th>Unknown (Family or Elderly)</th>
<th>Family</th>
<th>Elderly/HP</th>
<th>Total Affordable</th>
<th>Market Units</th>
<th>Affordability Expires</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attleboro Housing Authority</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hillcrest Oaks</td>
<td></td>
<td>91</td>
<td></td>
<td></td>
<td>Perpetuity</td>
</tr>
<tr>
<td>Martin Street</td>
<td></td>
<td>15</td>
<td></td>
<td></td>
<td>Perpetuity</td>
</tr>
<tr>
<td>Scattered Site Duplexes</td>
<td></td>
<td>6</td>
<td></td>
<td></td>
<td>Perpetuity</td>
</tr>
<tr>
<td>Elderly/HP units</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brookside</td>
<td></td>
<td>75</td>
<td></td>
<td></td>
<td>Perpetuity</td>
</tr>
<tr>
<td>Maple Terrace</td>
<td></td>
<td>72</td>
<td></td>
<td></td>
<td>Perpetuity</td>
</tr>
<tr>
<td>Oakhurst</td>
<td></td>
<td>71</td>
<td></td>
<td></td>
<td>Perpetuity</td>
</tr>
<tr>
<td>Oakhurst</td>
<td></td>
<td>42</td>
<td></td>
<td></td>
<td>Perpetuity</td>
</tr>
<tr>
<td>River Court</td>
<td></td>
<td>59</td>
<td></td>
<td></td>
<td>Perpetuity</td>
</tr>
<tr>
<td>TOTAL AHA UNITS</td>
<td>112</td>
<td>319</td>
<td>431</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Handicap Program Units</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ch. 689–2 91 George Street</td>
<td></td>
<td>8</td>
<td>8</td>
<td></td>
<td>Perpetuity</td>
</tr>
<tr>
<td>DMR units (group homes)</td>
<td></td>
<td>114</td>
<td>114</td>
<td></td>
<td>Perpetuity</td>
</tr>
<tr>
<td>DMH units (group homes)</td>
<td></td>
<td>24</td>
<td>24</td>
<td></td>
<td>Perpetuity</td>
</tr>
<tr>
<td>Total HP Program Units</td>
<td></td>
<td>146</td>
<td>146</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MHFA Financed Projects:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gardner Terrace</td>
<td></td>
<td>92</td>
<td></td>
<td></td>
<td>2015</td>
</tr>
<tr>
<td>Hebronville Mill Phase I</td>
<td></td>
<td>52</td>
<td></td>
<td></td>
<td>2015</td>
</tr>
<tr>
<td>Hillcrest Village</td>
<td></td>
<td>81</td>
<td></td>
<td></td>
<td>2017</td>
</tr>
<tr>
<td>Hope Gardens</td>
<td></td>
<td>160</td>
<td></td>
<td></td>
<td>2011</td>
</tr>
<tr>
<td>TOTAL MHFA Fin Proj:</td>
<td>52</td>
<td>81</td>
<td>252</td>
<td>385</td>
<td>19</td>
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<tr>
<td>Other Privately Financed Rental Properties</td>
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</tr>
<tr>
<td>17 Peck St</td>
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<td></td>
<td>Perpetuity</td>
</tr>
<tr>
<td>20 Star Lane</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td></td>
<td>Perpetuity</td>
</tr>
<tr>
<td>Hebronville Mill Phase II</td>
<td></td>
<td>83</td>
<td>83</td>
<td></td>
<td>2015</td>
</tr>
<tr>
<td>School/Pine/Maple</td>
<td></td>
<td>6</td>
<td>6</td>
<td>25</td>
<td>2016</td>
</tr>
<tr>
<td>Merritt Place</td>
<td></td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>2017</td>
</tr>
<tr>
<td>Christopher Heights</td>
<td></td>
<td>41</td>
<td>41</td>
<td>40</td>
<td>2050</td>
</tr>
<tr>
<td>Total Other PrivFinRental</td>
<td>3</td>
<td>90</td>
<td>41</td>
<td>134</td>
<td>78</td>
</tr>
<tr>
<td>Est. Affordable Rentals</td>
<td>55</td>
<td>283</td>
<td>768</td>
<td>1,096</td>
<td>97</td>
</tr>
<tr>
<td>Inventory: Tot Rental Units</td>
<td></td>
<td>1,193</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Affordable Owner Units</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Water View Condos</td>
<td>2</td>
<td>2</td>
<td></td>
<td></td>
<td>Perpetuity</td>
</tr>
<tr>
<td>CDI/FTHB Program</td>
<td>3</td>
<td>3</td>
<td></td>
<td></td>
<td>2020</td>
</tr>
<tr>
<td>Total Ownership Units</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
</tbody>
</table>

Source: Massachusetts Department of Housing and Community Development, Chapter 40B Subsidized Housing Inventory, September 2, 2010.
HOUSING & NEIGHBORHOODS

Making Existing Housing Affordable
The Attleboro Housing Authority (AHA) administers the City’s Section 8 Vouchers/Certificates, to assist low-income and very low-income renters. The Authority administers 54 regular Section 8 Vouchers and thirty-five Section 8 Vouchers under the Mainstream Housing Program for Disabled Persons/Families. AHA is also the administering agency for the Massachusetts Rental Voucher Program (MRVP). Although this program no longer issues new rental vouchers, existing vouchers have continued to be renewed by the Massachusetts legislature. The AHA administers forty-two MRVP vouchers.

New Affordable Housing Development
The Greater Attleboro-Taunton HOME Consortium provides funding for affordable housing developments on a regional basis. One Attleboro project, the redevelopment of the former Bliss Elementary School on Park Street, which created 42 affordable rental units, received HOME funds from the Consortium in 2006. The City also recently received a substantial Neighborhood Stabilization Program 3 grant (NSP3) from DHCD, which will be administered by Community Development Office and used to assist in the creation of affordable rental units or homeownership units. Some of the affordable units created under this program must be set-aside for households earning ≤50% of the median household income of the Providence–Fall River PMSA.

Local and Regional Trends
The recent credit crisis and economic downturn has had widespread effects on the housing markets nationwide. It seems no City has been immune to its impacts—foreclosure, vacancy, and frequently, homelessness. The collapse of the housing market has left many families looking for new homes in the rental market putting additional strain on one of the highest-priced markets in the nation.

Overcrowding has become an issue as families double and triple up. Vacant homes are vandalized and decrease neighboring property values. Cities are left with a housing stock that, in the best of times, was difficult to preserve. Now, deteriorating structures present real and urgent health and safety risks. A housing market that seemed to have a limitless upward trend has collapsed. People have lost their homes and, often, their potential for gaining wealth.

Table 4C-8. Median Sale Prices

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Single-Family</th>
<th>Condominium</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATTLEBORO</td>
<td>$318,000</td>
<td>$230,000</td>
</tr>
<tr>
<td>Mansfield</td>
<td>$422,000</td>
<td>$207,000</td>
</tr>
<tr>
<td>N. Attleborough</td>
<td>$364,750</td>
<td>$194,000</td>
</tr>
<tr>
<td>Norton</td>
<td>$357,400</td>
<td>$335,000</td>
</tr>
<tr>
<td>Rehoboth</td>
<td>$372,500</td>
<td>$392,070 n/a</td>
</tr>
<tr>
<td>Seekonk</td>
<td>$340,000</td>
<td>$205,000 n/a</td>
</tr>
<tr>
<td>Central Falls</td>
<td>$82,500</td>
<td>$157,825</td>
</tr>
<tr>
<td>Cumberland</td>
<td>$305,500</td>
<td>$249,500</td>
</tr>
<tr>
<td>East Providence</td>
<td>$250,000</td>
<td>$215,500</td>
</tr>
<tr>
<td>Pawtucket</td>
<td>$234,000</td>
<td>$200,000</td>
</tr>
<tr>
<td>Providence</td>
<td>$225,000</td>
<td>$233,750</td>
</tr>
</tbody>
</table>


CITY OF ATTLEBORO • COMPREHENSIVE PLAN

36
HOUSING & NEIGHBORHOODS

Yet, it is unlikely that the market downturn of recent years will have a lasting impact on housing affordability in Massachusetts and the Attleboro region. While, home prices have dropped, eventually they will rise again and new pressures will develop. Today, it is the rental market that is strained as displaced homeowners seek housing. Vacancies are low and prices high, presenting a somewhat different housing affordability crisis in Massachusetts.

Historically, the smaller size and older age of Attleboro’s housing units compared to the surrounding region have benefited young families, empty nesters, and the elderly—households that are often priced out of adjacent towns. In a region experiencing dramatic growth in older age cohorts that is expected to continue for several years forward, Attleboro’s smaller housing stock is an asset. Households looking to downsize have options in Attleboro. Furthermore, while the housing market has slowed considerably over the last few years, housing costs in the region remain unaffordable for many new homebuyers. Attleboro’s modest and older housing stock is also more affordable than housing in surrounding communities, making the City an attractive location for first-time homebuyers and young families looking to purchase a starter home. As illustrated in Table 4C–8, at the market’s peak, Attleboro’s median single-family home price was $318,000, higher than the median prices in the region’s Rhode Island communities, but less than the median prices for other Massachusetts towns. Despite declines in value, this relationship remains true in 2009.72

While Attleboro’s housing is relatively affordable compared to much of the state, and home prices have declined, the region’s housing costs are still a concern. In general, over the last several years, housing prices in Southeastern Massachusetts have risen. Sale prices of single-family homes in most of the communities in the Attleboro region increased over 90 percent between 2000 and 2006.73 (Note: 2000 sales data is unavailable for Rehoboth, Seekonk and Central Falls.) Housing prices have not yet rebounded, but it is expected that they will. Furthermore, the limited production of units in the latter part of the decade may strain supply and further drive prices up.

Even prior to the economic downturn, housing production was declining in Attleboro. In 2000, the City issued 182 residential building permits. In 2005, this figure had fallen to 99 and in 2009, only 38 permits were issued.74 During this time, many other communities in the region also experienced

<table>
<thead>
<tr>
<th>Table 4C–9. Subsidized Housing Inventory</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000 Census Year Round Housing Units</td>
</tr>
<tr>
<td>----------------------------------------</td>
</tr>
<tr>
<td>Attleboro</td>
</tr>
<tr>
<td>Mansfield</td>
</tr>
<tr>
<td>N. Attleborough</td>
</tr>
<tr>
<td>Norton</td>
</tr>
<tr>
<td>Rehoboth</td>
</tr>
<tr>
<td>Seekonk</td>
</tr>
<tr>
<td>Region Total</td>
</tr>
<tr>
<td>State Total</td>
</tr>
</tbody>
</table>

Source: Department of Housing and Community Development Chapter 40B Subsidized Housing Inventory (SHI) as of April 1, 2010.

73 Ibid.
74 City of Attleboro, Building Department.
HOUSING & NEIGHBORHOODS

declining or level housing production. However, of these communities, Attleboro had the sharpest decline. Statewide, there were declines in single-family home production, while multi-family development increased steadily between 2000 and 2006. In 2007, both single-family and multi-family housing production began to wane statewide.

Attleboro supplies the greatest absolute number of subsidized housing units of Massachusetts towns included in the region. In total, there are just under 3,000 subsidized housing units in the Attleboro region. Almost, 1,000 of these are in Mansfield, the region’s greatest contributor to affordable housing on a percent of total housing stock basis.

Recent Building Permits

The City issues residential building permits for new construction and for remodeling/additions to existing housing. Sometimes a building permit does not result in a new or remodeled housing unit, but fluctuations and trends in housing production can generally be traced through building permit activity. Between 1990 and 1999, the Attleboro building department issued permits for an average of 134 units per year. During this time, almost 90 percent of permits issued annually were for single-family homes. In 2005, the Attleboro Building Department issued permits for 151 new housing units. By 2007, production dropped markedly and the Building Department issued only 56 permits for 76 units. Since then, the City has issued even fewer permits, mostly for single-family homes.

Between 2000 and 2006, the City issued an average of 162 permits annually, 68 percent of which for single-family homes. In 2006, the Attleboro Building Department issued permits for 115 new housing units. A third of these units (38) were single-family dwellings, 34 units were in two- and three-family dwellings and 43 units were in 4+ unit buildings. The 56 permits issued in 2007 included 44 single-family homes, 20 units in 2–3 unit buildings, and 9 units in 4+ unit buildings. Comparatively, in 2009, Attleboro issued a total of 38 permits: 34 single-families, one two-family, two three-families, and one six-family.

75 U.S. Census Bureau, Building Permits Database.
76 HUD User, SOCDS Building Permits Database.
77 Massachusetts Department of Housing and Community Development Chapter 40B Subsidized Housing Inventory (SHI) as of December 3, 2007, located at <www.mass.gov/dhcd>.
78 Attleboro Building Department, “Building Permits by Month and Year,” Attleboro Building Department, interview by Community Opportunities Group, Inc., 1 October 2007 and Attleboro Department of Planning and Development, August 31, 2010.
79 Ibid.
New Home Purchases

In the first half of the decade, Attleboro maintained relatively level single-family home sales, averaging 478 transactions annually. Condominium sales also increased and totaled 153 transactions in 2005. The median selling price of both single-family homes and condominiums in Attleboro increased steadily and peaked in 2006. However, in 2007, Attleboro’s housing market began to reflect the stresses in the credit market and the economy.

By 2009, single-family home values had dropped 20 percent and condominiums almost 10 percent.\(^{80}\)

The housing price increase of the early part of the decade partially can be attributed to the characteristics of recent housing development. Housing constructed since 2000 is larger and more expensive than Attleboro’s older housing stock. Attleboro homes built prior to 1970 have an average of 1,420 square feet of living space, while homes constructed since 2000 average 2,144 square feet.\(^{81}\)

An analysis of single-family sales between 2000 and 2006 further illustrates the higher values of new homes in Attleboro. Of course, several factors contribute to the selling price of property, including location, condition, age, size, and amenities, but the difference between the median single-family sale price between 2000 and 2006 on properties built prior to 1980 and built after 2000 exceeds $120,000.\(^{82}\)

Issues, Challenges, and Opportunities

- Attleboro has a diverse housing stock, providing owners and renters a range of choice in housing style and affordability. Some of Attleboro’s housing is old and in poor condition. Given the age of the structures, the presence of lead–based paint is also an issue. Maintaining a quality housing stock and preservation of housing affordability are ongoing issues in Attleboro.
- Attleboro’s downtown was once a center for commerce, services, and living. The City would like to revitalize this area and restore its vibrancy. The creation of housing in Downtown Attleboro is one tool for revitalization and complements the City’s economic development efforts and transportation improvements, especially the ITC.
- The foreclosure crisis has affected Attleboro, as it has in many other small cities nationwide. While some private developers are rehabilitating foreclosed properties, these efforts may not be enough. Currently, there number of vacant properties and displaced families as a result of this crisis.

\(^{80}\) Ibid.

\(^{81}\) City of Attleboro, Assessor’s Office, Parcel Database.

\(^{82}\) Ibid.
Housing is the largest land use in Attleboro, and so residential development patterns have great impact on the City’s formation, infrastructure, public services, open space and natural resources. Thoughtful development of Attleboro’s remaining land is critical to minimize the impacts of future growth and to conserve financial and physical resources.

Recommendations

- Attleboro has developed around its centers of commerce and industry. The City should continue efforts to revitalize the downtown area and promote the City’s higher density neighborhoods to encourage village living. (See Goal 10.)
- Encourage rehabilitation of modestly sized housing and multi-unit properties to offer diverse and affordable housing choices. (See Goal 11, Policy 1.)
- Consider programs to mitigate the effects of foreclosure. Specifically, the City should use CDBG funds to assist lower-income households by rehabilitating property and offering resources and financial assistance to property owners faced with foreclosure.
- Look for ways to maintain diversity in the housing stock through regulation and incentives. Eventually, the foreclosure crisis will pass, yet one of Attleboro’s great assets is the diversity and relative affordability of its housing stock. Development pressures in Southeastern Massachusetts will likely increase with the introduction of the commuter rail to New Bedford and transportation improvements to Interstate 95. (See Goal 11.)
IV.D. Economic Development

Existing Conditions

Attleboro has a strong history as an employment center for the manufacturing industry in New England, and in the past, Attleboro’s labor force and employment base complemented each other. Residents with modest education levels and job skills were often able to find employment locally. Today, Attleboro’s residents are seeking higher education as the local market shifts towards a more service–based economy.

Employment and Wages

While Attleboro has nearly 1,100 employer establishments, the mix of establishments primarily includes industries such as manufacturing, construction, trade and transportation: sectors typically classified as blue collar industries. These sectors generally do not require a high level of education or highly specialized skills.

Since 1990, there has been a decline in the proportion of Attleboro residents working in the manufacturing and retail industries. In 1990, of Attleboro’s 19,917 employed residents aged 16 years or older, 33 percent worked in the manufacturing industry, 16 percent in retail trade, and 14 percent in health or education services. Ten years later, only 25 percent of the labor force worked in manufacturing and 12 percent in retail trade. However, the percent of people working in health and education increased to 19 percent. Today, estimates indicate that these figures have fallen across all three of these sectors.

Since 2000, the percentage of the labor force working in private, for-profit businesses has fallen from 76.8 to 73.9 percent, and the labor force in private, non-profit employment fell from 8.4 percent to 8.1 percent. Public sector employment has remained a constant 9.1 percent of the labor force, as has self-employment representing a mere 5.1 percent of the labor force.

<table>
<thead>
<tr>
<th>Table 4D–1. Attleboro Employment by Industry</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of Labor Force</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Manufacturing</td>
</tr>
<tr>
<td>2006–2008</td>
</tr>
<tr>
<td>1990 2000</td>
</tr>
<tr>
<td>Manufacturing</td>
</tr>
<tr>
<td>1990 32.9%</td>
</tr>
<tr>
<td>2000 25.2%</td>
</tr>
<tr>
<td>2006–2008 22.7%</td>
</tr>
<tr>
<td>Retail Trade</td>
</tr>
<tr>
<td>2006–2008</td>
</tr>
<tr>
<td>1990 15.5%</td>
</tr>
<tr>
<td>2000 12.0%</td>
</tr>
<tr>
<td>2006–2008 10.9%</td>
</tr>
<tr>
<td>Health &amp; Education</td>
</tr>
<tr>
<td>2006–2008</td>
</tr>
<tr>
<td>1990 13.8%</td>
</tr>
<tr>
<td>2000 18.9%</td>
</tr>
<tr>
<td>2006–2008 14.0%</td>
</tr>
</tbody>
</table>

Source: 1990 Census, STF3, Table P077; Census 2000, SF3, Table P49; ACS 2006–2008 Three Year Estimates.

83 1990 Census, Summary Tape File 3, Table P077.
Employment Base

Manufacturing and Education and Health Services are the City’s largest employment sectors, employing on average 3,524 persons and 4,562 persons, respectively. While the number of manufacturing jobs has declined in recent years, from almost 8,000 in 2001 to under 4,000 in 2009, manufacturing jobs still comprise over 25 percent of the City’s employment base and manufacturing-based businesses make up one-third of Attleboro’s largest employers, for example those that have at least 100 employees. There are thirteen manufacturing businesses in this category, and four of them manufacture jewelry.85

Since, 2001, Attleboro’s Education and Health Services employment base has grown modestly from 4,079 jobs in 2001 to 4,561 jobs in 2009. Sturdy Memorial Hospital is a major employer in this sector, employing 1,727 people.86 Major educational institutions in the City include Bristol Community College, Bridgewater State University, and Amego. The presence of these institutions directly benefits the residents of Attleboro with employment opportunities and services.

Table 4D–2.
Attleboro Average Monthly Employment

<table>
<thead>
<tr>
<th></th>
<th>Average Monthly Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2001</td>
</tr>
<tr>
<td>Construction</td>
<td>718</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>7,932</td>
</tr>
<tr>
<td>Trade, Transportation &amp;</td>
<td>3,284</td>
</tr>
<tr>
<td>Utilities</td>
<td></td>
</tr>
<tr>
<td>Information</td>
<td>272</td>
</tr>
<tr>
<td>Financial Activities</td>
<td>328</td>
</tr>
<tr>
<td>Professional &amp; Business</td>
<td>2,098</td>
</tr>
<tr>
<td>Services</td>
<td></td>
</tr>
<tr>
<td>Education &amp; Health Services</td>
<td>4,079</td>
</tr>
<tr>
<td>Leisure &amp; Hospitality</td>
<td>1,834</td>
</tr>
<tr>
<td>Other Services</td>
<td>577</td>
</tr>
<tr>
<td>Public Administration</td>
<td>516</td>
</tr>
<tr>
<td>Goods–Producing Domain</td>
<td>8,661</td>
</tr>
<tr>
<td>Service–Providing Domain</td>
<td>12,988</td>
</tr>
<tr>
<td>Total, All Industries</td>
<td>21,649</td>
</tr>
</tbody>
</table>


*2009 estimate based on 3rd quarter data

In contrast, both the total number of establishments and overall employment in industries such as professional and business services and financial activities are comparatively low in Attleboro. Attleboro has less than 1,500 jobs in these sectors, comprising only 8.4 percent of the employment.

85 Massachusetts Department of Labor and Workforce Development, ES–202, Economic Data Programs, <www.detma.org>, and Community Opportunities Group, Inc.

86 City of Attleboro, General Obligation Bond Prospectus, June 15, 2010.
Employment in industries such as professional and business services and financial activities is lower in Attleboro than might be expected for a city of its size. These industries require a highly educated and broadly skilled workforce. Several businesses associated with these sectors are located in surrounding communities.

Table 4D–3.
Attleboro Employment by Industry

<table>
<thead>
<tr>
<th>Description</th>
<th>July to September 2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Description</td>
<td>Number of Establishments</td>
</tr>
<tr>
<td>Total, All Industries</td>
<td>1,063</td>
</tr>
<tr>
<td>Goods–Producing Domain</td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>116</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>103</td>
</tr>
<tr>
<td>31–33 – Manufacturing</td>
<td></td>
</tr>
<tr>
<td>DUR – Durable Goods Manufacturing</td>
<td>85</td>
</tr>
<tr>
<td>NONDUR – Non–Durable Goods Manufacturing</td>
<td>18</td>
</tr>
<tr>
<td>Service–Providing Domain</td>
<td></td>
</tr>
<tr>
<td>Trade, Transportation and Utilities</td>
<td>220</td>
</tr>
<tr>
<td>42 – Wholesale Trade</td>
<td>57</td>
</tr>
<tr>
<td>44–45 – Retail Trade</td>
<td>139</td>
</tr>
<tr>
<td>48–49 – Transportation and Warehousing</td>
<td>23</td>
</tr>
<tr>
<td>Information</td>
<td>10</td>
</tr>
<tr>
<td>Financial Activities</td>
<td>63</td>
</tr>
<tr>
<td>52 – Finance and Insurance</td>
<td>36</td>
</tr>
<tr>
<td>53 – Real Estate and Rental and Leasing</td>
<td>27</td>
</tr>
<tr>
<td>Professional and Business Services</td>
<td>139</td>
</tr>
<tr>
<td>54 – Professional and Technical Services</td>
<td>84</td>
</tr>
<tr>
<td>56 – Administrative and Waste Services</td>
<td>49</td>
</tr>
<tr>
<td>Education and Health Services</td>
<td>138</td>
</tr>
<tr>
<td>62 – Health Care and Social Assistance</td>
<td>124</td>
</tr>
<tr>
<td>Leisure and Hospitality</td>
<td>98</td>
</tr>
<tr>
<td>71 – Arts, Entertainment, and Recreation</td>
<td>13</td>
</tr>
<tr>
<td>72 – Accommodation and Food Services</td>
<td>85</td>
</tr>
<tr>
<td>Other Services</td>
<td>163</td>
</tr>
<tr>
<td>81 – Other Services, Ex. Public Admin</td>
<td>163</td>
</tr>
</tbody>
</table>


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87 Ibid.
Table 4D–4.
Largest Employers in Attleboro, other than the City of Attleboro

<table>
<thead>
<tr>
<th>Company Name</th>
<th>Nature of Business</th>
<th>Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sturdy Memorial Hospital</td>
<td>Medical Facility</td>
<td>1,727</td>
</tr>
<tr>
<td>Sensata Tech</td>
<td>Controls</td>
<td>1,200</td>
</tr>
<tr>
<td>Stern–Leach</td>
<td>Manufacturing</td>
<td>800</td>
</tr>
<tr>
<td>Robbins Company</td>
<td>Manufacturing</td>
<td>710</td>
</tr>
<tr>
<td>Cookson Group</td>
<td>Manufacturing</td>
<td>644</td>
</tr>
<tr>
<td>Hallmark Sweet</td>
<td>Manufacturing (Jewelry)</td>
<td>499</td>
</tr>
<tr>
<td>Jostens, Inc.</td>
<td>Manufacturing (Jewelry)</td>
<td>480</td>
</tr>
<tr>
<td>Community Visiting Nurses Agency</td>
<td>Nursing Services</td>
<td>300</td>
</tr>
<tr>
<td>Morins Diner, Inc.</td>
<td>Restaurant &amp; Catering</td>
<td>280</td>
</tr>
<tr>
<td>Life Care Center of Attleboro</td>
<td>Nursing Homes</td>
<td>190</td>
</tr>
</tbody>
</table>

Source: City of Attleboro, General Obligation Bond Prospectus, June 15, 2010; Attleboro Chamber of Commerce, March 2010.

Data from 2001 to the present illustrates several trends within the Attleboro employment base. Overall, the number of jobs in both the goods and the services domains decreased from 21,649 jobs in 2001 to an estimated 16,238 jobs in 2009 – a 25 percent decline. However, some of Attleboro's industries have not experienced the same level of decline, nor is it likely that this decline will continue. Between 2001 and the second quarter of 2007, construction and financial activities increased by 6.9 percent and 10.1 percent, respectively, and education and health services increased 6.2 percent. The leisure and hospitality industry also grew 13.5 percent. Industries showing the greatest decline between 2001 and 2007 include manufacturing (31.9 percent), trade, and transportation. Utilities declined 11.8 percent, and professional and business services fell 37.8 percent.88

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88 Massachusetts Department of Labor and Workforce Development, ES–202, Economic Data Programs, <www.detma.org>, and Community Opportunities Group, Inc.
Attleboro’s employment base is not expected to undergo major change between the present conditions and 2030. It will be difficult for Attleboro to capitalize on growth trends in information technology, healthcare and professional services given the general education level and skills of its workforce. However, Attleboro should experience some growth in retail, as well as trade and services employment which is expected to grow on a regional basis.

Between 2001 and 2004, trades surpassed manufacturing in total employment regionally. In the same period, almost twice as many people were employed in services than manufacturing.89 Small– to mid-sized businesses have gained prominence in Attleboro. Although the City’s total employment figures have declined 25 percent between 2001 and 2009, the number of employers in Attleboro increased 6 percent, indicating a shift away from businesses that employ a large number of people, for example large industry and, notably, manufacturing. During this same period, wages have also increased by roughly 17.6 percent, consistent with the trend towards service jobs.90

Table 4D–5. Attleboro Wages, Employment and Employers

<table>
<thead>
<tr>
<th></th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekly Wage</td>
<td>$631</td>
<td>$636</td>
<td>$683</td>
<td>$715</td>
<td>$732</td>
<td>$775</td>
<td>$792</td>
<td>$819</td>
<td>$742</td>
</tr>
<tr>
<td>Average Monthly Employment</td>
<td>21,649</td>
<td>20,418</td>
<td>19,744</td>
<td>19,710</td>
<td>19,089</td>
<td>18,639</td>
<td>18,664</td>
<td>17,872</td>
<td>16,238</td>
</tr>
<tr>
<td>Number of Employers</td>
<td>1,002</td>
<td>1,040</td>
<td>1,049</td>
<td>1,087</td>
<td>1,078</td>
<td>1,093</td>
<td>1,088</td>
<td>1,057</td>
<td>1,063</td>
</tr>
</tbody>
</table>

Source: Massachusetts Department of Labor and Workforce Development, ES–202, Economic Data Programs.
*2009 estimate based on 3rd quarter data

Figure 4D-3. Employment Base Reallocation, 2000-2007
Source: MA DOL, ES-202, Economic Data Programs and COG, Inc.
*2007 estimate based on 1st and 2nd quarter data

90 Massachusetts Department of Labor and Workforce Development, ES-202, Economic Data Programs, <www.detma.org>, and Community Opportunities Group, Inc.
Unemployment
Between 1990 and 2000, Attleboro’s unemployment rate dropped from 6.9 to 3.7 percent.91 The City’s unemployment rate in 2000 was consistent with the rates of most communities in the region and comfortably below the statewide rate of 4.6 percent.92 However, by the end of the decade these figures had changed dramatically. While in 2005 Attleboro’s unemployment rate was 5.4 percent, due to the economic recession by the end of 2009, it was 10.4 percent.

Table 4D–6.
Labor Force Estimates by City And Town, First Quarter 2010

<table>
<thead>
<tr>
<th>City</th>
<th>Labor Force</th>
<th>Employed</th>
<th>Unemployed</th>
<th>Unemployment Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>IQ 2010</td>
</tr>
<tr>
<td>Attleboro</td>
<td>24,396</td>
<td>21,545</td>
<td>2,851</td>
<td>11.70%</td>
</tr>
<tr>
<td>Mansfield</td>
<td>12,931</td>
<td>11,909</td>
<td>1,022</td>
<td>7.90%</td>
</tr>
<tr>
<td>North Attleborough</td>
<td>16,443</td>
<td>14,616</td>
<td>1,827</td>
<td>11.10%</td>
</tr>
<tr>
<td>Norton</td>
<td>10,710</td>
<td>9,614</td>
<td>1,095</td>
<td>10.20%</td>
</tr>
<tr>
<td>Rehoboth</td>
<td>6,874</td>
<td>6,079</td>
<td>795</td>
<td>11.60%</td>
</tr>
<tr>
<td>Seekonk</td>
<td>7,600</td>
<td>6,666</td>
<td>934</td>
<td>12.30%</td>
</tr>
<tr>
<td>Bristol County Workforce Area</td>
<td>200,664</td>
<td>174,755</td>
<td>25,909</td>
<td>12.90%</td>
</tr>
<tr>
<td>Massachusetts</td>
<td>3,463,467</td>
<td>3,121,333</td>
<td>342,133</td>
<td>9.90%</td>
</tr>
</tbody>
</table>


Note: Data is not seasonally adjusted.

Journey to Work
Journey to Work data published by the Census Bureau indicate that in 1990, 7,554 Attleboro residents, or 39 percent of the labor force, worked in the City.93 By 2000, the number of residents working in the City had declined to 6,696, or 31 percent of the labor force. In 2000, 28 percent of the labor force worked in one of the surrounding communities of North Attleborough, Mansfield, Norton, Rehoboth and Seekonk in Massachusetts, and Central Falls, Cumberland, East Providence and Pawtucket in Rhode Island. According to Census 2000, only 6.3 percent of Attleboro’s labor force

91 1990 Census, Summary Tape File 3, Table P070; Census 2000, Summary File 3, Table P43.
92 Census 2000, Summary File 3 Table P43.
93 U.S. Census Bureau, 1990 County–to–County Worker Flow Files online at <www.census.gov>.
commutes to Boston for work, and an even smaller percentage (3.7 percent) commutes to
Providence. Nearly 74 percent of Attleboro’s residents have daily commutes of 34 minutes or less,
which is consistent with the fact that a majority of its labor force works locally or in a nearby
community.

While most people are employed nearby, the migration of jobs away from Attleboro has resulted in
increased commute times for many City residents. Between 1990 and 2000, the number of people
commuting thirty-five minutes or more to work increased by almost 2,000 people, from 17 percent of
the labor force to 24 percent. Today, a small percentage of residents commute more than 90 minutes,
and only 1.9 percent work at home.

Several major public works and construction projects planned for the region may help to mitigate the
effects of increased automobile traffic on the region and create more jobs for Attleboro.
Improvements to Interstate 95 and roadway reconstruction, such as Route 152 as well as the US Route
1A Bridge/Interstate 95, should improve traffic flow. ARA’s Industrial Business Park expects to add
jobs to the City, and the construction of the ITC and parking facility will also offer local employment
opportunities.

Commercial Base

Attleboro has four commercial centers or corridors: (1) the US Route 1, US Route 1A, Interstate 95 triangle; (2) the Route 123 corridor; (3) the Route 152 corridor, and (4) downtown Attleboro. These commercial areas support small and medium sized businesses including restaurants, services and retailers. In some areas, residences are interspersed with businesses. The density of commercial activity varies from “mom and pop” businesses along the more rural Route 152 to intense uses downtown.

Attleboro’s commercial base includes office space as well as retail enterprise. Nielsen Claritas collects data that indicates whether there is a retail opportunity gap or surplus within a specified area. In the area including and surrounding Downtown Attleboro (based on one, three and five mile radii from 77 Park Street), there is potential for additional retail development to support existing demand. Specifically, within a one-mile radius of downtown, there is an excess demand for grocery and beverage stores, health and personal care stores, and restaurants and drinking places. When the radius is expanded to five miles, there is unmet demand for most types of retail business.

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95 1990 Census, Summary Tape File 3, Table P050; Census 2000, Summary File 3, Table P31.

96 Jim Hadfield (Transportation Planning Manager, SRPEDD) interview by Community Opportunities Group, Inc., October 15, 2010; Comprehensive Economic Development Strategy, 2007, 47.

In South Attleboro, another of Attleboro’s commercial centers, within a one mile radius of the intersection of Robinson Avenue and Brown Street retail demand outweighs supply for most types of stores and services. The same is true for the area defined by a five-mile radius. (Note: A one-mile radius captures all of South Attleboro, areas defined by three and five mile radii are located outside of Attleboro.)

Industrial Base
As described in other sections of this plan, Attleboro has a rich industrial history. Today, Attleboro’s economy is still rooted in this industrial base despite declines in manufacturing and shifting toward a service–based economy. Six percent of the City’s land area is zoned for industrial use and 81 percent of it is developed.

The City is currently developing the Industrial Business Park (IBP) located at County and Tiffany Streets. The site encompasses 175 acres, but only eighty acres are developable due to wetlands and other constraints. The IBP will host light industrial and office businesses. The first occupant is constructing a 30,000 square foot building and the City is negotiating with other businesses to locate at the IBP.

In addition to the IBP, Attleboro also has what is called the Attleboro Corporate Campus, which is where Texas Instruments was once located. The Attleboro Corporate Campus is located off Route 123 (Pleasant Street) on the eastern side of Attleboro. The development is near capacity and hosts a wide range of industrial uses as well as institutional uses.

Educational & Health Care Institutions
Attleboro is fortunate to have Bristol Community College and Bridgewater State University located in the City. Bristol Community College offers 173 courses and advanced degree programs in several areas with a focus on career preparation. The Attleboro campus of Bristol Community College has grown to enroll approximately 1,300 students over the last several years. Bridgewater State University offers four-year degrees programs in partnership with Bristol Community College, expanding area residents' access to higher education. Furthermore, the presence of these schools in Attleboro offers opportunities for employment for people with various skill levels.

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98 Ibid.
99 Attleboro Assessor’s Database.
102 Ayrassian, email message to Community Opportunities Group, Inc., June 28, 2011.
ECONOMIC DEVELOPMENT

Founded in 1913, Sturdy Memorial Hospital is an acute care hospital located in Downtown Attleboro. The hospital employs 1,727 people and provides a wide range of medical care and treatments. The hospital has many community partnerships, and in addition to offering on–site medical care, sponsors community events throughout the year.103 Sturdy Memorial is an invaluable asset to the City as a service–provider and as an employer.

Arts and Culture
The presence of arts and culture is regarded as integral to Attleboro’s identity. There are several cultural institutions in the City including the Attleboro Arts Museum, Women at Work Museum, Attleboro Area Industrial Museum, Triboro Youth Theatre, and the National Shrine of Our Lady of LaSalette. People come to Attleboro to visit the Capron Park and Zoo and attend performances by the Attleboro Community Theatre and the Triboro Youth Theatre.

Furthermore, Attleboro celebrates its arts, culture, and local business with the Expo for the Senses, an annual festival held during the summer. The festival is held downtown and invites local artists, shopkeepers and professionals to display their wares and services.

Local and Regional Trends
Southeastern Massachusetts is one of the fastest growing regions in the state. In the SRPEDD region population growth has outpaced the state since 1970, and this rate of growth is projected to continue. While there has been some growth in the region’s urban centers, the percent of the urban population as a part of the total region has declined.

Major transportation projects will greatly influence the region’s growth, including the proposed South Coast Rail extension of the MBTA’s Commuter Rail line. Currently, under design, one option for the future rail line involves an extension through Attleboro. This is one of three alternatives to connect New Bedford and Fall River with downtown Boston. Construction of the commuter rail extension will attract new, higher–income residents from outside of the region and will promote economic growth in the region. An influx of higher–income residents could spawn the growth of the retail/services industries as well as investment in small business.

Looking forward, between 2005 and 2030, SRPEDD estimates that the regional population will grow 25 percent and regional employment will grow 24 percent. However, this growth will primarily occur in the region’s suburban communities. While the suburbs experience dramatic growth, urban centers in the region,104 including Attleboro, Fall River, New Bedford, and Taunton, will likely experience continued decline in their share of the overall population from 48 to 43 percent.105

SRPEDD projects that the employment share of the region’s four main urban centers will decline from 52 to 45 percent between 2000 and 2030, and employment growth will occur in suburban

104 The southeast region of Massachusetts is defined by the towns of Plainville, Mansfield, Norton, Raynham, and Middleborough to the north, Carver and Wareham to the east, the Rhode Island border to the west and Buzzards Bay to the south.
105 SRPEDD, 2003 Regional Transportation Plan, Chapter 2, Pages 2, 4, and 7.
communities. Communities such as Mansfield, Norton, North Attleborough, Raynham, Taunton, and Middleborough will likely see their employment figures rise by over three thousand jobs during this time.

National employment trends point to an aging labor force, declines in participation rates, a continuing shift away from manufacturing and trend toward employment growth in service industries including information technology, healthcare, childcare, and professional services. Analyses completed by SRPEDD indicate that Southeastern Massachusetts will closely follow these national trends. The decline of manufacturing in the region will slow as the “cumulative effects of nearly three-quarters of a century of ‘de–industrialization’ [that] produced an acute employment shock in the region” over the previous 20–25 years tempers. While the fields of information technology and high–tech manufacturing should continue their steady rise throughout the region, industries such as professional services, healthcare, and child–care services are likely to experience the greatest growth on a regional basis. Recent changes in the region’s employment base highlights this shift.

Issues, Challenges, and Opportunities

- Economic development is a pressing issue for the City of Attleboro and the City is working diligently to retain current business and bring new business to the City. Although the Office of Economic Development has been established under the Mayor’s Office, there is no City office or position working exclusively on this effort.
- As one of New England’s former manufacturing centers, Attleboro’s workforce has been skilled in the production and manufacture of goods. Services, technology, and healthcare are growing industries and require different skills and higher levels of education.
- US Route 1 in South Attleboro bisects the City in its western corner. Along US Route 1 are retail and other commercial establishments that draw heavy car traffic and are fronted by large parking lots. The stretch of Route 1 that runs through Attleboro is visually unappealing and chaotic, and creates a physical barrier between South Attleboro and the rest of the City.
- The City is fortunate to have an existing network of infrastructure, public transportation (bus and train service), and access to Interstate 95. Attleboro is close to Providence, its economic base and universities, and within one hour’s distance from the Boston metro area. Furthermore, Attleboro has a unique history and cultural presence that contribute to the attractiveness of the City as a place to live.
- Once a center of commercial and industrial activity, Attleboro’s downtown is currently underutilized. Many storefronts are vacant and retail and services are limited. The City continues to work toward the economic revitalization of this area.

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Given Attleboro’s industrial past, it is not surprising that there are several brownfields where factories and other industrial uses once were. Several sites are clean and are currently used for multiple purposes. However, this is a real and current issue for the City as it looks to redevelop some of these areas.

Attleboro is home to several non-profit organizations, including those in the healthcare industry. The organizations are tax-exempt and while the City benefits from the many jobs and the market they provide to “spin-off,” or secondary businesses, such as lunch spots, convenience stores and copy centers, this benefit may be offset by the loss of tax revenue.

Recommendations

- Create an Economic Development Coordinator position at the municipal staff level to guide the City’s economic development efforts. The coordinator would work to draw business to Attleboro, provide support to existing businesses, and act as a liaison between the City and business community. The coordinator could link City departments, including the Community Development Department, Mayor’s office and others working to promote economic revitalization in the City.

- The City should work with South Attleboro neighborhoods to develop a revitalization plan for US Route 1 with the intent of making it more attractive and less of a physical barrier.

- The City should work with Downtown businesses to promote downtown and draw people into the downtown area. Furthermore, the City should work with local institutions, including educational institutions, to locate in the vicinity of the Central Business District. (See Goal 10 Policies 3, 9, and 11.)

- The City should continue to invest in business and industrial development in designated areas (IBP). (See Goal 9, Policies 7, 8, 13, and 14.)

- The City should explore whether the loss of tax revenue from the presence of several non-profit organizations offsets the benefits from the jobs they provide and support to secondary businesses and services.
IV.E. Transportation

Existing Conditions
The City of Attleboro is well served by a range of transportation options. With its downtown center the hub of several major routes and with major interstate highways within City limits or close by, Attleboro’s existing road network offers both local and regional access for visitors and residents alike. While the majority of travelers on Attleboro’s road network use private vehicles, the City is also served by a local and regional bus system. In addition, commuter rail stations in Downtown Attleboro and South Attleboro provide another transit option for people who do not own or wish to use their own cars.

Transportation and Land Use
A road network not only determines the level of mobility and accessibility of a place, it also has a close relationship with—and in many cases is a determining factor of—a community’s land use pattern. Telling the story of the evolution of Attleboro’s transportation infrastructure is virtually the same as telling the story of its overall development pattern.

The first phase of Attleboro’s development relied on its waterways, with early tanneries and mills locating along the banks of the Ten Mile River around the turn of the eighteenth century. Later, the focus of industry shifted from waterways to roads with businesses locating in what would become the downtown, around the junction of major roadways from Boston to Southeastern Massachusetts and from Plymouth to Providence. In 1836, the Boston–Providence Railroad arrived, anchoring Attleboro’s identity as an industrial urban center. This process established the land use and transportation pattern still evident in Downtown Attleboro today: major roadways (now Route 118, Route 123, and Route 152) and rail radiating from a dense, urban core.

Over time, another residential center formed in South Attleboro and commercial development proliferated along and between US Route 1 and US Route 1A. Until the 1960s, Attleboro consisted of these two distinct areas, separated by farmland and open space and connected by Route 123. The arrival of Interstate Highways in the 1960s (together with zoning decisions made by the City in the 1970s and early 1980s) facilitated the development of large tracts of Attleboro’s open land. Neighborhoods of first single–family and later multi–family homes developed to the south and southeast of the downtown area. Since the 1970s, these areas have continued to develop along with pockets of single–family homes west of Interstate 95.

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111 City of Attleboro, Open Space and Recreation Plan (2002), 10.
113 Ibid.
Roadways

A well-designed and properly functioning road network aims to provide both mobility and accessibility to local and non-local travelers. Mobility refers to the ability to get from one place to another as quickly and comfortably as possible. Accessibility refers to the ability to get to a variety of destinations from one’s present location. In order to meet these related but distinct objectives, different roads have different roles within a city or town. Roads are commonly categorized by their functional class, which refers to how quickly they process traffic, the travel speeds and distances they accommodate (mobility), and the type of access they provide (accessibility).

The Massachusetts Office of Transportation Planning (OTP) categorizes all roads in a hierarchy of functional classes composed of three major categories: arterials (which include Interstate highways), collectors, and local roads. This functional classification system was first completed in 1993 by the each of the state’s regional planning agencies in cooperation with OTP. Table 4E–1, provides summary functional classification data and is followed by a description of each major class with examples from Attleboro.

<table>
<thead>
<tr>
<th>Functional Class</th>
<th>Miles</th>
<th>Jurisdiction</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate</td>
<td>7.99</td>
<td>MA DOT</td>
<td>14.64</td>
</tr>
<tr>
<td>Arterial</td>
<td>33.94</td>
<td>City of Attleboro</td>
<td>170.63</td>
</tr>
<tr>
<td>Collector</td>
<td>8.06</td>
<td>Unaccepted</td>
<td>5.81</td>
</tr>
<tr>
<td>Local</td>
<td>141.08</td>
<td>Total</td>
<td>191.07</td>
</tr>
<tr>
<td>Total</td>
<td>191.07</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


♦ **Arterial Roadways.** The primary function of arterials is to provide the greatest mobility to the greatest number of vehicles with limited accessibility. The arterial class includes Interstate Highways, which allow vehicles to travel at relatively high speeds for long uninterrupted distances but offer limited access to local destinations. Attleboro has access to three interstate highways: Interstate 95 in the southwest portion of the City, Interstate 295 (the beltway for the Providence region, which terminates along the Attleboro portion of Interstate 95), and Interstate 495.

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114 Note: The Executive Office of Transportation’s Office of Transportation Planning further subdivides the arterial class into “principal arterials” and “minor arterials.” However, for this summary of the data they have been grouped. Roads are also categorized according to whether they are in a rural or urban area. Because all of Attleboro has been categorized as an urban area, all roadways use the urban classification.

In addition to Interstates, Attleboro is also well served by a network of other arterial roads including Route 118, Route 123, and Route 152, all of which converge in Attleboro’s downtown. Route 123 is also a route from Downtown to South Attleboro, where it intersects with Route 1 and 1A. Together with the Interstates, these roads comprise 22 percent of Attleboro’s total road mileage.

- **Collector Roads.** Collectors provide some level of both mobility and access by collecting traffic from smaller local roads and funneling it onto arterials. In Attleboro, they account for a relatively small percentage (4 percent) of the City’s total road mileage. Pike Avenue, Rocklawn Avenue, and Robinson Avenue; Brown Street, Collins Street, Tiffany Street, May Street, Bacon Street, and Bishop Street; a portion of West Street and Adamsdale Road function as collector roadways.

- **Local Roads.** All roads not classified as Arterial or Collector fall into the category of local roads. The primary purpose of local roads is to provide access to local destinations with little emphasis on mobility. Local roads comprise the majority (74 percent) of Attleboro’s centerline road miles.

Most of the roads in Attleboro are owned and controlled by the City. The Massachusetts Department of Transportation (DOT) owns small sections of collector and local roads, and a more substantial percentage of the City’s arterials. About three percent of the Attleboro’s roads are unaccepted ways, including roads open for public use but not formally accepted by the Municipal Council, as well as private ways.

**Planned Roadway Projects**

As part of its capital improvements program, the City proposes, plans, and tracks reconstruction and new construction of Attleboro’s roadways. The Capital Improvements Program for fiscal year 2011–2015 includes the following projects:

- **Reconstruction of Route 152 (North Main Street),** which will be completed in two phases:
  - Phase I was completed in Fall 2009 and reconstructed North Main Street from Toner Boulevard to Holcott Drive.
  - Phase II was completed in Summer 2011 and reconstructed North Main Street from Holcott Drive to Claflin Street.116

- **Street Resurfacing Program:** This program has been implemented continuously since 1986 and is operated with Chapter 90 funds. Each year, the Mayor and Department of Public Works generate a list of streets chosen from a previously designated area to be resurfaced. Planning for the program typically is conducted for five–year time horizons through the fiscal year Capital Improvements Program.117

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116 Capital Improvements, Program, Fiscal Years 2011–2015, 63, 95; Gary Ayrassian (Director of Planning and Development, Attleboro, MA) interview by Community Opportunities Group, Inc., December 10, 2007.

In addition to the projects listed above, the City has completed roadway improvements on Tiffany Street between Interstate 95 and County Street. The project is part of the construction for the Industrial Business Park and includes new sidewalks and pavement to accommodate increased vehicle and truckloads.\textsuperscript{118}

Bridges

Attleboro’s \textbf{Capital Improvements Program} also includes the design and construction status of Attleboro’s bridges. Those listed in the fiscal year 2011–2015 CIP include:

\begin{itemize}
\item County Street Bridge replacement over the Massachusetts Bay Transportation Authority (MBTA) railroad tracks: Construction was completed in June 2011.
\item Olive Street Bridge replacement over MBTA/Amtrak railroad tracks: This project started construction in Spring 2012 and is expected to be completed in 2013.
\item North Main Street Bridge replacement over the Bungay River (this project will replace the original bridge which dates to 1930): Construction was completed in June 2012.
\item Olive Street Bridge replacement over MBTA/Amtrak
\item Design of the Bank Street Bridge over the Bungay River: Design for this project will begin in August 2012.
\item Pitas Avenue Bridge design: Funds have been requested for design.\textsuperscript{119}
\end{itemize}

In addition to the City’s \textbf{Capital Improvements Program}, the condition, as well as the planning and construction status, of Attleboro’s bridges is reported in the Southeast Regional Planning and Economic Development District’s (SRPEDD) \textbf{Regional Transportation Plan}. The \textbf{Regional Transportation Plan} distinguishes inadequate bridges in terms of whether they are \textit{structurally deficient} or \textit{functionally obsolete}. A bridge is structurally deficient if the bridge deck, pavement, or supporting structure fails to meet the requisite standards.\textsuperscript{120} Of the 59 structurally deficient bridges identified in SPREDD communities, three are located in Attleboro. However, one of these (the Thacher Street bridge above the MBTA/Amtrak railroad) underwent reconstruction in 2007.\textsuperscript{121}

Functionally obsolete bridges have inadequate width and/or vertical clearance. These bridges do not warrant as urgent attention as structurally deficient bridges, but they are nevertheless important to monitor, especially if used as an evacuation route. Of the 94 functionally obsolete bridges identified in the SRPEDD 2007 \textbf{Regional Transportation Plan}, fifteen are located in Attleboro. Four of the 94 identified bridges are scheduled for or are undergoing improvements.\textsuperscript{122}

\begin{itemize}
\item John Clover (DPW Superintendent, City of Attleboro) interview by Community Opportunities Group, Inc., October 19, 2010.
\item Capital Improvements, Program, Fiscal Years 2011–2015, 63–64, 95, Gary Ayrassian, August 31, 2010.
\item Southeast Regional Planning and Economic Development District, \textit{2007 Regional Transportation Plan}, (2007), 7–1.
\item Ibid, 7–3.4.
\item Ibid, 7–6–10.
\end{itemize}
Public Transportation

Attleboro is fortunate to have a wide range of transportation alternatives to private auto use including commuter rail, regional bus service, and airports nearby.

Bus Service

The Greater Attleboro–Taunton Regional Transit Authority (GATRA) provides local and regional public transportation for Attleboro. Operating in twenty–three member communities, GATRA provides local fixed route bus service, inter–city bus service, paratransit, Medicaid and Human Services transport, and commuter rail connection service. Five fixed routes provide transportation between Attleboro and neighboring communities, including North Attleborough, Plainville, Seekonk, Norton, and Taunton.123 Annually, approximately 250,000 people ride GATRA buses.124

Rail Service

Attleboro is home to two Massachusetts Bay Transportation Authority (MBTA) Commuter Rail stations: one in Downtown Attleboro and the other in South Attleboro. Located on the MBTA’s Providence/Stoughton Line, the commuter rail offers service to major regional destinations such as Boston (approximately 45 minutes from Downtown Attleboro) and Providence (approximately 20 minutes from Downtown Attleboro).

Parking capacity is an issue at both commuter rail stations. At the Downtown Attleboro station, there are 780 formal parking spaces125 and 200 spaces on private property. The SRPEDD 2007 RTP reports that, when last studied in 1999, these spaces were 96 percent full by 9:00 a.m. The City is constructing an Intermodal Transportation Center (ITC) in the downtown as part of the Downtown Development Plan. One of the objectives of the ITC will be to add parking for commuters.126 At the South Attleboro station, there are 567 formal parking spaces with informal parking providing another 195 spaces.127 The total parking supply (762 spaces) reaches capacity by 7:15 a.m. each weekday. GATRA is currently awaiting a commitment from the MBTA to match federal funds for the development of an expanded parking facility for the South Attleboro station.

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124 Ayrassian, 31 August 2010.
126 SRPEDD, Regional Transportation Plan (2007), 5–22 to 5–23 passim
Air Service
Attleboro is served by two nearby commercial airports: Logan International Airport in Boston (approximately 42 miles away) and T.F. Green International Airport in Warwick, Rhode Island (approximately 20 miles away).

Pedestrian and Bicycle Accommodation

Proposed Pedestrian Improvements
With an historic downtown core and substantial swaths of older, residential neighborhoods, Attleboro holds great potential as a walkable community. However, in some areas, insufficient and/or poorly maintained pedestrian infrastructure makes walking difficult and potentially unsafe. Attleboro roadways with documented or potential pedestrian issues are identified in the SRPEDD 2007 Regional Transportation Plan and are summarized in Table 4E–2.

Attleboro has installed new sidewalks on Park Street and improved street lighting to try to address the pedestrian dangers of the street. In addition, the City’s current Sidewalk Reconstruction Program continues to improve walking conditions along all Attleboro streets. The program is similar to the Street Resurfacing Program in that it began in 1986 and is implemented annually. The Mayor, together with the Department of Public Works and Schools Department, generate a list of sidewalks requiring reconstruction and/or streets that require new sidewalk construction. Like the Street Resurfacing Program, the Sidewalk Reconstruction Program is operated with Chapter 90 funds.

Table 4E–2. Roadways with Pedestrian Issues

<table>
<thead>
<tr>
<th>Road Name/Intersection</th>
<th>Roadway Characteristics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park Street (Union to County)</td>
<td>Urban corridor, high pedestrian crash history</td>
</tr>
<tr>
<td>Dexter Street (S. Main to Oakdale)</td>
<td>Incomplete/no sidewalks, close to 2+ destinations, pedestrian crash history</td>
</tr>
<tr>
<td>Newport Ave (Park Circle to Barrows)</td>
<td>Incomplete/no sidewalks, close to 2+ destinations, pedestrian crash history</td>
</tr>
<tr>
<td>Oakhill Ave (Lee Street to Rehoboth) and Park Street to Steere Street</td>
<td>Incomplete/no sidewalks, close to 2+ destinations</td>
</tr>
<tr>
<td>Route 1 – Washington Street (Newport Avenue to North Attleborough)</td>
<td>Incomplete/no sidewalks, close to 2+ destinations (Mass DOT jurisdiction)</td>
</tr>
</tbody>
</table>


With the planned construction of the ITC and overall revitalization and redevelopment goals, Downtown Attleboro constitutes a particular area of focus with regard to pedestrian issues. These issues were discussed in Advancing Downtown Attleboro: Downtown Development Plan and Implementation Strategy, which was produced to coordinate planning for the proposed ITC with overall downtown redevelopment. Recommendations to promote pedestrian safety and

128 John Clover; October 19, 2010.
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convenience included installing additional crosswalk improvements throughout the downtown, enhancing sidewalks over the three downtown rail overpasses, and making general improvements to sidewalks in both residential and commercial areas.

Planned bicycle projects

Two bike routes have been designated by the City and Bike Attleboro. The routes are marked with signage and striping on the roadway. The first route is 3.2 miles long and includes Rome Boulevard, Rathbun Willard Drive, Dennis Street, Mechanic Street, Riverbank Road, Watson Avenue, Hodges Street, Water Street, West Street, and North Avenue. The second route is 7.2 miles and includes South Main Street, Thurber Avenue, Oak Hill Avenue, Locust Street, Thacher Street, County Street and Tiffany Street.130 Aside from these local projects, there is an opportunity for Attleboro to connect to the following regional bikeways:131

- Mansfield Bike Path, connecting by way of Thacher Street, Lamb Street, South Main Street, Maple Street, Park Street, Bishop Street, Pike Street, Peckham Street, Union Road, South Worcester Street, and West Main Street in Norton.

- Blackstone River Bikeway and the Ten Mile River Greenway, connecting by way of County Street, Central Ave/Newman Avenue (into Seekonk), and Brook Street (into Rhode Island).

Critical Traffic Areas

The Southeastern Regional Planning and Economic Development District (SRPEDD) is the regional planning agency for Attleboro. Every three years SRPEDD publishes a Regional Transportation Plan (RTP), which identifies congestion issues for each municipality within the Southeastern Massachusetts Municipal Planning Organization. The most recent iteration of the RTP, completed in 2007, identifies the following congestion issues in Attleboro.132

- North Main Street (Route 152) at Holden Street, Intersection: This intersection was first identified as a congestion problem in 1985. Various solutions were considered, including construction of a new connector road between Route 123 and Route 152. The City is now addressing this issue through a two-phase widening and reconstruction project for North Main Street. Phase I is complete. It widened and reconstructed North Main Street from Toner Boulevard to Holcott Drive. Phase II is substantially complete. It slightly widened and reconstructed North Main Street from Holcott Drive to Clafin Street.133

- Pleasant Street (Route 123) at Starkey Street, Intersection: This intersection (essentially the other end of Holden Street) functions as a connector between North Main Street and Pleasant Street and becomes extremely congested as vehicles attempt to bypass the Central Business District. Further study of the issue has been recommended.


131 Ibid, 12–16.

132 SRPEDD, Regional Transportation Plan (2007), 5–4 to 5–23 passim.

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- **South Avenue (Route 123) at Tiffany Street**: Due to existing congestion along the Route 123 corridor adjacent to Interstate 95 and the Industrial Business Park, the City is making modifications to Tiffany Street. The project is intended to both enable Tiffany Street to function as the primary access road connecting to Interstate 95 and to reduce congestion along Route 123.

- **North Main Street (Route 152) and Toner Boulevard at Interstate 95 Interchange**: Toner Boulevard is a road segment connecting the on–ramps and off–ramps of Interstate 95 at Exit 5 to North Main Street (Route 152). The intersections at each of these ramps are severely congested. A series of short–term intersection improvements have been recommended and are awaiting implementation.

- **West Street (Route 123) and Newport Avenue/Orr Street, Intersection**: This intersection exhibits high levels of congestion at peak periods and requires further study.

In addition to problems along local and state routes, Interstate 95 from the Attleboro/Rhode Island State line to its interchange with Interstate 93 has also been identified as having congestion issues. Massachusetts Department of Transportation has completed the first phase of planning for improvements along this stretch of highway. Proposed improvements include a full range of alternatives (interchange, highway and non–highway improvements, and multi–modal options).134

Local and Regional Trends

Commute Patterns
As one of the region’s urban centers, Attleboro is both a source of and destination for commuter traffic. Almost one–third of employed residents work in the City, while the majority of Attleboro’s jobs are filled by persons residing outside the City. By far, most people commuting to, from or within Attleboro travel by car. However, data indicates that the number of people relying on public transit and other alternative modes of transportation to get to work is slowly growing.

**Commuting From and Within Attleboro**
Attleboro’s employed residents travel both locally and regionally for work. A relatively large number of Attleboro residents (31.1 percent in 2000) commute within the City, making it the most popular destination for workers. Another nearby destination—North Attleborough—accounts for the second–highest number of Attleboro commuters, with about 7.6 percent of the City’s employed labor force traveling there daily.

<table>
<thead>
<tr>
<th>Destination</th>
<th>Number of Attleboro Workers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attleboro</td>
<td>6,696</td>
</tr>
<tr>
<td>North Attleborough</td>
<td>1,638</td>
</tr>
<tr>
<td>Boston</td>
<td>1,357</td>
</tr>
<tr>
<td>Mansfield</td>
<td>882</td>
</tr>
<tr>
<td>Providence, RI</td>
<td>802</td>
</tr>
<tr>
<td>Pawtucket, RI</td>
<td>559</td>
</tr>
<tr>
<td>Norwood</td>
<td>525</td>
</tr>
<tr>
<td>Foxborough</td>
<td>490</td>
</tr>
<tr>
<td>Taunton</td>
<td>431</td>
</tr>
<tr>
<td>Franklin</td>
<td>388</td>
</tr>
<tr>
<td>Norton</td>
<td>367</td>
</tr>
</tbody>
</table>

Source: Census 2000, Journey to Work (MCD/County to MCD/County Worker Flow Files)

TRANSPORTATION

Interstate 95 provides access to larger, regional employment centers such as Boston and Providence, Rhode Island, with 6.3 percent and 3.7 percent of the City’s workforce commuting there respectively. In 2000, 415 Attleboro residents worked at home, a 13.4 percent increase from 1990. Other top commuter destinations include Mansfield, Pawtucket (Rhode Island), Norwood, Foxboro, Taunton, Franklin, and Norton.135

In Attleboro, as in most small urban or suburban communities, driving alone is the most common means of transportation for commuting. Between 1990 and 2000, the percentage of commuters who drove alone increased slightly while the percentage of those who carpooled decreased slightly. In 2000, about 54 percent of commuters used public transportation, a slight increase from 4.3 percent in 1990 with the majority of those riders (77 percent in 2000) using the MBTA commuter rail. The number of people who walk to work dropped by half between 1990 and 2000, according to Census data.136

Furthermore, 2010 estimates for this data indicate that as a proportion of the labor force, 3 percent fewer Attleboro residents drive alone to work than in 2000 and approximately 3 percent more people ride public transportation. The number of people who bicycle to work almost doubled, totaling 78 people in 2010. More people work from home, an increase of 19 percent from 2000.137

The average travel time to work for Attleboro residents in 2000 was 27 minutes, a six minute increase from the average in 1990.138 In 1990, the majority of Attleboro commuters spent 10 to 14 minutes commuting, while in 2000 most common commute time was between 15 and 19 minutes. In general, the number of Attleboro workers with shorter commute times (under 25 minutes) decreased between 1990 and 2000 and the number with longer commute times (over 25 minutes) increased. The

<table>
<thead>
<tr>
<th>Table 4E-4. Means of Transportation to Work</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Attleboro Workers</td>
</tr>
<tr>
<td>1990</td>
</tr>
<tr>
<td>Car, truck, or van:</td>
</tr>
<tr>
<td>Drove alone</td>
</tr>
<tr>
<td>Carpoled</td>
</tr>
<tr>
<td>Public transportation</td>
</tr>
<tr>
<td>Motorcycle</td>
</tr>
<tr>
<td>Bicycle</td>
</tr>
<tr>
<td>Walked</td>
</tr>
<tr>
<td>Other means</td>
</tr>
<tr>
<td>Worked at home</td>
</tr>
<tr>
<td>Total commuting</td>
</tr>
</tbody>
</table>

Source: U.S. Bureau of the Census, Census 1990, SF 3, Table P049; Census 2000, SF3, Table P30.


most dramatic change between 1990 and 2000 was the number of people traveling over ninety minutes to work, which increased 262 percent between 1990 and 2000.\textsuperscript{139}

\begin{table}[h]
\centering
\caption{Table 4E–5. Actual and Estimated* Travel Time to Work}
\begin{tabular}{|l|c|c|c|}
\hline
 & 1990 & 2000 & 2010* \\
\hline
Less than 15 Minutes & 6,866 & 6,321 & 6,429 \\
15 – 29 Minutes & 7,051 & 7,319 & 7,302 \\
30 – 44 Minutes & 2,821 & 3,462 & 3,750 \\
45 – 59 Minutes & 1,196 & 1,772 & 2,143 \\
60 or more Minutes & 1,214 & 2,251 & 2,369 \\
\hline
\end{tabular}
\caption*{Source: Bureau of the Census 1990, SF3 Table P050; Census 2000, SF3 Table P31; Claritas, Inc. Pop–facts: Demographic Snapshot 2010 Report.}
\end{table}

Estimates for 2010 travel times to work for Attleboro residents indicate a general increase in all commute time groupings since 2000, with percent changes ranging from 1.7 to 20.9 percent. The greatest increase is in people traveling 45 to 59 minutes to work. It is important to note, however, that these numbers are a function of estimated population changes. They demonstrate percentage changes in travel time groupings if current trends were to continue, without taking into account the affect of other variables that may affect commute times.\textsuperscript{140}

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{figure4e1.png}
\caption{Figure 4E-1. Percent Change in Travel Time to Work, 1990-2000}
\caption*{Source: Bureau of the Census 1990, SF3 Table P050; Census 2000, SF3 Table P31}
\end{figure}

\textsuperscript{139} For purposes of comparison, the number of Attleboro commuters overall increased 10% between 1990 and 2000.

\textsuperscript{140} Nielsen Claritas, “Demographic Snapshot 2010 Report.”
Commuting to Attleboro

As one of the region’s largest employment centers, Attleboro is itself a commute destination for residents in other cities and towns. The largest percentage (9.3 percent) of commuters to Attleboro (excluding Attleboro residents) comes from Pawtucket, Rhode Island. Other Rhode Island municipalities send significant numbers of workers to Attleboro, including Cumberland, Providence, and East Providence. In Massachusetts, the top residences for Attleboro workers other than Attleboro are the nearby communities of North Attleborough and Taunton (sending 6.6 and 4.3 percent of Attleboro's workers respectively), and Fall River, Norton, Seekonk, and Rehoboth, each sending between 2.4 to 2.7 percent of the City's workers.¹⁴¹

Transportation Infrastructure

Planned transit and roadway projects not only facilitate travel within Attleboro but also support the economic vitality of the City. Attleboro will gain prominence as a regional transportation hub through the development of the ITC. This center, with complementary pedestrian improvements, will stimulate revitalization efforts downtown while responding to increased demand for public transit. Furthermore, Attleboro is creating bicycle routes and improving its roadway and bridge infrastructure.

Planned Transit Projects

Attleboro’s ITC will be located on the current site of the Downtown Attleboro MBTA commuter rail parking lot. The centerpiece of a comprehensive redevelopment planning effort led by the Attleboro Redevelopment Authority (ARA), the ITC is a response to several trends and issues affecting existing transit facilities:

- A seven percent increase in ridership on the Attleboro/Providence MBTA line between February 2001 and February 2005¹⁴² and subsequent increase in demand for commuter parking spaces.
- Near-capacity status of the Downtown Attleboro station parking lots. According to a 1999 study, the station’s 970-space parking lot was 96 percent full by 9:00 a.m.¹⁴³
- Downtown congestion problems and delays associated with peak-period access to the existing commuter parking.¹⁴⁴
- Lack of integration between existing transit service, particularly the Great Attleboro Taunton Regional Transit Authority (GATRA) and the MBTA.

¹⁴¹ U.S. Bureau of the Census, 2000, MCD/County to MCD/County Worker Flow Files.
¹⁴² Ibid, 10–2.
The ITC will include a structure with at least 1,050 total public commuter parking spaces (an increase of approximately 400 spaces), a new GATRA terminal, and pedestrian–friendly streetscape improvements.\textsuperscript{145}

In order to meet demand for transit services while the ITC is under planning and construction, GATRA has obtained funds to make the following improvements:\textsuperscript{146}

- Renovation of the existing station building.
- Expansion of the existing surface lot west of the MBTA railroad tracks by 100–200 parking spaces.
- Existing commuter parking lot redesign, including an additional point of egress and improved site safety.

The City has made progress with development of the ITC with the clearing of the site and completion of the layout of the first phase. Currently, the project design is under final review, awaiting approval and release of funds from the Federal Transit Administration. The riverfront restoration and streetscape improvement components of the development are currently being designed.\textsuperscript{147}

**Issues, Challenges, and Opportunities**

- Attleboro has an extensive network of transportation infrastructure, but one that has grown and expanded over time. Therefore, maintenance of existing infrastructure, periodic upgrades, and safety improvements are of critical importance in the City.
- Attleboro is currently developing the ITC and pursuing economic revitalization of the City. Economic development and transportation go hand–in–hand, and Attleboro has access to major roadways, rail lines and public transportation. Attleboro has an opportunity to benefit from its transportation network and use it to promote economic revitalization.
- Currently, there are areas of traffic congestion in the City. As Attleboro grows and draws more business to the City, traffic will increase.
- Attleboro is fortunate to offer access to public transportation to its residents. In addition, people are looking for alternative modes of transport, such as bicycling and walking. The City will need to respond to this interest and expand its transportation network.
- Attleboro is fortunate to have a close relationship with its regional planning agency, SRPEDD. SRPEDD conducts transportation planning and prepares the **Transportation Improvement Plan** (TIP) for Southeastern Massachusetts. As many transportation issues are regionally based, SRPEDD’s active approach to transportation planning has direct impact on Attleboro.

\textsuperscript{145} Ibid, 31.


\textsuperscript{147} Ayrassian, August 31, 2010.
Recommendations

- The City should continue to prioritize and plan for roadway infrastructure improvements through its **CAPITAL IMPROVEMENTS PROGRAM** (See Goal 8, Policy 2).

- In an effort to take advantage of the benefits of transit-oriented development, the City should support and encourage housing development in the downtown area with financial and other incentives. For downtown revitalization, the City will need to create linkages between the ITC, housing, retail, services, and arts and culture. (See Goal 10, Policies 4 and 9.)

- Attleboro should continue to work with SRPEDD to address regional transportation issues and planning efforts. (See Goal 8, Policy 1.)

- The City should look for ways to link modes of public transportation, creating a multi-modal transportation network. The City should assess all new development and substantial redevelopment projects for their ability to contribute to an alternative transportation network that includes bike lanes, walking paths, and sidewalks. (See Goal 3, Policy 2, and Goal 7, Policy 3.)
IV.F. Environmental Resources\textsuperscript{148}

Existing Conditions

Topography, Geology & Soils

The topography of Southeastern Massachusetts and the Rhode Island region is predominantly influenced by historic glacial activity. As the area’s glacial ice retreated, melting water left behind distinct landscape features including glacial ridges, eskers, and outwash plains. These landforms create topography of level terrain with gently rolling hills characteristic of the region.

As is typical in the region, Attleboro’s landscape is relatively level with elevations ranging between 100 and 140 feet above sea level. There are, however, three hills within the City with elevations greater than 200 feet: Oak Hill (266 feet), Walnut Grove Hill (253 feet), and Ides Hill (260 feet). Both Walnut Grove Hill and Ides Hill are comprised of bedrock with a number of exposed ledge outcroppings and slopes greater than 15 percent. In contrast, Oak Hill consists of unconsolidated material comprised of boulders, gravels, and sand. Attleboro’s lowlands are dominated by forested river basins with level topography and vast areas of wetlands.

The geology of Attleboro includes three types of primary bedrock formations: Rhode Island, Dighton, and Wamsutta. The Rhode Island formation is the most common and is composed of a slightly metamorphosed conglomerate consisting of sandstone and shale. The Dighton formation, a slightly metamorphosed conglomerate of shale, mudstone, siltstone, and sandstone, is found primarily along the southern side of South Avenue between County Street and Interstate 95. The Wamsutta formation is largely found in locations along the City’s border with North Attleborough extending from the Highland Avenue area to North Main Street. The Wamsutta formation is considered unique to the area and is distinguished by its red colored shale and sandstone. In the Walnut Grove Hill area the formation includes volcanic agglomerates of balsitic and “red” felsite.

Soil profiles in Attleboro range from poorly drained soils with high organic matter content located within the river valleys to well drained mineral soils consisting primarily of sands and gravels in the City’s upland areas. The composition of soils in Attleboro was influenced predominantly by historic glacial activity. These soils are categorized as either glacial till or glacial outwash. Other soil types common to Attleboro have been influenced by wetlands and river systems and are high in organic matter. Below is a discussion of the soils in Attleboro associated with these three categories:

- **Glacial Till** consists of unsorted, non-stratified glacial drift consisting of clays, silt, sand, and boulders transported and deposited by glacial ice. Soils associated with glacial till include Paxton and Charlton soils found primarily on glacial ridges located in the areas of Highland Avenue, Walnut Grove Hill, Ides Hill, Locust Street, and Manchester Reservoir. Each of these areas is characterized by bedrock outcrops and may have slopes greater than 15 percent. Other soils associated with glacial till include Woodbridge, Ridgebury, and Whitman. These soil

\textsuperscript{148} Unless otherwise noted, all information contained in this chapter is from the Attleboro Planning Board and the Attleboro 2009 Open Space and Recreation Plan.
types are located in varying degrees throughout the Attleboro area. Whitman soils, consisting of a loamy till material, is often used for agricultural purposes and is usually found in depressions and drainways with slopes of less than three percent. In Attleboro, these soils are found in the areas of Richardson Avenue, Read Street and lower County Street.

- **Glacial Outwash Plains** consist predominantly of sorted and stratified areas of gravel, sand and silt deposited by melt water which flowed from retreating glacial ice. Glacial outwash is commonly found in valleys on landforms known as outwash terraces, eskers, kame terraces, outwash fans, or deltas. Soils associated with glacier outwash are the most common type found in Attleboro. Hinkley and Windsor soils are examples of glacial outwash soils found throughout Attleboro. These soils are commonly utilized for sand and gravel mining operations such as those found along Read Street, lower County Street, Handy Street and Thurber Avenue. Other types of glacial outwash soils found in scattered locations throughout Attleboro are Deerfield and Wareham soils.

- **Organic and Hydric soils** are soils that contain a high organic matter content comprised mainly of decomposing vegetative materials and are often saturated with water. These soils are poorly to very poorly drained, and are most often found within depressions and low areas. Medisaprist soils are the most common type of organic soils found in Attleboro. These soils are low-lying soils with organic material that range from sixteen inches to more than ten feet of thickness. The water table is commonly located near or at the ground surface for more than nine months of the year in these areas. Medisaprist soils are found along river basins and wetlands such as the Bungay River basin, the Seven Mile River basin, Chartley Brook, and the Locust Valley area.

**Vegetation**

Attleboro’s vegetative community is typical to the inland Southeastern Massachusetts area. In the City’s suburban areas, vegetation is dominated by forest communities interspersed with open fields and meadows. The predominant forest cover consists of northern hardwoods including upland oaks and red maple. Nearly all forested areas were cleared at some point in the past for farming or commercial purposes, thus eliminating virgin timber stands. In more urban areas of the City, vegetation includes ornamental trees and shrubs planted along roadways and throughout parks and house lots. These plantings are valued for aesthetic and recreational purposes. They are also important for screening less desirable views, reducing noise, and abating pollution.

The forested landscape in Attleboro is dominated by two distinct and diverse communities: upland areas dominated by mixed-oak forests and lower wetland areas dominated by red maple swamps. A typical upland oak forest consists of a mixture of oak and other tree species in the overstory, including black oak, white oak, scarlet oak, and red oak. Other tree species typically occur in lesser numbers mixed with the oaks, including hickory, pine, ash, beech, and maple. These forests typically support a shrub layer consisting of tree saplings and woody shrubs, such as low-bush blueberry, huckleberry, witch-hazel, green briar, sassafras, and sheep laurel. Herbaceous plants in these forests typically include princess pine, teaberry, and various ferns.
ENVIRONMENTAL RESOURCES

Forested wetlands are characterized by saturated or inundated soils with trees as the dominant cover vegetation. The dominant tree species in most of Attleboro’s forested wetlands is the red maple. Other tree species can also be found in the canopy of these areas including swamp white oak, tupelo, yellow birch, white ash, green ash, and hemlock. These wetland areas typically support a diverse shrub layer including tree saplings or woody shrubs such as red maple, black alder, high-bush blueberry, sweet pepperbush, spicebush, arrow–wood, silky dogwood, winterberry, swamp azalea, green brier, and poison ivy. In addition to the tree and shrub layers, these forested wetlands often have an herb layer that includes skunk cabbage, cinnamon fern, sensitive fern, various club mosses, and sphagnum moss.

Attleboro is home to two unique vegetation communities considered Priority Sites for rare species by the Massachusetts Division of Fisheries and Wildlife, Natural Heritage and Endangered Species Program (NHESP)’s Massachusetts Natural Heritage Atlas. These communities are also mapped as Exemplary Natural Communities.

The Coastal Atlantic White Cedar Swamp, located within a portion of the Bungay River floodplain north of Holden Street and west of Lindsey Street, is one of only twenty remaining in the Commonwealth. This 32.2-acre area is located almost entirely within city–owned land, including the Bungay River Conservation Area. This community is characterized by a dense, primarily evergreen, canopy mixed with red maples, a dense shrub layer, and an extensive herbaceous layer.

The Rich Mesic Forest, a forest community dominated by sugar maple and basswood trees located southwest of Manchester Pond Reservoir, is one of only a few remaining Rich Mesic Forests located in the eastern part of the state. The moist soils of this area readily decompose fallen leaves and provide ideal growing conditions for early spring wildflowers, which bloom before new leaf growth blocks out the sun. The area is characterized by a unique topography of bedrock ridges and outcroppings consisting of “red rocks” of the Wamsutta Formation. These ridges are separated by low areas consisting of rich soil and vegetation. Populations of two Massachusetts Threatened herbaceous plant species have been identified within the Rich Mesic Forest community in Attleboro. These plants include the largest population of Tiny–flowered Buttercup (Ranunculus micranthus) found in the state as well as a large population of Pale Green Orchis (Platanthera flava var. herbiola). Both of these plant species depend upon the unique geology and soil conditions of the Rich Mesic Forest.

Other significant natural communities in Attleboro include the Hemlock Swamp area, which extends into the southeastern corner of Attleboro and into portions of the Towns of Norton and Rehoboth. This area includes a vast wetland community characterized by dense stands of hemlock and spruce.

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149 Massachusetts Division of Fisheries and Wildlife, Natural Heritage and Endangered Species Program (NHESP)
trees. The American Holly tree can also be found in great numbers in this area, which has been found to be its most inland and nearly its most northern occurrence in Massachusetts.

Another significant natural community is a green ash/swamp white oak/red maple swamp complex identified within a portion of the Locust Valley area. This natural community was identified in a report entitled A Preliminary Ecological Assessment of City of Attleboro Land in the Locust Valley prepared in January 2000. This wetland plant community was found to be significant, as it is not dominated by either red maple or eastern hemlock trees like most forested swamps in this area of Southeastern Massachusetts. Instead, this diverse community is dominated by green ash trees with an abundance of swamp white oak trees interspersed. The area is important as it provides a diversity of plant communities and habitat types. While the majority of the community is located on private property, portions of this community extend into City-owned land.

Fisheries and Wildlife
Attleboro is home to an abundant variety of resident, breeding, and/or migratory wildlife populations. The City’s forested upland and wetland areas support populations of a wide variety of wildlife common to eastern forests. In addition, the City’s vast acreage of surface water and wetlands accommodate aquatic species, as well as breeding and feeding sites for a variety of terrestrial wildlife species. In addition to more common wildlife species, several animal species listed on the Massachusetts List of Endangered, Threatened, and Special Concern Species have been identified in Attleboro. These include one amphibian—the Jefferson Salamander (Ambystoma jeffersonianum), one reptile—the Eastern Box Turtle (Terrapene Carolina), and one invertebrate—the Purple Tiger Beetle (Cicindela purpurea), all of which are listed as Species of Special Concern.

In an effort to protect the habitat of wetland–dependent wildlife species, the NHESP has designated five locations within Attleboro as Estimated Habitats of Rare Wildlife. The largest designated habitat is a two hundred–acre area found in the northeastern portion of Attleboro, roughly bound by Robison Avenue to the South, Lindsey Street and a National Grid power line right of way to the west. This area also extends into portions of Mansfield, North Attleborough and Norton. Another of designated habitat is found within the vast Locust Valley area of the City. Measuring several hundred acres in size, this habitat is found within the area roughly bounded by Maple Street, Locust Street, Park Street, Handy Street, and Oak Hill Avenue. The third designated area is found to the south and west of Manchester Pond Reservoir and is roughly bounded by the reservoir, Rocklawn Avenue, and South Avenue. Two smaller designated areas are located in the southwest corner of the City in the Sweeden’s Swamp area.

NHESP has also certified the presence of 38 vernal pools in Attleboro. Vernal pools are temporary seasonal bodies of water that provide critical habitat for many vertebrate and invertebrate wildlife species. While the pools typically fill with spring rains and snowmelt and dry out during the summer months, many persist throughout the year. Vernal pools are a unique and increasingly vulnerable
type of wetland that is home to many species of wildlife, some of which are entirely dependent on these pools for their survival. Several amphibian species rely on these temporary, fish free, wetlands for breeding. In addition, these habitats are also important resources for many species of birds, mammals, reptiles, and other amphibians. In addition to the 38 vernal pools certified by NHESP, Attleboro is home to numerous other pools that have yet to be certified, known as “potential vernal pools”. Aerial photographic surveys conducted by NHESP have identified 343 potential vernal pools within the City. The Local Wetlands Protection Ordinance protects potential vernal pools and certified vernal pools equally.

NHESP recently introduced a unique data layer that identifies BioMap Core Habitat areas within Massachusetts. Core Habitats are the most viable habitat for rare species and natural communities in Massachusetts. The City of Attleboro has three Core Habitat areas identified within its limits. A very large habitat in the Locust Valley section of Attleboro provides a valuable wildlife corridor as it connects rich upland forest communities, vernal pools, and forested wetlands. This core habitat is unique in its close proximity to the developed downtown of Attleboro and provides a unique opportunity for recreation and enjoyment of the City’s residents. Additionally, the rich Mesic Forest in the Manchester Reservoir area and lands adjacent to the Bungay River have also been identified as Core Habitats. These areas provide an important and unique wildlife corridor within the City.

Water Resources

Watersheds

Watersheds, also known as drainage basins, are divisions of the land surface into sections from which water drains to a common point or water body. The U.S. Geological Survey Water Resources Division (USGS) divides Massachusetts into 27 watersheds according to the state’s major rivers. While the majority of Attleboro is located within the Ten Mile River watershed, smaller areas of the City are located within the watersheds of the Taunton River, the Blackstone River and Mount Hope/Narragansett Bay. Attleboro is also located within several sub-watersheds, including the Bungay River and Seven Mile River sub-watersheds.

Surface Water

Ponds and Lakes

Approximately 508.1 acres in Attleboro are covered by surface water. Some of these waterbodies, such as Hebronville Pond and Dodgeville Pond, are impoundments created to service industrial mills along their banks. Others, such as Manchester Pond and Orr’s Pond, serve the City’s water supply. Table 4F–1 lists the major waterbodies in the City and their surface area acreage. Several of the City’s ponds are compromised by water pollution and nuisance aquatic vegetation.

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Sources: MassGIS, City of Attleboro
Rivers and Streams

The City of Attleboro contains some 39.8 linear miles of rivers and streams. The major rivers are the Ten Mile River, the Bungay River, and the Seven Mile River. The Ten Mile River flows southerly, from its headwaters in Plainville, through the Town of North Attleborough, the center of the City of Attleboro, and the Town of Seekonk before emptying into the Seekonk River in East Providence, Rhode Island. Over eight miles of this 14.5-mile river are located in Attleboro. The majority of land uses adjacent to the Ten Mile River are urban, consisting of commercial, industrial, and residential development. There are, however, many undeveloped open spaces along the river corridor including forested wetland and recreational areas. The Ten Mile River is designated by the Massachusetts Department of Environmental Protection (DEP) Surface Water Quality Standards as a Class B waterway, intended to be suitable as habitat for fish, other aquatic life, and wildlife, for primary and secondary contact recreation, and for irrigation, other agricultural uses, and compatible industrial cooling and process uses.

In Attleboro, the majority of the Bungay River’s three miles are bordered by expansive wetlands and floodplain, including a unique Coastal Atlantic White Cedar Swamp community. The City of Attleboro has made great strides in recent years to protect the river and bordering natural communities by acquiring nearly three hundred acres of land along the Bungay River for permanent protection as open space in its natural state. The lower reach of the Bungay River, between Bank Street and Water Street, flows through an urban area of the City located just north of downtown. The Bungay River is designated by DEP as a Class B waterway.

The Seven Mile River originates in North Attleborough and flows southerly for approximately two miles through areas of residential and commercial development located along the US Route 1 corridor to the Attleboro border. Once it enters Attleboro, it flows through Luther Reservoir before entering Orr’s Pond Reservoir, which serves as a surface water withdrawal point for the city’s public water supply. The City’s Water Department manages several hundred acres of land in this northern portion of the watershed for the purpose of protecting the City’s drinking supply. This upper reach of the Seven Mile River is designated by DEP as a Class A waterway, intended to serve as a source of public drinking water. Downstream of Orr’s Pond, the Seven Mile River flows parallel to Newport Avenue where it is bordered by a wide floodplain and wetlands and is designated a Class B waterway.

Wetlands

Nearly 21 percent, or approximately 5.7 square miles, of Attleboro’s total land area is composed of wetlands. A vital part of the City’s water resources, wetlands provide habitat and food for aquatic and terrestrial wildlife and act as conduits for the movement of water from one area to another. Wetlands serve as temporary storage areas for water, filtering out pollution, providing containment for floodwaters, and allowing the filtered water to be recharged to groundwater.

The Attleboro Conservation Commission administers the Massachusetts Wetlands Protection Act (MGL Ch. 131 §40), which prohibits impacts to wetland resource areas including rivers, streams, brooks, ponds, lakes, vegetated wetlands, banks, floodplains, and vernal pools, and provides for a regulatory 100-foot buffer zone around most wetland areas. The Massachusetts WETLANDS PROTECTION ACT prohibits the removal, dredging, filling, or alteration of wetland resource area without first applying to the local Conservation Commission and the state DEP for a permit (Order of Conditions).
ATTLEBORO’S LOCAL WETLANDS PROTECTION ORDINANCE adds further protection within the geographic limits of the WETLANDS PROTECT ACT (MGL CH. 131, §40). Specifically, the ordinance protects any vegetated freshwater wetlands, marshes, wet meadows, bogs, swamps, vernal pools, banks, reservoirs, lakes, ponds of any size, rivers, streams, creeks, beaches, lands under water bodies, lands subject to flooding or inundation by groundwater or surface water, and lands within 25 feet of any of these resource areas whether or not they border water bodies. The ordinance allows local review of proposals within the designated resource areas to ensure that proper erosion and sediment control is undertaken and that water quality, rare species habitat, agriculture, aquaculture, and recreation values are protected. Attleboro’s LOCAL WETLANDS PROTECTION ORDINANCE requires a separate application for a permit from the City for work impacting wetlands.

Aquifers and Water Supply

In 1995, the MADEP mandated that the City provide its water supply from surface sources, rather than groundwater, due to elevated levels of iron and manganese in the City’s wells. Furthermore, the City’s wells could not keep up with demand. Currently, there are three active surface water sources in the Attleboro water supply system: Manchester Reservoir and Orr’s Pond, both located in Attleboro, and the Wading River, located in Mansfield.

The City of Attleboro currently utilizes the Manchester Reservoir as the main drinking water source for the City. The Bungay River watershed is considered a future drinking water supply source. There is a large, high-yield aquifer in the southwestern portion of the City, in the vicinity of Sweeden’s Swamp. Additionally, several medium-yield aquifers are located in Attleboro, including one adjacent to Manchester Reservoir and in Hemlock Swamp in southeastern Attleboro.

In 2010, demand averaged 3.5 million gallons per day in winter and 6.75 million gallons per day in summer. The Water Department attributes recent declines in water usage to an increase in water rates, leak detection programs, 100 percent metering of water, loss of manufacturing in the City, conservation measures, and water saving devices.

The City is currently undertaking and planning for several large-scale projects to improve water quality and pressure, including:

- Cleaning and lining 13,000 feet of 12-foot water main in South Main Street that dates back to 1894–1896;
- Construction of a pipeline to transfer water from Luther Reservoir and Manchester Reservoir directly to the Water Treatment Plant, bypassing the Seven Mile River during times of drought to prevent the loss of millions of gallons of water during periods of low precipitation; and
- Replacement of an undersized water main between the Water Treatment Facility and South Attleboro to improve water pressure and fire fighting capacity.


City of Attleboro • Comprehensive Plan
Areas of Critical Environmental Concern

Although the City of Attleboro has long advocated for protection of its natural resources, it is not without its environmental problems. Present and historic development patterns have affected natural systems in a variety of ways. Historically, human growth and development in the City was concentrated in central villages. These villages were primarily located along river corridors, where the water was harnessed by mills for power. Outlying areas were utilized for agriculture and later for wood production. As the City has grown, its population has spread from the central villages and areas of commerce to locations that were formerly more rural in nature. This growth and development pattern has had a variety of impacts on the natural systems of the community.

- **Rivers:** The Ten Mile River, as well as several other rivers and streams in the City, have been impacted both from historic industrial usage, as well as from present day land uses within watersheds. Segments of the Ten Mile River and the Bungay River have been channelized and dams constructed on these rivers and also the Seven Mile River. These dams concentrate river sediments, block fish migration, and may exacerbate flooding, while channelization results in the alteration of a river’s banks and nearby riparian habitat.

- **Roadway Runoff and Nonpoint Source Discharges:** Storm water drainage structures—both public and private—located throughout the City discharge untreated runoff directly into rivers, streams, and wetlands. These discharges are the primary source of pollution to waterways and contribute to an increase in nutrient and chemical contamination. This contamination stems from surrounding land uses such as commercial and industrial facilities, as well as automobiles and winter roadway treatments. Increased sedimentation of waterways and water bodies contribute to shallow water depths, algae blooms, emergent plant growth, and poor aesthetics. To address these issues, Attleboro adopted a local **Stormwater Management Ordinance** in 2008.

- **Habitat Fragmentation and Loss:** Development of traditional rural areas has resulted in a loss of forest and open field habitat. Increased fragmentation of these habitats may result in the creation of ecologically isolated “islands” that may not be capable of supporting a diversity of wildlife species. The City should review its unprotected open space parcels, particularly within its ecologically sensitive areas, to determine potential habitat connections and take steps to acquire or otherwise protect these landscapes from future development.

- **Historic Industrial Development (Brownfields):** Attleboro’s history as a center of industrial development has resulted in the presence of several potential brownfields in the City, which at present may be abandoned or under utilized. A number of these properties may contain soil and/or groundwater contamination resulting from past commercial/industrial land uses. Many of these sites are now clean and used for other purposes.

- **Unlined Landfills:** Inactive solid waste landfills in the City likely contribute to soil and groundwater contamination. At least three inactive landfills are located in Attleboro: off Peckham Street, Holden Street, and Bishop Street. These landfills have been, or are currently undergoing, investigation by the Massachusetts Department of Environmental Protection.
• **Invasive Species:** The introduction of non-native plant and animal species—either deliberately or accidentally—is a region-wide problem. While some non-native species are relatively benign, others are considered invasive as they may out-compete native species and may overrun local habitats thus reducing biodiversity. Obvious examples of invasive plant species in Attleboro include populations of purple loosestrife, common reed, and shining buck-thorn in wetland areas, and norway maple, japanese knotweed, japanese barberry, and common buckthorn in upland areas. Examples of non-native invasive animal species found in Attleboro include established populations of mute swans found on many of the City’s ponds, and several common fish species found in its waterways.

• **Human/Animal Encounters:** Expansion into traditionally undeveloped landscapes has resulted in both the displacement of wildlife species and the increase in populations of species which more easily adapt to human activity. This combination can lead to several potential conflicts and health/safety concerns for people, such as an increase in the number of roadway collisions and more exposure to diseases such as rabies or lyme disease each of which are common concerns in Attleboro.

**Ecologically Sensitive Areas**

Attleboro is home to a diverse collection of natural and cultural resources. These resources contribute to the community’s quality of life and provide a variety of habitat needs and recreational opportunities. Several areas of the City are considered ecologically sensitive as they contain unique natural communities or diverse and/or threatened wildlife population. These areas may be sensitive to changes in soil conditions, hydrology, and vegetation cover, and changes in these characteristics, may prevent the areas from supporting the diversity of plant and animal species that are unique to their location. Below is a list of areas considered ecologically sensitive and the type of ecological resources that may be found there:

**Manchester Pond Reservoir Area:** The Manchester Pond Reservoir area is a watershed area for Attleboro’s drinking water supply. The upper segment of the Seven Mile River flows through this area and is classified by DEP as an Outstanding Resource Water and Class A watercourse. The area also contains a Rich Mesic Forest community, which is considered by NHESP to be an Exemplary Natural Community. Portions of the area also contain a unique topography considered by NHESP to be rare across Massachusetts. This topography consists of bedrock ridges and outcroppings of “red rocks” of the Wamsutta Formation. Portions of the area are also mapped by NHESP as a Priority Site for rare wildlife species as it contains two threatened plant species (Tiny–flowered Buttercup and Pale Green Orchis) and at least one animal Species of Special Concern (Spotted Turtle). Two vernal pools have been certified and several potential vernal pools have been mapped in the area.

**Bungay River Basin:** The Bungay River Basin consists of a broad riparian wetland that includes a Coastal Atlantic White Cedar Swamp community. This community is considered by NHESP to be an Exemplary Natural Community and a Priority Site for rare species. The basin is a former and potential future source of drinking water for the City. Five vernal pools have been certified and several potential vernal pools have been mapped in the area.
ENVIRONMENTAL RESOURCES

Locust Valley and Oak Hill Area: The Locust Valley and Oak Hill area contains a relatively large tract of contiguous forest habitat including upland oak forest, red maple swamp, and a relatively unusual green ash/swamp white oak/red maple swamp complex. The Spotted Turtle has been identified in the area. Eleven vernal pools have been certified and several potential vernal pools have been mapped in the area.

Chartley Brook and Chartley Pond Area: The Chartley Brook and Chartley Pond Area contains a broad forested riparian corridor consisting primarily of a red maple swamp community. Chartley Pond consists of a mix of open water and emergent marsh habitats. Several potential vernal pools have been mapped in the area.

Hemlock Swamp: The Hemlock Swamp area consists of a vast wetland community dominated by dense stands of hemlock and spruce trees. This area also reportedly includes the most inland occurrence of the American Holly tree in Massachusetts. At least one animal Species of Special Concern (Spotted Turtle) has been observed in the area. Several potential vernal pools have been mapped in the area.

Sweedens Swamp: Sweedens Swamp consists of a large red maple swamp complex interspersed with open marsh habitat. The Spotted Turtle has been documented in this area, and several potential vernal pools have been mapped. The area provides important natural habitat within an otherwise urban landscape.

Local and Regional Trends

Sustainability

Communities in Massachusetts and throughout the region have begun to identify sustainability as a vital community concern. Many communities have become members of the International Council for Local Environmental Initiatives (ICLEI)/Local Governments for Sustainability, an association of national, regional, and local government organizations that have made a commitment to sustainable development. ICLEI provides technical consulting, training, and information resources to support local government in the creation and implementation of a sustainable development plan. Attleboro participates on SRPEDD’s Council on Sustainability. The Council brings together regional entities to coordinate and strategize around issues such as using resources wisely, creating efficiencies, and preservation of the environment. Some communities have also created local Environmental Coordinator positions to promote community environmental initiatives such as recycling, energy and water conservation, and wildlife management.

Another growing trend is public awareness of global climate change. Anthropogenic forcing of climate change can potentially be ameliorated by decisions made today, such as reducing consumption of fossil fuels, and maintaining forests and naturally vegetated areas. Attleboro’s Master Plan can present choices that may help respond to climate change, such as the preservation of open space, encouraging public transportation, bicycles, and pedestrian-friendly land development rather than the continued growth of roads and reliance on automobiles and the development of environmentally sensitive (“green”) municipal buildings and landscapes.
ENVIRONMENTAL RESOURCES

Green Communities, Buildings, and Infrastructure
Today, communities are more careful to conserve resources and construct new infrastructure in environmentally sensitive ways. Cities and towns are looking at ways to build “green infrastructure,” networks of natural areas and open spaces that enhance the environment and its resources. There is a growing awareness of the need to integrate care and enjoyment of the environment into personal, as well as civic, life.152

Smart Growth
In Massachusetts, the idea of “smart growth” has taken hold and drives many decisions at the state and local level. The State has established ten Sustainable Development Principles to support the concept of smart growth—being deliberate about development choices, reusing existing buildings and maximizing potential of existing infrastructure. The Commonwealth set in motion several initiatives to support smart growth such as, MGL CH. 40R, Transit Oriented Development, and the Green Communities Initiative.

Issues, Challenges & Opportunities
- Like many communities, Attleboro is concerned about water conservation and protection of its water quality. The City has two water resource protection districts that regulate the uses of land and buildings that may potentially pollute or otherwise damage water resources, including the sources of current and future water supply for the City of Attleboro and the surrounding area. One district is located in the northern corner of the City (Bungay River WRPD) and the second in the southwest area around Manchester Pond (Orr’s Pond WRPD).
- Stormwater management continues to be an issue in Attleboro. The City adopted the STORMWATER MANAGEMENT ORDINANCE in 2008 to establish minimum requirements and procedures to control the adverse effects of stormwater runoff and illicit connections and discharges to the municipal storm drain system.
- Attleboro will continue to grow in future years. It is a given that this growth will impact natural resources, but Attleboro has a measure of control over the negative impacts of growth. By promoting higher density development, infill in developed areas, utilization of existing infrastructure, and aggressively preserving open space, the City may minimize some of the effects of development on the natural environment.

Recommendations
- The City should continue to regulate seasonal use of water and promote water conservation awareness through efforts such as public forums and distribution of informational literature in addition to conservation tips available on the City’s website.
- Attleboro could also promote conservation initiatives by employing water conservation methods such as the use of drought-resistant and low-water-use plantings and appropriate landscape maintenance care. (See Goal 13, Policy 1.)
- Attleboro could also serve as a model for environmentally sensitive design by developing water-efficient landscape design on some of its public landscapes. (See Goal 8, Policy 2.)

IV.G. Open Space, Cultural Resources, and Historic Preservation

Existing Conditions

Open Space Resources
Open space in the City of Attleboro consists of active recreation land, parkland, and “open space in its natural state,” which includes properties that are either undeveloped or include significant areas of undeveloped open land. Open space in the City is composed of both municipally owned land under several jurisdictions including the City’s Conservation Commission, the Department of Parks and Forestry, the Recreation Department, Water Department, Wastewater Department, as well as land that is owned by non-profit conservation groups. In addition, 3,000 acres of undeveloped land in the City is privately owned. It must be noted that only land that is designated City conservation land, held by a non-profit conservation organization, or is subject to a conservation restriction should be considered permanently protected from future development.

Conservation Commission
Properties owned by the City and placed under the stewardship of the Conservation Commission are protected in perpetuity as “open space in its natural state.” The City acquires property, either by purchase or by donation, for protection as conservation land if the land is determined to possess ecologically significant characteristics and/or it is located within an area identified for protection in City planning documents. Property under the stewardship of the

Table 4G–1. Conservation Commission Properties

<table>
<thead>
<tr>
<th>Property Location</th>
<th>Approx. Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thurber Avenue / Nichol Avenue</td>
<td>4</td>
</tr>
<tr>
<td>South Main Street off Fuller Avenue</td>
<td>6</td>
</tr>
<tr>
<td>Richardson Street at Dodgeville Pond</td>
<td>1</td>
</tr>
<tr>
<td>Bungay River Area: off Bank Street, Holden Street, Hope Street Extension, Lindsey Street, and Wamsutta Road</td>
<td>270</td>
</tr>
<tr>
<td>Farmer’s Pond</td>
<td>11</td>
</tr>
<tr>
<td>Pitas Avenue</td>
<td>23</td>
</tr>
<tr>
<td>Pike Avenue / Preston Road</td>
<td>12</td>
</tr>
<tr>
<td>Chartley Brook Area: off Pike Avenue, Eisenhower Street, Cottonwood Lane, Peckham Street, and Wilmarth Street</td>
<td>291</td>
</tr>
<tr>
<td>East of Lindsey Street at Attleboro/Mansfield Line</td>
<td>39</td>
</tr>
<tr>
<td>Hemlock Swamp Area: off Slater Street</td>
<td>62</td>
</tr>
<tr>
<td>Teaberry Lane</td>
<td>3</td>
</tr>
<tr>
<td>Bishop Street/Bishop Farms Subdivision</td>
<td>41</td>
</tr>
<tr>
<td>Off of Slater Street and Woodstock Road</td>
<td>15</td>
</tr>
<tr>
<td>St. James Place and Kensington Road/Victoria Estates Subdivision</td>
<td>8</td>
</tr>
<tr>
<td>Slater Street at Norton Line</td>
<td>18</td>
</tr>
<tr>
<td>Richardson Avenue</td>
<td>21</td>
</tr>
<tr>
<td>Slater Street/Slater Woods Estates, Phase III Subdivision</td>
<td>25</td>
</tr>
<tr>
<td>Wamsutta Road</td>
<td>7</td>
</tr>
<tr>
<td>County Street/Leawood Estate Subdivision</td>
<td>3</td>
</tr>
<tr>
<td>Total Acreage</td>
<td>860</td>
</tr>
</tbody>
</table>


153 Unless otherwise noted, all information contained in this chapter is from the Attleboro Planning Board and the Attleboro 2009 Open Space and Recreation Plan.
Conservation Commission currently totals approximately 860 acres and consists of areas ranging in size from approximately one acre to over one hundred acres. The largest tracts of contiguously protected parcels are located in the Chartley Brook area east of Pike Avenue and in the Bungay River area east and north of Bank Street. While many of the individual parcels within these areas contain wetlands and are not easily accessible, there are several areas where public access is available and recreational opportunities are abundant.

Over the years, Attleboro has seen the development of PURDs and OSRDs through the City’s ZONING ORDINANCE. These provisions encourage developers to protect open space when developing land for residential use by allowing reduced lot sizes and clustered site design by special permit in return for a minimum open space “set-aside” of twenty-five percent of the total land tract. These parcels of open space must be protected through either a conservation restriction or through donation to the Conservation Commission. Table 4G–1 lists the properties owned and managed by the Conservation Commission and includes a number of properties obtained through these special developments.

<table>
<thead>
<tr>
<th>Property Location</th>
<th>Approximate Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Luther Reservoir Area</td>
<td>57</td>
</tr>
<tr>
<td>Orr’s Pond Reservoir Area</td>
<td>367</td>
</tr>
<tr>
<td>Manchester Pond Reservoir Area</td>
<td>483</td>
</tr>
<tr>
<td>Ides Hill Water Tanks Area</td>
<td>75</td>
</tr>
<tr>
<td>Oak Hill Water Tank Area</td>
<td>50</td>
</tr>
<tr>
<td>Holden Street Well Area</td>
<td>13</td>
</tr>
<tr>
<td>Pond Street Wastewater Treatment Plant Area</td>
<td>102</td>
</tr>
<tr>
<td>Total Acreage</td>
<td>1,147</td>
</tr>
</tbody>
</table>


Water Department

Attleboro’s Water Department owns approximately 1,147 acres of land and surface water impoundments within Attleboro’s corporate boundaries, as well as additional properties surrounding reservoirs and/or pumping facilities in North Attleborough, Mansfield, and Foxboro. The majority of the Department’s property is managed as open space in its natural state for the protection of the City’s drinking water supply. In Attleboro, the more significant properties managed by the Water Department include Manchester Pond Reservoir, Luther Reservoir, and Orr’s Pond Reservoir. It is the City’s policy that land managed by the Water Department only be used for purposes that are compatible with water supply protection goals. Therefore, other than management activities, public usage and access is limited to walking, fishing, and other passive recreational activities.

Non-Profit Groups

Two private non-profit groups, the Attleboro Land Trust and the Massachusetts Audubon Society, currently own properties within Attleboro that are protected as “open space in its natural state.” The Attleboro Land Trust owns nine properties totaling approximately 265 acres. The Massachusetts Audubon Society owns one property consisting of approximately 43 acres.
Table 4G–3. Non-Profit Open Space Properties

<table>
<thead>
<tr>
<th>Property Owner</th>
<th>Location</th>
<th>Approximate Acreage</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attleboro Land Trust</td>
<td>Watson Avenue and Riverbank Road</td>
<td>4</td>
<td>“Larson Woodland” at Mechanics Pond</td>
</tr>
<tr>
<td>Attleboro Land Trust</td>
<td>Hope Avenue</td>
<td>48.5</td>
<td>Anthony Lawrence Wildlife Preserve</td>
</tr>
<tr>
<td>Attleboro Land Trust</td>
<td>Woodland Lane</td>
<td>0.6</td>
<td>Woodland Lane property</td>
</tr>
<tr>
<td>Attleboro Land Trust</td>
<td>Woodland Lane</td>
<td>19.4</td>
<td>Phil and Ginny Leach Wildlife Sanctuary</td>
</tr>
<tr>
<td>Attleboro Land Trust</td>
<td>Division Street</td>
<td>14.9</td>
<td>Uriah’s Marsh property</td>
</tr>
<tr>
<td>Attleboro Land Trust</td>
<td>Oak Hill Avenue</td>
<td>2.8</td>
<td>Veno Property</td>
</tr>
<tr>
<td>Attleboro Land Trust</td>
<td>Richardson Avenue</td>
<td>48</td>
<td>Nickerson Walking Woods Preserve</td>
</tr>
<tr>
<td>Attleboro Land Trust</td>
<td>Steere Street</td>
<td>20.3</td>
<td>Capital Development property</td>
</tr>
<tr>
<td>Attleboro Land Trust</td>
<td>Steere Street</td>
<td>32</td>
<td>Vaughan Memorial Forest</td>
</tr>
<tr>
<td>Attleboro Land Trust</td>
<td>Steere Street</td>
<td>77</td>
<td>Colman Reservation</td>
</tr>
<tr>
<td>Massachusetts Audubon</td>
<td>1417 Park Street</td>
<td>42.5</td>
<td>Oak Knoll Wildlife Sanctuary</td>
</tr>
<tr>
<td>Total Acreage</td>
<td></td>
<td>310</td>
<td></td>
</tr>
</tbody>
</table>


Unprotected Open Space

Unprotected “large” tracts of land, by far, constitute the greatest acreage of “open space in its natural state” within the City. These parcels include both public and private properties in which most or all of the land is undeveloped. The amount of land in this category is also continuously changing as individual properties are developed, sold, or subdivided. For purposes of discussion, this group of properties has been separated into three categories: (1) publicly owned land, (2) privately owned land, and (3) privately owned parcels that have been placed within a tax incentive program to encourage the preservation of open space.

Publicly Owned Land

Publicly owned, unprotected open space parcels consist of property owned by the City of Attleboro that has not been placed under the stewardship of a particular City department or has not otherwise received protection as open space by deed restriction or regulation. An inventory of these properties identified over thirty parcels of land totaling nearly 300 acres. These parcels measure in size from one acre to over 115 acres. This list includes two parcels located in the Locust Valley area that total nearly 150 acres.
Privately Owned Land

Privately owned unprotected large vacant parcels consist of undeveloped land owned by private individuals or organizations and are not protected as open space by deed restriction or otherwise. These lands collectively account for the largest amount of open space in the City. An inventory of these properties revealed nearly 100 parcels of land measuring in size from four acres to over 200 acres and totaling nearly 3,000 acres.

Chapter 61, 61A, and 61B Land

Currently, there are eighteen properties, totaling 766 acres, enrolled in tax incentive programs under MGL CH. 61, CH. 61A, or CH. 61B. These programs are intended to encourage property owners to manage their land for forestry, agriculture, and recreational use, respectively, by providing reductions in local real estate taxes. Should a property owner decide to remove land that has been designated under MGL CH. 61, CH. 61A, or CH. 61B, or sell the land for development, the City has a 120-day right-of-first-refusal to purchase the property. City Assessor’s records indicate that approximately 78 acres of undeveloped woodlands are enrolled in the MGL CH. 61 program, approximately 301 acres of farmlands are

Table 4G-4. Large Tracts of Unprotected City-Owned Properties

<table>
<thead>
<tr>
<th>Property Location</th>
<th>Approximate Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brown Street</td>
<td>3.7</td>
</tr>
<tr>
<td>Nichol Avenue</td>
<td>8.8</td>
</tr>
<tr>
<td>Thacher Street</td>
<td>4.5</td>
</tr>
<tr>
<td>South Main Street at Dodgeville Pond</td>
<td>1.2</td>
</tr>
<tr>
<td>Snell Street</td>
<td>11</td>
</tr>
<tr>
<td>Roy Avenue</td>
<td>2.5</td>
</tr>
<tr>
<td>Roy Avenue</td>
<td>11.7</td>
</tr>
<tr>
<td>Steere Street</td>
<td>7</td>
</tr>
<tr>
<td>Camp Street</td>
<td>5</td>
</tr>
<tr>
<td>Wilmarth Street</td>
<td>4.4</td>
</tr>
<tr>
<td>Oakhill Avenue</td>
<td>7</td>
</tr>
<tr>
<td>Autumn Lane / Chartley Brook Lane / Eisenhower Street</td>
<td>7.5</td>
</tr>
<tr>
<td>Locust Valley</td>
<td>147</td>
</tr>
<tr>
<td>Doral Avenue</td>
<td>1.5</td>
</tr>
<tr>
<td>East of Lindsey Street at Mansfield Line</td>
<td>1.3</td>
</tr>
<tr>
<td>Park Street</td>
<td>2.3</td>
</tr>
<tr>
<td>Hillside Avenue and Eddy Street</td>
<td>5.2</td>
</tr>
<tr>
<td>Pike Avenue/ Broadway Street</td>
<td>4</td>
</tr>
<tr>
<td>Pike Avenue</td>
<td>21.5</td>
</tr>
<tr>
<td>Peckham Street</td>
<td>20.3</td>
</tr>
<tr>
<td>Total Acreage</td>
<td>277.4</td>
</tr>
</tbody>
</table>


Table 4G-5. Municipal Parks

<table>
<thead>
<tr>
<th>Property Name</th>
<th>Location</th>
<th>Approximate Acreage</th>
<th>Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Angel Park</td>
<td>Park Street</td>
<td>0.5</td>
<td>Tot Lot Playground</td>
</tr>
<tr>
<td>Balfour Riverwalk Park</td>
<td>County Street</td>
<td>3.1</td>
<td>Tot lot playgrounds, skating rink, skatepark, volleyball court, walking path, horseshoe pits, picnic tables</td>
</tr>
<tr>
<td>Blackinton Park</td>
<td>North Main Street</td>
<td>4.5</td>
<td>Fishing, walking path</td>
</tr>
<tr>
<td>Capron Park</td>
<td>County Street</td>
<td>40</td>
<td>Capron Park Zoo, Sweet Memorial Forest, tot lot playground, softball field, open grassy fields, picnic area</td>
</tr>
<tr>
<td>Veteran’s Memorial Common</td>
<td>Pleasant Street</td>
<td>1.3</td>
<td>Walking paths, memorials</td>
</tr>
<tr>
<td>Total Acreage</td>
<td></td>
<td>49.4</td>
<td></td>
</tr>
</tbody>
</table>

enrolled in the MGL CH. 61A program, and approximately 406 acres of land are enrolled in the Chapter 61B program, including the 118-acre Highland Country Club, the 143-acre Stone E. Lea Golf Course, and the 136-acre Locust Valley Country Club.

Recreation Resources

Municipal Parks
The City maintains several parks and active recreation facilities that are managed by either the Recreation Department or the Department of Parks and Forestry. Parks range in size from the one-half-acre Angel Park, with its grass recreation field and children’s playground, to the forty-acre Capron Park, the City’s hallmark property. Table 4G–5 lists properties managed by the Department of Parks and Forestry.

<table>
<thead>
<tr>
<th>Table 4G–6. Municipal Recreational Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property Name</td>
</tr>
<tr>
<td>Briggs Pool and Playground</td>
</tr>
<tr>
<td>Como Picnic Area</td>
</tr>
<tr>
<td>Conley Playground</td>
</tr>
<tr>
<td>Tilda A. Stone Recreation Area (a.k.a. Dodgeville Playground)</td>
</tr>
<tr>
<td>Finberg Field</td>
</tr>
<tr>
<td>Hayward Field &amp; Walsh Field</td>
</tr>
<tr>
<td>Spatcher Pool*</td>
</tr>
<tr>
<td>Horton Field</td>
</tr>
<tr>
<td>Nickerson Playground</td>
</tr>
<tr>
<td>Ousley Field (a.k.a. Hebronville Park)</td>
</tr>
<tr>
<td>Poncin–Hewitt Fields</td>
</tr>
<tr>
<td>South Attleboro Veterans Memorial Playground (a.k.a. Lee’s Pond Recreation Area)</td>
</tr>
<tr>
<td>Attleboro Recreation Center</td>
</tr>
<tr>
<td><strong>Total Acreage</strong></td>
</tr>
</tbody>
</table>


* Note: The Spatcher Pool property is owned by the Commonwealth of Massachusetts and managed by the City of Attleboro.
**Municipal Recreation Facilities**

In recent years, the City has emphasized the development of active recreation fields. These efforts have resulted in the successful development of recreation facilities at the City’s two newer middle schools, the construction of the Poncin–Hewitt Fields located off Oakhill Avenue, and the reconstruction of the Fred E. Briggs Playground swimming pool in 2004.

While most City-owned park and recreation lands and facilities are afforded only limited protection under Article 97 of the Articles of Amendment to the Constitution of Massachusetts, several parcels are protected through deed restrictions as a condition of state and federal grant funds used to acquire and/or develop the facility. To satisfy the restriction, the property must remain open to the public for park and recreational uses in perpetuity. Examples of properties with this type of additional restriction include Lee’s Pond, Nickerson Field, the Balfour Riverwalk Park, and Poncin–Hewitt Fields.

<table>
<thead>
<tr>
<th>Property Name</th>
<th>Location</th>
<th>Approximate Acreage</th>
<th>Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attleboro High School</td>
<td>Rathbun Willard Drive</td>
<td>17.1</td>
<td>Varsity baseball field, varsity football field, field hockey field, practice football field, two varsity softball fields, eight tennis courts, outdoor basketball court, handball courts</td>
</tr>
<tr>
<td>Brennan Middle School</td>
<td>Rathbun Willard Drive</td>
<td>29.1</td>
<td>Baseball field, two soccer fields, basketball court, woodland trails</td>
</tr>
<tr>
<td>Coelho Middle School</td>
<td>Brown Street</td>
<td>16.6</td>
<td>Baseball field, football field, three softball fields</td>
</tr>
<tr>
<td>Hill Roberts Elementary School</td>
<td>Roy Avenue</td>
<td>7.5</td>
<td>Three little league baseball fields, one baseball field, outdoor basketball court, playground</td>
</tr>
<tr>
<td>Hyman Fine Elementary School</td>
<td>Oak Hill Avenue</td>
<td>32</td>
<td>Two little league fields, playground</td>
</tr>
<tr>
<td>Studley Elementary School</td>
<td>Rathbun Willard Drive</td>
<td>1.3</td>
<td>Practice softball field, playground</td>
</tr>
<tr>
<td>Peter Thacher Elementary School</td>
<td>James Street</td>
<td>2.4</td>
<td>Two little league fields</td>
</tr>
<tr>
<td>Wamsutta Elementary School</td>
<td>Locust Street</td>
<td>16.7</td>
<td>Two softball fields, outdoor basketball court</td>
</tr>
<tr>
<td>Willett Elementary School</td>
<td>Riverbank Road</td>
<td>8.6</td>
<td>Softball field, little league baseball field, soccer field, playground</td>
</tr>
<tr>
<td><strong>Total Acreage</strong></td>
<td></td>
<td><strong>131.1</strong></td>
<td></td>
</tr>
</tbody>
</table>


**Private Recreation Facilities**

In addition to the many public recreation facilities, there are also several private recreation facilities in Attleboro, including four golf courses, a private swim/tennis club, and several smaller recreation areas owned by private organizations. Table 4G–8 contains a list of private recreational facilities located within Attleboro.
Table 4G–8. Private Recreational Facilities

<table>
<thead>
<tr>
<th>Property Name</th>
<th>Location</th>
<th>Approximate Acreage</th>
<th>Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlantic Golf Center</td>
<td>Newport Avenue</td>
<td>40.7</td>
<td>Nine hole par 3 golf course, driving range</td>
</tr>
<tr>
<td>Bearcroft Swim Club</td>
<td>Pike Avenue</td>
<td>20</td>
<td>Four swimming pools, eight tennis courts</td>
</tr>
<tr>
<td>Bishop Feehan High School</td>
<td>Holcott Drive</td>
<td>46</td>
<td>Baseball field, football field, two softball fields, soccer field, practice football field, six tennis courts, outdoor track,</td>
</tr>
<tr>
<td>Elks Lodge</td>
<td>South Main Street</td>
<td>14</td>
<td>Six horseshoe pits, picnic area</td>
</tr>
<tr>
<td>Highland Country Club</td>
<td>Mechanics Street</td>
<td>97</td>
<td>Nine hole golf course</td>
</tr>
<tr>
<td>Locust Valley Country Club</td>
<td>Locust Street</td>
<td>135</td>
<td>Nine hole golf course</td>
</tr>
<tr>
<td>Stone–E–Lea Golf Course</td>
<td>County Street</td>
<td>143</td>
<td>Eighteen hole Golf Course</td>
</tr>
<tr>
<td>YMCA</td>
<td>Forest Street</td>
<td>2</td>
<td>Walking/jogging trail</td>
</tr>
<tr>
<td>Total Acreage</td>
<td></td>
<td>500.8</td>
<td></td>
</tr>
</tbody>
</table>


Cultural & Historic Resources

Attleboro is home to a number of organizations and museums that promote the arts in the community and preserve the City’s rich heritage. Primarily concentrated in the downtown area, these resources reflect the City’s varied history and contribute to its sense of place. Below is a list of significant cultural resources:

Attleboro Area Industrial Museum (AAIM) was incorporated on July 4, 1975 as the City of Attleboro’s Bicentennial project. Its mission is to collect and preserve the artifacts, photographs, documents, publications, tools, and machinery that relate to the industrial history of the Attleboro area; and to act as a resource center for research and education of the general public. The AAIM conducts the annual “History to Go” educational program in June for third grade students in Attleboro. The museum is housed downtown at 42 Union Street in the former Attleboro Refining Company, which specialized in the refining of gold, silver, and copper byproducts. The building itself is considered to be the most important object in the Museum’s collection.

Founded in 1923, the Attleboro Arts Museum has evolved into an impressive community-based arts organization that has become a cultural anchor for the City. Moved to its current location on Park Street in 1994, the museum offers educational classes, changing exhibitions, and many special events that bring life to the downtown.

Attleboro Community Theatre is a non-profit organization established in 1957 with the mission of providing cultural enrichment to the Attleboro area through the theatre arts. The theatre,

154 http://www.industrialmuseum.com/history-to-go.html
OPEN SPACE, CULTURAL RESOURCES & HISTORIC PRESERVATION

which has performed in several locations, produced family entertainment and children’s shows. The group has also engaged in community outreach efforts, participating in disaster readiness drills for area Fire Departments; working in conjunction with the Attleboro Police Department to create and produce a workshop for City youngsters; offering performances for disadvantaged groups; and helping in many local fundraising efforts.

Triboro Youth Theatre was founded in 1996 and offers children from age four to eighteen with the opportunity to participate in the performing arts through acting, musical and speech training, creative movement, and dance. The Theatre also introduced children to off-stage aspects of production such as stage management, set construction, costume design, and publicity.

Attleboro Public Library serves as a learning and educational center, providing access to resources and services for the information, recreation, intellectual development, and enrichment of the Attleboro community and its members.

Capron Park and Zoo is a forty-acre park that includes beautifully landscaped lawns, historic monuments, woodlands, a playground and concession stands. The zoo provides educational and recreational activities dedicated to the understanding of animals from all over the world.

Women at Work Museum was established in October 2003 as a site to honor the achievements of women throughout history and around the world, by providing educational programs that promote leadership, economic independence, and expertise in math, science, engineering, and technology for people of all ages.

A community’s historic resources are physical reminders of its past. In Attleboro, these historic sites, buildings, structures, objects, and landscapes represent the City’s Native American past as well as its more recent social, architectural, and industrial history. These resources are located throughout the community and include scattered Native American archeological sites as well as historic seventeenth, eighteenth, and early nineteenth Century cemeteries, parks, churches, schoolhouses, dwellings, and mill complexes.

Historic Resource Inventory
Documenting a community’s historic resources through a historic resource survey forms the basis of historic preservation planning at the local level. According to the Massachusetts Historical Commission’s MACRIS database, Attleboro has documented 691 resources on historic inventory forms. While the majority of these resources are historic buildings, the City has also documented its burial grounds as well as several objects, structures, and areas.\(^{155}\) Attleboro also participated in the Massachusetts Department of Conservation and

\(^{155}\) Massachusetts Historical Commission, Massachusetts Cultural Resource Information System (MACRIS), <http://www.mhc-macris.net>.
Recreation’s Heritage Landscape Inventory Program as part of the Pilot Program in Southeastern Massachusetts. The report completed for Attleboro identified significant and threatened heritage landscapes in the community and made recommendations for their protection.

**National Register of Historic Places**

The National Register of Historic Places is the official federal list of cultural resources worthy of preservation. The resources include districts, sites, buildings, structures and objects that have been determined to be significant in American history, architecture, archaeology, engineering and culture. Properties listed on the National Register automatically qualify for listing on the State Register of Historic Places. Listing on the National Register does not provide absolute protection for historic resources. However, any application for federal or state funds or permits for a property listed on the National or State Register triggers a review by MHC for negative or adverse impacts.

According to the Massachusetts Historical Commission’s State Register of Historic Places, Attleboro has two districts listed on the National Register of Historic Places (NRDIS) and nine individually listed properties (NRIND). One additional property, the Knoll C. Archaeological Site, has been determined eligible for listing on the National Register but has not been formally designated (NRDOE).

<table>
<thead>
<tr>
<th>Table 4G-9. Properties Listed on the State Register of Historic Places</th>
</tr>
</thead>
<tbody>
<tr>
<td>Historic Name</td>
</tr>
<tr>
<td>----------------</td>
</tr>
<tr>
<td>Blackinton Houses and Park District</td>
</tr>
<tr>
<td>Capron House</td>
</tr>
<tr>
<td>East Attleboro Academy</td>
</tr>
<tr>
<td>Hebronville Mill Historic District</td>
</tr>
<tr>
<td>Knoll C. Archaeological Site</td>
</tr>
<tr>
<td>Makepeace, D.E. Company</td>
</tr>
<tr>
<td>Northbound Railroad Station</td>
</tr>
<tr>
<td>Robinson, Capt. Joel House</td>
</tr>
<tr>
<td>Sadler, Herbert Austin House</td>
</tr>
<tr>
<td>Southbound Railroad Station</td>
</tr>
<tr>
<td>U.S. Post Office (former) – Attleboro Main Branch</td>
</tr>
</tbody>
</table>

*Source: State Register of Historic Places 2009, Massachusetts Historical Commission*

**NRIND** – National Register Individual Property

**NRDIS** – National Register District

**NRDOE** – Determined eligible for listing on the National Register but not formally designated
Preservation Ordinances

The City enacted a Demolition Delay Ordinance in 2003 that required a 45–day (which was extended to 90–days in 2011; See page 88) waiting period before a building or structure can be demolished. All buildings and structures, regardless of age or historic designation, are subject to this ordinance, unless a determination is made by the Attleboro Historical Commission that the building is not historically significant. Unlike demolition delay ordinances adopted by other communities in the Commonwealth, Attleboro’s regulations are primarily a notification service due to the short length of the delay period. Most communities adopt regulations with a significantly longer delay period in order to allow the local commission time to work with the property owner to identify alternatives to demolition or appropriate mitigation. However, in all demolition delay regulations, a property owner can demolish the building after the delay period expires.

Attleboro Historical Commission

The Attleboro Historical Commission is the municipal board dedicated to the preservation of the City’s historic resources. The Commission is responsible for administering the City’s demolition delay ordinance and undertakes local preservation advocacy efforts, including an annual Preservation Awards program. In 2003, the Commission produced a self-guided walking tour booklet, the Historical Site Guide of Attleboro, which identifies forty–seven historical properties in the City. These sites are grouped in six different “clusters” and each listing is accompanied by a brief description.

A comprehensive listing of historically significant sites compiled by the Attleboro Historical Commission is included in Table 4G–10.

<table>
<thead>
<tr>
<th>Historical Site</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Jewelry Shop Site</td>
<td>South Main Street</td>
<td>Site of the first jewelry shop in Attleboro ca. 1830.</td>
</tr>
<tr>
<td>Bolkum’s Tavern Site</td>
<td>South Main Street</td>
<td>Site of former inn and meeting house. Organization site for the Washington Rifle Corps in 1815.</td>
</tr>
<tr>
<td>First Post Office</td>
<td>Emory Street</td>
<td>Location of first post office in East Attleborough.</td>
</tr>
<tr>
<td>Bates Opera House</td>
<td>Park &amp; North Main Streets</td>
<td>The original Bates Opera House built in 1866 was demolished by fire. The last show was performed in 1952.</td>
</tr>
<tr>
<td>Union Hall</td>
<td>Railroad Avenue</td>
<td>Built in the early 1850’s. Home of Murray Universalist Church in 1875 and St. John’s Church in 1883.</td>
</tr>
<tr>
<td>*Old Post Office</td>
<td>Park Street</td>
<td>Attleboro Main Branch constructed in 1916.</td>
</tr>
<tr>
<td>Militia Training Field</td>
<td>Behind Old Post Office</td>
<td>Washington Rifle Corps and Attleboro Militia between 1815–1841.</td>
</tr>
<tr>
<td>Old Kirk Yard Burial Ground</td>
<td>Bank Street</td>
<td>Located behind the 2nd Congregational Church on rear of Park Street. The Reverend Peter Thacher is buried there.</td>
</tr>
<tr>
<td>National Guard Armory</td>
<td>Pine Street</td>
<td>Massachusetts National Guard. Built 1910.</td>
</tr>
<tr>
<td>Attleboro Public Library</td>
<td>North Main Street</td>
<td>Historical Exhibits. Built in 1907</td>
</tr>
<tr>
<td>Old Peck House</td>
<td>Elizabeth Street</td>
<td>One of the oldest houses in Attleboro (Ca 1723)</td>
</tr>
</tbody>
</table>
**Table 4G–10.**

**Historical Sites in Attleboro**

<table>
<thead>
<tr>
<th>Historical Site</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>*Blackinton Houses and Park Historic District</td>
<td>North Main Street</td>
<td>Blackinton houses and park. Site of Colonel Willard Blackinton's loom shuttle factory in 1827.</td>
</tr>
<tr>
<td>Woodlawn Cemetery</td>
<td>North Main Street</td>
<td>Graves moved here from the Old Kirk Yard.</td>
</tr>
<tr>
<td>Bolkcom Burial Yard</td>
<td>North Main Street</td>
<td>Moved to North Purchase Cemetery when Route 95 was constructed.</td>
</tr>
<tr>
<td>Capron Park</td>
<td>County Street</td>
<td>Public park designed in 1901.</td>
</tr>
<tr>
<td>Tingley Stone Mill Site</td>
<td>West Street</td>
<td>From 1723 to the middle of 1800's the Tingley family of stone cutters conducted their business here.</td>
</tr>
<tr>
<td>Newell Cemetery</td>
<td>West Street</td>
<td>The Oldest burial ground in the City Est. in 1715.</td>
</tr>
<tr>
<td>Training Field</td>
<td>Newport Ave.</td>
<td>Training ground for Minute Men of 1775.</td>
</tr>
<tr>
<td>Barrows Tavern Site</td>
<td>Newport Ave.</td>
<td>Tavern no longer at site. Once 3 buildings.</td>
</tr>
<tr>
<td>Toll House</td>
<td>Mendon Road</td>
<td>Built in 1732. Mendon road was the first town road and only toll.</td>
</tr>
<tr>
<td>Solomon Family Burial Yard</td>
<td>Solomon Street</td>
<td>Family of Dr. Solomon buried here.</td>
</tr>
<tr>
<td>Bishop Forge Site</td>
<td>Pike Avenue</td>
<td>Guns manufactured here for use in the American Revolution and War of 1812.</td>
</tr>
<tr>
<td>Follett Family Burial Yard</td>
<td>Pike Avenue</td>
<td>Members of early Follett family are buried here.</td>
</tr>
<tr>
<td>Coombs Burial Yard</td>
<td>Pike Avenue</td>
<td>Single grave in burial yard.</td>
</tr>
<tr>
<td>Thayer Family Burial Yard</td>
<td>Wilmarth Street</td>
<td>Members of Thayer family buried here.</td>
</tr>
<tr>
<td>LaSalette Seminary</td>
<td>Park Street</td>
<td>Built in 1900, designed by Olsten Mayo Hagins. Burned and demolished in 2000.</td>
</tr>
<tr>
<td>First School House</td>
<td>South Main Street</td>
<td>Moved to present location in 1824.</td>
</tr>
<tr>
<td>*First Parsonage</td>
<td>South Main Street</td>
<td>Built in 1822 as parsonage for the East Parish Church. Demolished</td>
</tr>
<tr>
<td>First Ministers House</td>
<td>South Main Street</td>
<td>Built in 1750 by Reverend Peter Thacher.</td>
</tr>
<tr>
<td>Dodgeville Mill Village</td>
<td>South Main Street</td>
<td>Textile mill established in 1809 along Ten Mile River.</td>
</tr>
<tr>
<td>Dodge Island Cemetery</td>
<td>South Main Sweet</td>
<td>Members of the Dodge Family are buried here on island in Dodgeville Pond.</td>
</tr>
<tr>
<td>Hillside Cemetery</td>
<td>South Main Street</td>
<td>Burial ground of Capt. Joel Robinson and others who fought in the Revolution.</td>
</tr>
<tr>
<td>*Hebron Mill Village</td>
<td>Knight Avenue</td>
<td>Textile mill established in 1812 along Ten Mile River.</td>
</tr>
<tr>
<td>Hebron Methodist Church</td>
<td>South Main Street</td>
<td>Built in 1883, it is the oldest standing church in Attleboro.</td>
</tr>
<tr>
<td>*Capron House</td>
<td>North Avenue</td>
<td>Ca 1740. First house in Attleboro placed on National Register. Owned by Caprons for over 200 years.</td>
</tr>
<tr>
<td>*East Attleboro Academy</td>
<td>Sanford Street</td>
<td>Only remaining building from original village. Opened in 1842 as private academy for higher education</td>
</tr>
<tr>
<td>*Makepeace, D.E. Company</td>
<td>Pine Street</td>
<td>Built in 1900 to house business started in 1885. Specialized in plating processing and fabricated precision metals. In 1930 was largest jewelry manufacturer of its type in the world.</td>
</tr>
</tbody>
</table>
Table 4G–10.
**Historical Sites in Attleboro**

<table>
<thead>
<tr>
<th>Historical Site</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>*Capt. Joel Robinson House</td>
<td>Rocklawn Avenue</td>
<td>Built in 1790. Robinson was a farmer and housewright who fought in the Revolution.</td>
</tr>
<tr>
<td>*Herbert Sadler House</td>
<td>Newport Avenue</td>
<td>Built in 1906 by Herbert Sadler a jewelry manufacturer. Building has distinctive architecture with lots of stained glass and grand entrance hall.</td>
</tr>
<tr>
<td>*Southbound Railroad Station</td>
<td>Mill Street</td>
<td>Built in 1908. Used as train station until 1970. Rehabilitated into office building.</td>
</tr>
<tr>
<td>*Northbound Railroad Station</td>
<td>Mill Street</td>
<td>Built in 1906. Still in use as train station. Made of granite and brick with terra cota roof.</td>
</tr>
<tr>
<td>House of First Mayor</td>
<td>North Main Street</td>
<td>Built in 1907. Owned by Mayor Harold Sweet. Colonial revival style.</td>
</tr>
<tr>
<td>Wisconsin Glacial Rock #1 and #2</td>
<td>Thacher and South Main Streets</td>
<td>Exposed bedrock outcropping showing visible scouring from Wisconsin Glacier Ice 25,000 years ago.</td>
</tr>
</tbody>
</table>

*Site listed on the National Register of Historic Places.

Source: Attleboro Planning Department.

Local and Regional Trends

Of the seven towns within Attleboro’s direct region, Attleboro has one of the lowest percentages of protected open space. Only Rehoboth and Seekonk have lower percentages. This emphasizes the fact that while a significant portion of Attleboro remains as undeveloped land, only a fraction of this land is permanently protected from future development.

Table 4G–11.
**Protected Open Space**

<table>
<thead>
<tr>
<th>Town</th>
<th>Protected Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mansfield</td>
<td>15.85%</td>
</tr>
<tr>
<td>Norton</td>
<td>15.80%</td>
</tr>
<tr>
<td>Taunton</td>
<td>15.31%</td>
</tr>
<tr>
<td>North Attleborough</td>
<td>10.84%</td>
</tr>
<tr>
<td>Attleboro</td>
<td>10.67%</td>
</tr>
<tr>
<td>Rehoboth</td>
<td>3.96%</td>
</tr>
<tr>
<td>Seekonk</td>
<td>7.87%</td>
</tr>
</tbody>
</table>

Source: MassGIS, "Permanently Protected Open Space by Community," updated February 23, 2010

While Attleboro has adopted only one preservation–related tool in its efforts to protect its historic resources, this is not unusual for the region. Many of the communities around Attleboro also have few preservation bylaws or regulations (See Table 4G–12 below) in place. By pooling regional resources, the AHC and its counterparts nearby could work collaboratively with the Massachusetts Historic Commission and the statewide non–profit preservation organization, Preservation Massachusetts (Preservation MASS), to facilitate discussions, conduct preservation forums, and form technical assistance relationships that help small volunteer groups carry out complicated preservation projects.

However, Attleboro is the only community in its region that has a demolition delay ordinance with a delay period less than six months. In fact, many communities in the Commonwealth have extended...
their delay periods to twelve months and even to eighteen months in order to provide adequate time to undertake the sometimes arduous process of working with property owners to find alternatives to demolition. In December 2010, the Attleboro Historical Commission petitioned the Municipal Council to extend the duration to twelve months. In 2011, the Municipal Council voted to extend the delay to 90 (calendar) days.

<table>
<thead>
<tr>
<th>Table 4G–12. Preservation Bylaws/Ordinances by Community</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town</td>
</tr>
<tr>
<td>---------------------</td>
</tr>
<tr>
<td>Attleboro</td>
</tr>
<tr>
<td>Mansfield</td>
</tr>
<tr>
<td>North Attleborough</td>
</tr>
<tr>
<td>Norton</td>
</tr>
<tr>
<td>Rehoboth</td>
</tr>
<tr>
<td>Seekonk</td>
</tr>
<tr>
<td>Taunton</td>
</tr>
</tbody>
</table>

* NRIND only

**Issues, Challenges & Opportunities**

**Open Space Resources**
- Much of Attleboro’s vital open space remains unprotected. The City has a large amount of privately owned, unprotected open space. While some of these parcels are temporarily protected through MGL Ch. 61 designation, the City has only a 120–day period in which to acquire these properties should they become available. Without a proactive effort to approach property owners before a property is offered for sale, the City will always be in reactionary mode.
- Attleboro would have an opportunity to raise funds for purchase of open space and protection of its historic resources if it adopted the Community Preservation Act (CPA).

**Recreation Resources**
- Attleboro has many opportunities for active recreation through both municipal and privately owned recreation facilities and programs. The City must continue to ensure that these opportunities are diverse, properly maintained, and available to all residents.
- Upgrades are needed at City recreation facilities, especially at fields outside of the School Department’s jurisdiction.
- The City’s OSRP recognizes the need for upgrades at many of the City’s playgrounds to make them safe to all people and accessible for persons with disabilities.
- The City has many great natural resources that are underutilized. The City may want to expand its trail network, bike paths, and boat ramps.
Protection of Historic Resources

- Attleboro has many historic resources, but few regulations to protect them. The City’s demolition–delay ordinance allows for a 120 day delay before demolition. This is essentially ineffective as it does not provide enough time for local boards to act to prevent demolition.
- The City does not have any local historic districts under MGL CH. 40C or other tools, such as Architectural Preservation Districts, in effect to protect its historic resources.
- While Attleboro has pursued National Register designations in the past, these efforts have focused on individual properties not districts.

Recommendations

Preserve Attleboro’s Open Space

- The Conservation Commission should review the list of unprotected City-owned parcels and assess their value for conservation purposes. Parcels that are determined to have value for conservation purposes should be transferred to the Conservation Commission for stewardship. (See Goal 12, Policies 6 and 7. See also the 2009 OPEN SPACE AND RECREATION PLAN)
- The Assessor’s Office and Treasurer’s Office should adopt policies and procedures to review tax title land for possible protection as open space prior to offering them for sale at auction. (See Goal 12, Policy 6. See also the 2009 OPEN SPACE AND RECREATION PLAN)
- The City of Attleboro should focus its land acquisition and protection efforts on those areas of the City identified as ecologically sensitive or containing endangered species habitat. (See the 2009 OPEN SPACE AND RECREATION PLAN)

Expand Opportunities for Active and Passive Recreation

- The City of Attleboro should continue to improve and expand its inventory of recreation facilities, including improved access for those with disabilities. (See the 2009 OPEN SPACE AND RECREATION PLAN)
- The City should provide adequate maintenance resources for its recreational facilities, including necessary personnel, tools, and equipment to properly maintain facilities. These efforts may include the installation of irrigation where necessary at all playing fields, fund and implement an annual field maintenance plan, replace and repair fields where necessary, improve drainage systems where necessary, and continue program to replace fencing at park and recreation facilities, as needed. (See the 2009 OPEN SPACE AND RECREATION PLAN)
The City should continue its policy of upgrading and expanding recreational facilities to meet the needs of its citizens. (See the 2009 *Open Space and Recreation Plan*.)

The City should continue to improve and expand its trail system, mapping these trails and identifying parcels that could provide critical links for a city-wide trail system. The City should also encourage the creation, maintenance, and expansion of recreational trails on all appropriate City-owned properties. (See Goal 16, Policy 5. See also the 2009 *Open Space and Recreation Plan*.)

**Preserve Attleboro’s Historic and Cultural Resources**

- Consider adopting ordinances to encourage the preservation of historic areas. These could include: (See Goal 4, Goal 12, Policy 3, and Goal 14.)
  - Adopt the provisions of MGL CH. 40C legislation to create local historic districts at Dodgeville, Hebronville, Blackinton Park, and Capron Park.
  - Amend the City’s current demolition delay ordinance to extend the delay period from 45 days to twelve months for structures more than 75 years old.
  - Adopt a scenic roadways ordinance under the Scenic Roads Act (MGL CH. 41, §15C and designate scenic roads for review.

- Develop maintenance and management plans for the City’s historic burial grounds, such as an “Adopt a Cemetery” program.

- Promote Downtown Attleboro as a cultural destination center. (See Goal 10, Policy 1.)

- Review the Heritage Landscape Inventory Report completed by the Massachusetts Department of Conservation and Recreation to determine the continued relevance of recommendations established for Attleboro.
IV.H. Municipal Facilities and Services

Existing Conditions

Municipal Finance & Administration
The City of Attleboro operates on a budget of approximately $105,000,000, raising funds through local property taxes, local receipts, state aid, and education aid. Annually, the City collects $53 million in property taxes, approximately $40 million in residential taxes, $7 million in commercial taxes, $4 million in industrial taxes and $2 million in personal property taxes. In addition, the City generates $9 million in local receipts, such as motor vehicle excise taxes, and waste disposal, license and permit fees. Attleboro receives $35 million in state aid.\textsuperscript{160}

In Fiscal Year 2009, the City expended $63 million on education, $12.5 million on public safety (police and fire), $17 million on public works and infrastructure, $7 million on general fund debt service. Per capita expenditures were $3,500.\textsuperscript{161}

Between 2000 and 2009, the City’s annual expenditures increased from $80.1 million to $87.8 million. However, in constant dollars, the city budget has declined by more than $10 million. It would take almost $99.8 million in 2009 to purchase what one could purchase with $80.1 million in 2000. In effect, expenditures in most areas have declined in the last ten years. The exceptions are the City’s expenditures in the areas of public safety and culture and recreation. Public works spending has declined the most dramatically, from a per capita spending rate of $123.39 in 2000 to $60.35 (unadjusted) in 2009.\textsuperscript{162}

The amount of net state aid Attleboro receives has increased from $30.7 million in 2000 to $35.5 million in 2009. Yet, the value of the aid has declined. Attleboro aid levels would need to increase to $38.2 million in 2009 to match the spending power of $30.7 million in 2000.\textsuperscript{163}

Following is a description of the different areas, departments, and services that make up Attleboro’s municipal government.

General Government
Assessor’s Office: The Attleboro Assessor’s Office is responsible for measuring and assigning values to property for the purpose of determining property taxes. The Assessor’s office has a staff of four people and the Board of Assessor’s is composed of three members.
City Collector: The City Collector collects personal property and real estate taxes as well as motor vehicle excise taxes, and utility bills such as water and sewer charges.

Mayor’s Office: The City of Attleboro has a Mayor–Municipal Council form of government. The Mayor of Attleboro works with the Municipal Council, municipal departments, and numerous Boards, Commission, and agencies to govern the City. The Mayor’s term of service is two years.

Municipal Council: Attleboro elects an eleven–person Municipal Council, which serves as the City’s legislative branch of government. Six Council members are elected at the ward level and each represents one of six Wards in Attleboro and five Council members are elected at–large who all represent the entire City. Within the Council are ten committees that discuss and recommend legislation (i.e., ordinances) and policy to the larger Council and Mayor.

Public Safety (Police and Fire): The Attleboro Police Station is located at 12 Union Street next to City Hall. The Police Department is staffed by 78 officers including: one police chief, eight detectives, eight sergeants, five lieutenants, and one captain, and 55 patrol officers. In addition, the department has nine E911 tele–communicators and four civilian employees. The department handles emergency calls and operates several programs including youth drug prevention and crime prevention programs. The Police Station is twenty–six years old and the City is initiating a needs assessment for future upgrades to the station.

Attleboro has four fire stations located throughout the City. Fire Department headquarters is located on Union Street, the South Station on Newport Avenue, Twin Village Station on South Main Street, and Briggs Corner Station is located at the intersection of Park and Steere Streets. The City’s fire equipment includes seven engines, two ladder trucks, five rescue vehicles, two brush trucks and six general vehicles. The Fire Department has 83 staff people including one fire chief, four deputy fire chiefs, thirteen captains and sixty–five firefighters. Firefighters rotate on twenty–four–hour shifts.

The Union Street station is in need of renovation or replacement. Costing between $2.5 and $5 million, the upgrade of this station is identified as an urgent need in the City’s Capital Improvements Program. In addition, the Fire Department needs to replace several of its emergency vehicles.

Land Use and Planning

Building Department: The Building Department is responsible for overseeing construction and inspection buildings as well as zoning enforcement. The department issues building permits for new construction and renovations to existing properties. The department also enforces the local and state building codes. The Building Department staff is composed of building, wiring, gas, plumbing and mechanical inspectors, and administrative staff. The Building Inspector also enforces the City’s Zoning Ordinance.
Community Development: The Community Development Office operates under the Department of Planning and Development and is responsible for developing, managing, and implementing the City’s Community Development Block Grant entitlement program. The department administers assistance programs targeted at economic development, affordable housing development and rehabilitation, and social services.

Planning Department: The Planning Department is responsible for overseeing overall land use planning for the City including the preparation and updating of the Open Space and Recreation Plan, the Comprehensive Plan, and the annual Capital Improvements Program, as well as granting writing and preparing technical reports. The department also provides staff to the Conservation Commission, Planning Board, and Zoning Board of Appeals on land use permits and development for the City. The department works with aforementioned Boards and Commission to develop new regulations and policies to ensure the appropriate physical development of the City.

Conservation Commission: The Conservation Commission is a permitting authority and works to protect and preserve the City’s natural resources. The Commission reviews proposed construction near wetland areas and other natural resources such as floodplains and vernal pools. The Commission, aside from its permitting role, is also active in developing plans to conserve and manage the City’s open space.

Municipal Facilities and Infrastructure

Attleboro City Hall: Attleboro City Hall is located in Downtown Attleboro and is part of a government complex that includes the Police Station, Registry of Deeds, and the Registry of Motor Vehicles. Most of the City’s government offices are located in City Hall and 64 City staff work there. City offices occupied the building in 1985, and the building is fully accessible.

Attleboro Public Library: The Attleboro Public Library is located in Downtown Attleboro. Built in 1907, the library has been renovated and expanded many times. Today, the library contains approximately 40,000 square feet of area. The last major renovations to the library were completed in the early 1990s. At a cost of $1.9 million, these renovations added space and made improvements to the building’s accessibility.168

Recreation and Parks: The City has several recreation areas and parks and offers programs through its Recreation Department. The Recreation Department maintains the City’s sports fields, recreation areas and pools and operates the Attleboro Youth Center and the Frederic M. Bartek Recreation Center. A listing of the City-operated facilities is included in the Open Space chapter. The department also manages and runs the City’s recreational programs which range from summer camps to sports tournaments.169
Department of Public Works: The Department of Public Works, which has a staff of twenty-one, maintains the City’s roadways, sidewalks, stormwater system, and traffic signage. In addition, the DPW oversees the construction and reconstruction of the City’s roadways and bridges, often in partnership with state and federal agencies. The DPW maintains an estimated 3,730 storm water catch basins. The department cleans catch basins regularly throughout the year using a truck mounted “clam shell” device. In addition, a contracted “vactor” truck is hired as needed to remove accumulated sediments from drainage structures when it is determined that City-owned equipment is inadequate to remove the material. Residuals are properly disposed of as cover in a permitted City-owned landfill. The DPW cleans some 500-plus catch basins per year, removing more than 350 tons of sand and debris. In addition, the DPW maintains storm water management system components, such as detention basins, throughout the City as problems arise.

Water Department: The Water Department manages and upgrades Attleboro’s municipal water system, which serves nearly the entire City. The City maintains 218 miles of water mains and 1,923 fire hydrants. Orr’s Pond Reservoir provides the City’s drinking water. Water is treated by the Russell F. Tennant Water Treatment Plant, which has a daily treatment capacity of up to twelve million gallons of water. The Wading River Pumping Station in neighboring Mansfield also acts as an auxiliary water source for the City.

Wastewater Department: The Wastewater Department manages and upgrades Attleboro extensive municipal sewer system that provides service to approximately 65–70 percent of the households in the City. The system includes nearly eighty miles of sewer pipeline and a wastewater treatment plant that treats 1.6 billion gallons of wastewater annually, receiving a daily average flow of 4.0 million gallons. Approximately 2,000 tons of sludge solids residuals go to the sludge landfill annually. The City recently upgraded its Wastewater Treatment Plant to eliminate the hazardous chlorine and sulfur dioxide gases and replace them with much safer chlorine and sodium bisulfite liquid chemicals. In addition, the City completed a Comprehensive Wastewater Management Plan in December 2011.

Municipal Services
Council on Aging: The Council on Aging operates the City’s Reverend Gordon N. Larson Senior Center and offers a wide variety of programming to Attleboro residents of age 60 years and older. The Senior Center offers guidance on health and nutritional issues, exercise classes, entertainment, trips, and transportation. The Senior Center serves lunch daily.

Health Department: The Attleboro Health Department disseminates information about local health issues and concerns to the public, as well as conducts inspections related to food service, septic systems, and other health–related housing concerns.
Veterans Department: The Veteran’s Department offers support to the City’s veterans and assists them in identifying and applying for state and federal benefits.

Youth Commission: The Attleboro Youth Commission provides a forum by which City youth are able to participate in local government. Youth commissioners represent the needs of the City’s youth to the municipal government.

Public Schools
Attleboro’s public schools serve 5,933 students district wide. The City has six elementary schools, three middle schools, and one high school. The elementary schools run from kindergarten through fourth grade, middle schools from fifth to eighth grade, and the high school from ninth to twelfth grade. Attleboro employs 384 teachers and there is a student to teacher ratio of 15.5 to 1. The City spent $10,878 per pupil in 2008, while the average spent statewide was $12,453.170

In recent years, Attleboro has had declining enrollments in the school system. The school department does not have concerns about building capacities, and does not have a need to construct additional school buildings at this time.171 However, many of the school buildings require capital improvements. These improvements range from incidental to major upgrades. Examples of the work required include work to ventilation and heating systems, painting, window replacement, and site improvements. The high school, in particular, requires major capital improvements including replacing the heating system, installing new information technology infrastructure, and replacing the track.172

In addition to its public schools, Attleboro also hosts several private schools. Bishop Feehan High School serves grades nine through twelve and enrolls 1,000 students.173 Dayspring Christian in South Attleboro offers education from kindergarten through eighth grade, and Grace Baptist Christian Academy offers programs from Pre-K through twelfth grade. St. John the Evangelist runs from kindergarten through eighth grade.174
Local and Regional Trends
Municipalities across the state are faced with the persistent challenge of maintaining services with less money. Declines in local aid have affected many cities and towns and, as described above, Attleboro is no different. In Attleboro, declining amounts of state aid has converged with an increase in assessments from the state. This has exacerbated the issues faced locally. Diminished property values and general economic decline have weakened the City’s ability to raise revenue. At the same time, energy costs to operate municipal facilities and the cost of health care for employees and retirees have grown dramatically. Over the last several years, although Attleboro has had to make difficult choices, the City has been able to reduce its operating expenditures to balance the budget yet without cutting or reducing municipal services.

At the same time that shrinking budgets challenge municipalities, cities and towns are being called upon to increase their awareness and action toward sustainable development and eco-sensitivity. SRPEDD sponsors a Council on Sustainability for Southeastern Massachusetts. Established in 2009, the Council’s goal is to bring regional entities together to maximize efficiencies and coordinate efforts to promote resourcefulness and environmental sustainability. The Council meets regularly as a whole and, in addition, there are five working groups that meet to discuss local and regional efforts to address issues related to economic development, energy, food and agriculture, transportation and natural resources. 175

Issues, Challenges & Opportunities
- Like communities throughout Massachusetts, Attleboro must find ways to manage a declining budget while meeting the service needs of its residents. In recent years, the City has worked with department heads to cut annual departmental operating budgets and instituted unpaid furlough days for personnel in an effort to balance the budget without cutting or reducing municipal services. The economic recession has reduced the amount of revenue the City can raise, and state assessments have increased while aid has declined.
- Eventually the economy will rebound and development in Attleboro will begin again. In addition, the expansion of the commuter rail to New Bedford and improvements to Interstate 95 may increase development pressure in Attleboro. The City will need to accommodate this new growth, providing services to the new residents and businesses it will bring.
- With or without a tight budget, maintaining and upgrading municipal buildings and facilities is a major challenge for local government. Attleboro conducts capital improvements planning process each year to ensure that it facilities receive the upgrades that they need. Yet, the City is capable of only so many improvements each year.
- Given Attleboro’s manufacturing history, it is a challenge to align the skill set of its labor force with many service-oriented jobs today. The Attleboro Public Schools and the City are challenged to provide education to its students that will prepare them for work in the changing economy.
Recommendations

- The City should continue to conduct capital planning annually.

- Periodically, Attleboro should review what municipal services it provides and how it provides them. The City should assess the demand for services, identify potential efficiencies, and how it might need to modify services to meet the changing needs of the City’s population. (See Goal 16 and Goal 18, Policy 1.)

- The City should create linkages between municipal government and local and regional social service providers to form a network of services to its residents. The City should target resources to Attleboro’s most vulnerable populations: elderly persons, persons with disabilities, children, and youth. (See Goal 18.)

- The City should continue to invest in its school system and encourage the school department to look for new and creative ways to ensure the curriculum is current and relevant in today's economy. (See Goal 17.)
V. LOOKING AHEAD: A VISION OF A FUTURE ATTLEBORO

V.A. Vision Statement

We, the people of the City of Attleboro, through our locally elected officials and our own active involvement, and guided by our City Charter, ordinances, and regulations, have the power to shape the day-to-day environment in which we all live, work, and play in the City we call home.

Recognizing our rights and responsibilities for collectively determining our common future, we have prepared this 2012 Comprehensive Plan to:

- Document the work of the many citizens and stakeholders who have contributed their ideas, opinions, and energies to this planning effort;
- Guide City officials as they carry out their duties over a planning horizon of at least two decades;
- Provide a framework for continued community involvement and consensus-building around policy issues faced by local government;
- Set goals that embody our highest shared aspirations; and
- Make practical recommendations to achieve those goals.

In this vision statement we recognize that: (1) the powers of government are limited, (2) while local communities have a degree of independence, cities and towns are not immune from conditions in neighboring communities, the region, the Commonwealth, the nation, or the world at large, and (3) we cannot foresee what events may transpire in the future to confound our best-laid plans. Nevertheless, we envision the following description of a desirable future Attleboro, based on a synthesis of global and regional trends, local strengths and weaknesses, potential threats and opportunities, and community wishes and needs.

- The Internet will continue to revolutionize the way we communicate and the way we learn. Although education is highly valued by Attleboro citizens now, it will be even more highly valued in the future, both for its own sake in enabling personal fulfillment, and as a necessity in attaining good jobs. Although the funding mechanisms and delivery systems may change, there will be more robust support for early childhood, elementary, and secondary education in Attleboro in 2030. Furthermore, the importance of lifelong education will be paramount, and there will be an array of opportunities for citizens of all ages to create and share knowledge.

- Globalization will continue to level the playing field in markets for goods and services that can be transferred electronically, including information, financial, and educational services. On the other hand, material goods, such as food, clothing, and building materials, will travel shorter distances as energy prices increase. Local and regional industries will provide locally produced goods to replace imported products, putting people to work, helping to reduce the nation’s trade imbalance, and increasing local economic resiliency.
LOOKING AHEAD: A VISION OF A FUTURE ATTLEBORO

- Electronics, jewelry making, and metals fabrication and refining will still be represented in the City’s industrial economy in 2030. At the same time, the tradition of educational excellence, innovation, and entrepreneurship that is rooted in Attleboro, and in other historic mill towns throughout New England, will find a new global niche. Research and development, perhaps with a manufacturing component, in a high tech field such as renewable energy, will generate economic activity, employing local people and serving distant markets.

- As a result of the information revolution, fewer residents will commute out of town in 2030. Many residents will telecommute to their place of work without leaving Attleboro. Others will work in the City’s industrial parks, which will be built out to full capacity. New transportation and delivery services will emerge, based on Internet-enabled business models, to allow families to meet their transportation needs with less reliance on private automobiles.

- The City of Attleboro will experience a resurgence of economic activity in the downtown, due to the stimulus of increased population density and the availability of public transit. Restaurants and other retail businesses will occupy street level spaces, while upper floors will house Internet-enabled businesses. The City will also play a growing role as a cultural center, with museums, performing arts venues, and the Capron Park Zoo drawing visitors from surrounding towns.

- Attleboro neighborhoods will grow in both diversity and cohesiveness. Neighborhood associations will bring residents together to explore common interests, as well as to promote safety and security. Walkable neighborhoods will be highly valued. These will be neighborhoods in which the sidewalks are paved and a corner grocery and public park are within a ten-minute walk.

- City officials will play a leadership role in issues that require regional cooperation and planning, such as transportation. An increasing number of public transit options will be available, particularly from the downtown, including frequent service to Providence and T.F. Green Airport.

- Economic growth and proactive social policies at the federal and state level will result in a reduction in the numbers of homeless and working poor. This, combined with adequate funding, will enable local social services agencies to adequately meet client needs.

- The water and the air in Attleboro will be cleaner in 2030 than they are now. Increased water demand due to growth and development will be offset by more widespread water conservation practices. Air quality will improve as measures to reduce greenhouse gas emissions are widely adopted.

- Green spaces will be highly valued for their visual appeal, contribution to clean air and water, and ability to provide for active and passive recreation. The Ten Mile River will be walkable and navigable over much of its length, including the downtown, where several sidewalk cafes will overlook the river.
Due to a major shift in land development policies and techniques, a significant amount of privately owned, residentially zoned, undeveloped land in the City will still be undeveloped in 2030. Most development over the next twenty years will occur in the downtown, existing neighborhoods, and in land zoned for general business along main traffic arteries. Growth will be accommodated by making better use of existing structures and of vacant lots in built-up areas.

Every building that is of historic significance in 2010 will still be standing in 2030, preserving the historic character of the City. The exteriors of new buildings in the downtown will harmonize with the older buildings. With the benefit of grants and other incentives, new public buildings will incorporate green building design principles, including low energy consumption, renewable energy generation, waste minimization, and the use of renewable and non-toxic materials. Municipal adoption of total-cost-of-ownership financial planning techniques will result in better maintenance of all assets under the stewardship of local government.

In summary, we envision in 2030 an Attleboro that is globally connected, with a strong local economy, a vibrant urban center, in harmony with thriving residential neighborhoods; and a place where natural and historic resources are valued as an irreplaceable legacy to be passed on to future generations.
VI. GOALS, POLICIES AND PROPOSALS

VI.A. Creating City–Wide Goals, Policies, and Proposals

As part of the comprehensive planning process, a City outlines goals to achieve during the course of the plan and objectives to define mechanisms to achieve the goals. Goals should be realistic, yet push the City to move in a direction that focuses its efforts. It is important that the City have the capacity or the ability to develop capacity to achieve its goals. Goals should relate to the City’s vision for its future and provide a framework for realizing the vision.

In the course of Attleboro’s planning process, each subcommittee developed goals, policies and proposals for the applicable subject area. To this end, the subcommittees were informed by input received through public participation, distillation of technical data and personal knowledge and experience related to Attleboro. The goals and objectives of the following planning subject areas are included in the plan:

♦ Zoning & Land Use  
♦ Neighborhoods  
♦ Transportation  
♦ Economic Development  
♦ Central Business District  
♦ Housing  
♦ Environmental Resources, Open Space and Historic Preservation  
♦ Public Safety  
♦ Municipal Facilities  
♦ School System  
♦ Social Services

While goals are organized by a primary subject area, they often relate to more than one of the other elements of the plan. For example, housing goals may relate to land use/zoning and historic preservation. The table on the following pages identifies each of the goals under its primary element, but also identifies any related elements illustrating the interrelatedness of not only the goals, but the elements of the plan.

While by its very nature good planning incorporates objectives that support environmental sustainability, certain policies in this plan directly work to foster a greater level of eco–sensitivity in Attleboro. These policies are identified with a small globe icon in the left margin, "🌍".
<table>
<thead>
<tr>
<th>Topic Area</th>
<th>Goals</th>
<th>Also relates to</th>
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| Zoning & Land Use              | **Goal 1:** Continue efforts to protect open space through land acquisition, or conservation restrictions, or through other means such as land development regulations.  
**Goal 2:** Provide a mix of housing by striving to achieve the state goal of at least ten percent of the City housing stock in affordable housing and median housing.  
**Goal 3:** Reduce sprawl and the attendant traffic congestion and air pollution within Attleboro by developing infrastructure that facilitates getting places other than by car. | Environmental Resources & Open Space, Housing, Transportation |
| Neighborhoods                  | **Goal 4:** To preserve the character and integrity of our neighborhoods.  
**Goal 5:** To ensure that the future needs of our neighborhoods are adequately served with municipal services and facilities, affordable housing, and neighborhood planning. Encourage planning and zoning be changed to ensure the future needs of the population.  
**Goal 6:** To ensure that our neighborhoods are a safe place for residents to live and raise children. We recognize that there is a growing population of older citizens and providing a level of safety and passive recreation for all residents is a priority. | Municipal Facilities, Housing, Zoning, Public Safety, Open Space, Historic Preservation |
| Transportation                 | **Goal 7:** Provide transportation systems and services to meet the needs of residents employing safe, logical, and user–friendly practices.  
**Goal 8:** Support the design and construction of transportation improvement projects. Ensure that the all modes of transportation are safe and that traffic moves safely and efficiently. | Economic Development, Land Use & Zoning             |
| Economic Development           | **Goal 9:** Encourage economic development growth to increase and expand the City’s tax and employment base.                                                                                             | Municipal Facilities, School System, Land Use & Zoning |
| Central Business District      | **Goal 10:** Promote and advance a downtown improvement program that fosters an inviting “place” in which people can live, work, play, and dine.                                                          | Economic Development, Municipal Facilities, Transportation |
| Housing                        | **Goal 11:** To provide opportunities that will create adequate housing to meet the needs for all residents of the City.                                                                                 | Neighborhoods, Land Use & Zoning                     |
### Goals, Policies & Proposals

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<th>Topic Area</th>
<th>Goals</th>
<th>Also relates to:</th>
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| Environmental Resources, Open Space and Historic Preservation | **Goal 12:** To conserve open space and direct development to targeted areas with existing infrastructure.  
**Goal 13:** To ensure a clean and healthy environment for present and future generations by minimizing pollution and degradation of air, land, and water resources, and, where possible, reversing damage to such resources.  
**Goal 14:** Preserve and protect historic resources. | Land Use & Zoning, Economic Development, Transportation, Neighborhoods |
| Public Safety | **Goal 15:** To promote a municipality that is safe, secure, and healthy for its residents and collaborates/teams with state and federal agencies and neighboring communities in preventing and responding to threats to public safety. | Municipal Facilities |
| Municipal Facilities | **Goal 16:** Continue to upgrade municipal facilities thorough a planning process to sustain adequate and economically efficient municipal assets and service levels. Develop a municipal facilities service program based on population growth and demand. | Public Safety, Municipal Facilities |
| School System | **Goal 17:** To provide the necessary resources, financial and otherwise, to support the educational programs established by the Superintendent of Schools and the School Committee. | Municipal Facilities |
| Social Services | **Goal 18:** Support municipal agencies and independent private organizations that provide social service programs to a diverse, changing and growing population, with special emphasis on expanding programs that work with families to improve their standard of living. Where possible, coordination amongst municipal agencies and independent private organizations that provide social service programs and referrals should be encouraged. | Housing |
VI.B. Zoning & Land Use

Overview of Attleboro Zoning Districts

The major tools that communities use to manage land use are comprehensive planning, zoning ordinances, subdivision regulations, and growth management policies. Zoning designates permitted uses of land based on mapped zones, separating one set of land uses from another. Zoning may be use-based (regulating the uses to which land may be put), or it may regulate building height, lot coverage, and similar characteristics, or some combination of the two. Urban zones fall into one of five major categories: residential, mixed residential–commercial, commercial, industrial, or institutional (i.e., governmental facilities or places of worship). Zoning regulations are land use regulations and policies that implement community goals, preserve community resources, and protect community character, while guiding new development.

Attleboro has thirteen zoning districts that fall into the following land use categories: single–family residential, general residential, business districts and industrial districts. In addition to its conventional use districts, Attleboro has two water resource protection overlay districts (Orr’s Pond and Bungay River), which provide additional protections to the City’s natural water resources. Properties in the overlay districts are subject to both the underlying zoning and the overlay zoning. Attleboro’s conventional use districts are:

- General Residential zoning districts: GR–A, GR–B, and GR–C
- Business zoning districts: Central Business (CB), General Business (GB), and Planned Highway Business (PHB)
- Industrial zoning districts: Industrial (I), Industrial Business Park (IBP)

Attleboro’s residential zoning reflects the City’s development pattern and evolution over time. Residential zones in and near downtown allow higher density housing than zones located on the outskirts of the City. Attleboro’s single–family zones also include provisions to build open–space residential developments and planned unit developments.

The predominant land use in Attleboro is residential. Thirty percent of the City’s land area is residentially developed. Housing density ranges from six units per acre in Downtown Attleboro to 1.5 units per acre in South Attleboro. Citywide, the average housing density is 0.95 units per acre.

Attleboro’s commercial zoning includes the Central Business (CB) district, the General Business (GB) district and the Planned Highway Business (PHB) district. The downtown district (CB) allows for a variety of intensive uses, including exclusively retail business uses, service and finance industries, institutions, mixed–use buildings, and multi–family housing. The City’s General Business zoning district encourages primarily commercial uses and a wider variety of commercial uses on larger lots as compared to the downtown district. The Planned Highway Business zoning districts are centered around interchanges with Interstate 95 and along the west side of US Route 1A. This zoning district is designed to allow large shopping centers and regional retail uses.
Today, 3.6 percent of the City’s land area is in commercial use and 93 percent of the commercially zoned land is developed. Attleboro has four primary commercial corridors:

- US Route 1, Route 1A, Interstate 95 Triangle: Medium sized commercial businesses and restaurants.
- Route 123: Fast-food restaurants and small commercial businesses; main roadway to Attleboro’s Industrial Business Park; Capron Park Zoo.
- Route 152: Small “mom and pop” businesses, residential, and dense commercial.
- Downtown: Mix of office, retail, industrial and residential properties.

Attleboro’s industrial zoning districts are located along the railroad tracks near downtown, in South Attleboro and between Interstate 95 and Route 152, south of the City’s geographic center. The industrial districts allow for general industrial operations as well as office, research, and development uses.

Approximately 6.1 percent of Attleboro’s total land area is assessed for industrial use, 81 percent of which is developed. Manufacturing firms occupy most of Attleboro’s industrial land.

Zoning & Land Use Goals

1. GOAL 1

Continue efforts to protect open space through land acquisition, or conservation restrictions, or through other means such as land development regulations. Permanently protect at least 50 percent of the City’s undeveloped open space.

2. Policy 1: Increase the amount of land conserved under the Open Space Residential Development (OSRD) and Planned Unit Residential Development (PURD) zoning provisions.

Proposals

- Increase use of the above ordinances, by requiring OSRD or PURD plan submittal in addition to a conventional plan, and have the planning board recommend (or require) its preference.

- Increase the potential amount of conserved land and provide more flexibility in the design by further reducing the minimum lot size under the OSRD ordinance from 12,000 square feet to 10,000 square feet.

- For the OSRD ordinance, increase the minimum area of the tract to be preserved from 25 percent to 30 percent. Allow a density bonus of 5 percent more house lots than would be allowed in a conventional subdivision if 40 percent of the tract is preserved. Allow a bonus of 10 percent more house lots if 50 percent of the tract is preserved.

- For both OSRD and PURD, require that the portion of the subdivision to be preserved as conservation land be conveyed to either the City or a non-profit organization whose principal purpose is the conservation of open space. If conveyed to a non-profit organization, a conservation restriction in favor of the City should be recorded in accordance with MGL CH. 184, §31 and §32. Require that a bond be posted until such conveyances and restrictions are recorded.
GOALS, POLICIES & PROPOSALS

- All land preserved under the OSRD and PURD ordinances should be protected as open space in its natural state, allowing for passive recreation, but not active recreation. In keeping with the goal of protecting wildlife habitat, preserved land should be compact in layout and, if possible, contiguous with other conservation parcels. In specifying conditions for the use of the preserved land, the planning board should be authorized to grant waivers allowing the following uses:
  - As neighborhood parks or neighborhood playgrounds, up to a limit of one–half acre or 10 percent of the preserved land, whichever is greater.
  - As pedestrian trails, connecting to other neighborhoods or preserved areas.
  - As neighborhood commons, encircled partially or completely by house lots and/or roads.
  - As farmland for the practice of sustainable agriculture.
  - As forest land in which selective cutting of timber is practiced according to principles of sustainable forestry.

■ GOAL 2
Provide a mix of housing by striving to achieve the state goal of at least 10 percent of the City housing stock in affordable housing (targeted to households with incomes at or below 80 percent of the median family income), as well as offer housing to households with incomes between 80 percent and 120 percent of the median household income.

Policy 1: Develop mechanisms to attract developers to construct or reuse housing to provide affordable and median–income housing.

  Proposals
  - Adopt incentive zoning provisions to increase underlying housing density.

■ GOAL 3
Reduce sprawl and the attendant traffic congestion and air pollution within Attleboro by developing infrastructure which facilitates getting places other than by car.

Policy 1: Increase opportunity for people to be able to walk to their work or daily shopping needs.

  Proposals
  - Encourage development of neighborhood stores. Guidelines for design and development may require provisions such as: special permits, location requirements (e.g. half–mile radius), dimensional requirements such as maximum height (e.g. single–story) and square footage, and design considerations (e.g. no illumination).

Policy 2: Develop and implement design codes that physically encourage pedestrian and other alternative forms of transportation.

  Proposals
  - Adopt regulations that require the construction of bike paths and parking as well as school and public transit bus stop shelters in new developments.
  - Adopt “traffic calming” street design standards to help control traffic speed.
Policy 3: Maintain and increase congenial streetscapes throughout the City that encourage pedestrian traffic and maintain neighborhood feel.

Proposals
- Adopt building and landscape architectural design codes (similar to the APA's Traditional Neighborhood Development guidelines) such as a signage ordinance, reduced street setbacks, staggered facades, and landscaped sidewalks.
- Reduce the requisite number of off-street parking stalls for retail business.

Policy 4: Encourage connectivity between subdivisions where possible. Whenever possible, new developments should connect to surrounding developments to create a secondary street network. Developments could also connect by way of foot or bike path to allow alternate means of transportation.

VI.C. Neighborhoods

Attleboro is a City composed of several neighborhoods, and each with its own defining characteristics, assets, and needs. Neighborhoods are geographic sub-areas within a City that may be defined by tradition, period development, or subdivision patterns. Neighborhood boundaries may include major streets or other physical features. It used to be that neighborhoods were self-contained; people lived, worked, and played in their neighborhood. Today, people are more mobile and traverse neighborhood boundaries routinely.

Attleboro's neighborhoods are in various stages of development. They can be described as established and stable, established and redeveloping, developing, and new. In this plan, the following neighborhoods are identified and discussed: Dodgeville, Hebronville, Mortgage Hill, South Attleboro Village, Lonicut, Briggs Corner, East Side, and Downtown. The table below identifies Attleboro neighborhoods and gives a brief description of their boundaries, characteristics, assets and needs.

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Description</th>
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| Dodgeville    | **Boundary:** Lamb Street to South Main Street, South Main Street to Camp Street, Camp Street to the rail tracks to Lamb Street, including properties on both sides of South Main Street that is located within this general area.  
**Characteristics:** Mill Houses, single family, general residence, with some duplexes  
**Major assets:** Dodgeville Mill, Tilda B. Stone Playground, and Twin Village Pool, St. Stephens Church, Three grave yards, and the Dodge Island Cemetery  
**Needs:** Historic District status for Mill House area |
| Hebronville   | **Boundary:** Thurer Avenue beginning at South Main Street to Oak Hill Avenue, then westerly on Oakhill to the Seekonk Town line following said line to terminating point near Rhode Island line, then northwesterly on the Rhode Island line to County Street, then northeasterly to southerly side of County Street, the Brook, at the southeasterly corner of the Attleboro City Home property, then southeasterly over a hypothetical line to the point of origin in South main street.  
**Characteristics:** Mill Houses, more condo and apartments as opposed to single-family homes  
**Major assets:** Hebronville Mill, WWII Memorial, Ousley Field, Sewer treatment Plant, Animal Control Center, Willow Tree Farm, Teknor Apex |
## GOALS, POLICIES & PROPOSALS

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| **Mortgage Hill**     | **Boundary Lines**: North Main Street, bound on the left side by Lincoln, Ashton, and Payson Street, and on the right by Veery, Upland, and Bank Street  
**Characteristics**: Early 1930s home, first homes in City with mortgages. Single-family homes.  
**Major Assets**: All areas have sidewalk  
**Needs**: None specific |
| **South Attleboro Village** | **Boundary Lines**: Newport Avenue from the North Attleborough town line through the Intersection to US Route 1A. Newport continuing to the Pawtucket Line  
**Characteristics**: Once the center of Attleboro, it is comprised of 1700 period homes. Mill homes, high volume of traffic, commercial business area.  
**Major Assets**: Fire Station, Newell Burying Ground  
**Needs**: Library, Pedestrian–friendly traffic calming techniques concerns for US Route 1 and US Route 1A, especially coming out of side streets, Police substation |
| **Lonicut**           | **Boundary Lines**: Borders Thacher Street, (includes Linden, Prairie Avenue, Alder Street) on the north side to the railroad tracks to County Street. People using the area as a cut through to go to work at the Dodgeville mills derived the name Lonely Cut. It was a quiet area with sagebrush. Over time its name was transformed from Lonely Cut to Lonicut  
**Characteristics**: Small lots, well manicured lawns. It was once multi-cultural, being made up of French, Italian, and Portuguese, but has become a primarily Portuguese community  
**Major Assets**: Glacier Rock, Holy Ghost Church, Father Sullivan’s Field, and Barbeques  
**Needs**: None specific |
| **Briggs Corner**     | **Boundary**: The boundaries of this neighborhood include either side of Park Street from approximately the LaSalette Shrine and Oak Knoll Sanctuary south to Oakhill Avenue, and approximately a distance of 1,000 feet west and south from the intersection of Park Street and Oakhill Avenue.  
**Major Assets**: Hyman Fine School, Fire Station, LaSalette Shrine, Oak Knoll Sanctuary, Briggs Corner Restaurant  
**Needs**: None specific |
| **East Side**         | **Boundary**: The boundaries of this neighborhood include Maynard Street to the north, to Falmouth Street, to O’Neil Boulevard, south along Speedway Brook, to South Main Street, north along South Main Street to Capron Street.  
**Characteristics**: Multi-family dwellings. Properties have transitioned over the years from being primarily owned and occupied by families to being owned by absentee landlords. Recently, owner-occupancy has increased.  
**Major Assets**: Briggs Pool and Playground, Recreation Center, Peter Thacher, Sturdy Memorial Hospital Auditorium & Fields at Peter Thacher School  
**Needs**: More programs & longer hours at recreation center – Briggs pool repair, more Block Grant money allocated to the East Side, sidewalks need repairing, litter is a problem |
Neighborhood Description

Downtown

**Boundary:** The boundaries of this neighborhood include the area generally bound by Dean Street, Morey Street, Mill Street, Wall Street, County Street, Riverbank Road, and North Main Street.

**Major Assets:** City Hall, Sturdy Memorial Hospital, YMCA, Art/Industrial/Women at Work Museums, DAR House, Blackinton Inn, Knobby Crafters, Balfour River walk, Jewelry Outlet, Churches, Library, Express Motor Vehicles Registry, Registry of Deeds

**Needs:** Vision for the future; encourage redevelopment; employment housing and food, place where people can live, work and play, streetscape program needs to continue, ITC program needs to continue, additional parking. Signage for existing parking areas

Neighborhood Goals

- **GOAL 4**

  To preserve the character and integrity of our neighborhoods.

  Policy 1: Promote the preservation and protection of historic resources in neighborhoods.

  **Proposals**
  - Amend City ordinances to increase the delay period for demolition permits and require public notice.

  Policy 2: Preserve the historic integrity of neighborhoods.

  **Proposals**
  - Amend City ordinances to establish a Historic District Commission to promote the creation of historic districts under MGL Ch. 40C (such as Dodgeville, Hebronville, and Blackinton Park).
  - Pursue a concerted local program through the Historical Commission to encourage the placement of qualifying buildings and properties on the appropriate state or federal Historic Register.
  - Encourage the use of Community Development Block Grant (CDBG) monies to help improve neighborhoods. These funds are especially needed in the Downtown and the East Side neighborhood.

- **GOAL 5**

  To ensure that the future needs of our neighborhoods are adequately served with municipal services and facilities, affordable housing, and neighborhood planning. Encourage planning and zoning be changed to ensure the future needs of the population.

  Policy 1: Foster awareness of neighborhoods and get residents involved in government through, for example, telecasting all municipal meetings.
GOALS, POLICIES & PROPOSALS

Proposals
- Encourage neighborhood residents to participate in development, improvement, municipal service, and zoning decisions that affect them.
- Encourage local City officials to strengthen ordinances and policies to preserve the integrity of the neighborhoods.

GOAL 6
To ensure that our neighborhoods are a safe place for residents to live and raise children. We recognize that there is a growing population of older citizens, and providing a level of safety and passive recreation for all residents is a priority.

Policy 1: To inform people of the assets of community and neighborhoods
Proposals
- Encourage the creation of informational packages for each neighborhood.
- Encourage the use of signage in neighborhoods to depict, portray, and illustrate their local history.

Policy 2: Strengthen and promote neighborhood safety.
Proposals
- Prioritize expanding the sidewalk construction program to include areas that are in disrepair, unsafe, and pose a public safety hazard.
- Increase police patrols in neighborhoods and in outlying areas.
- Continue to pursue state and federal grant resources to reinstate police bicycle patrols and foot patrols.

Policy 3: Improve, expand and maintain existing recreational facilities and expand neighborhood programs for both youth and seniors.
Proposals
- Expand programs and hours at the recreation center for youth and integrate programs geared toward residents in their 50s and older adults.
- Expand the variety of recreation programs at all neighborhood facilities for older adults, as needed.
- Continue maintenance of recreational facilities in neighborhoods.
- Allocate time at all municipal recreational facilities for non–organized, non–league use of fields.

VI.D. Transportation
The coordination of transportation with the principles and practices of land use planning and development is crucial. At a minimum, the coordination of land use and transportation requires that local, regional, state, and federal officials assess and evaluate how land use decisions affect transportation systems and how they can increase viable options for people to access opportunities,
GOALS, POLICIES & PROPOSALS

goods, services, and other resources to improve the quality of their lives. In turn, we must be aware of the effects that existing and future transportation systems may have on land use development demand, choices, and patterns. Integrating land use and transportation is one facet of “smart growth”. These shared principles and strategies intend to preserve and even enhance valued natural and cultural resources and facilitate “healthy,” sustainable communities and neighborhoods. Smart growth fosters a balanced mix of uses (including housing, educational, employment, recreational, retail, and service opportunities) and recognizes the importance of spatial or geographic proximity.

Attleboro’s transportation network is extensive and includes state and federal roadways, public transit (bus and rail), bicycle and pedestrian infrastructure. As Attleboro is a regional employment center and offers public transit connections to Boston and other locations, there is a substantial amount of commuter traffic that travels into and through Attleboro. Such traffic, generated by Attleboro residents and residents of surrounding towns, puts growing demands on the City’s transportation infrastructure.

In response to these demands, the City has started planning for the Intermodal Transportation Center (ITC) that will be located downtown and will be a regional transportation hub servicing both the MBTA Commuter Rail and GATRA bus service. In addition to the ITC, Attleboro also has plans to improve roadway and bridge infrastructure through its CAPITAL IMPROVEMENTS PROGRAM and to continue to maintain and upgrade the its sidewalk systems, as well as construct new sidewalks through its annual Sidewalk Reconstruction Program.

Transportation Goals

■ GOAL 7

Provide transportation systems and services to meet the needs of residents employing safe, logical, and user–friendly practices.

Policy 1: Formulate a system–wide approach to mitigating traffic and transportation issues to improve traffic safety conditions, congestion, and flow.

Proposals
- Identify the Pleasant Street (Route 123) corridor as a high priority corridor for the City. Improve the circulation flow on Pleasant Street by investigating reconstruction alternatives for traffic circulation.
- Study east–west traffic demand across the City. Coordinate proposed improvement projects (Holden Street, West Street) to address this and other area wide traffic issues.
- Install signs and signalization when warranted. This will require traffic studies and analysis to prevent the installation of stop signs and traffic signals in inappropriate locations.
- Utilize police enforcement tools on local roads to reduce speed violations and other traffic violations at locations that are deemed safety concerns. Consider developing a Traffic Division. Utilize new technology as appropriate.
GOALS, POLICIES & PROPOSALS

Policy 2: Utilize Context Sensitive Design (CSD) techniques and establish standard City details for future improvements, as needed.

Proposals
- Stress written notification to community members for public meetings and input during conceptual hearings. Ensure that a City representative is present at all such public meetings.
- Provide clear written notification of value, compensation processes, and property acquisition timeframe to project abutters when land takings appear to be necessary.
- Consider residents’ concerns in relation to the proximity of proposed projects in the City. Emphasize the need for public participation and public meetings to address new transportation projects through the Traffic Study Commission.

Policy 3: Encourage utilization of public transportation to reduce use of vehicles and emissions.

Proposals
- Promote public transportation (MBTA, GATRA) where it is needed and/or would help ease traffic congestion.
- Encourage walking and bicycling as primary modes of travel, where possible. Promote recreational transportation such as river canoeing, bicycling, walking, and jogging.

GOAL 8
Support the design and construction of transportation improvement projects. Ensure that all modes of transportation are safe and that traffic moves safely and efficiently.

Policy 1: Participate actively in planning with regional, state, and federal authorities to ensure that any changes or improvements will benefit Attleboro.

Proposals
- Leverage funding opportunities for required improvements.
- Encourage City, regional, State and Federal proposals for transportation projects that would enhance the Attleboro’s transportation infrastructure and roadway safety.
- Encourage City officials to communicate and coordinate the City’s plan with those of adjacent communities and regional plans.
- Encourage safety measures with MBTA and Amtrak, including possible patrols and additional fencing, as needed.
- Expedite current projects:
  - Design and construction of Riverfront Drive connecting Wall Street and Olive Street adjacent to the MBTA commuter parking lot on Wall Street
  - Route 152 improvements – Phase III construction of the Route 152 improvements upon the completion of Phase II
Policy 2: Maintain and systematically improve the condition of the City’s road system.

Proposals
- Develop a City road improvement/management program to prioritize road improvements and assist in the development of the **CAPITAL IMPROVEMENTS PROGRAM** for transportation.
- Apply for federal transportation enhancement funds through the Massachusetts Department of Transportation to design and construct alternative transportation systems, such as bicycle corridors along the Ten Mile River, Bungay River, and the Seven Mile River.
- Increase the frequency of street-sweeping and measures to clean catch basins and storm drains to reduce flooding and improve the City’s stormwater management system.
- Purchase a vactor truck.
- Make the safety and convenience of both pedestrians and motorists a priority when planning improvements.
- Promote use of xeriscaping (maintenance free landscaping), especially along sidewalks to create green spaces.
- Expedite current projects:
  - Construction of the Olive Bridge
  - Realignment of Wall Street (from the Ten Mile River Bridge to South Main Street)

Policy 3: Encourage private and public stewardship of City roadway infrastructure.

Proposals
- Establish a systematic annual maintenance program. Utilize GIS software mapping equipment to map City infrastructure for maintenance program, and develop a City Pavement Management System (PMS), as well as similar programs for stormwater drainage and other City infrastructure systems.
- Consider performing a cost/benefit analysis to determine the feasibility and cost savings of outsourcing the performance of maintenance activities.
- Create the position of, and hire, a City Engineer

Policy 4: Encourage developers to undertake reasonable infrastructure upgrades and improvements such as to the municipal water, sewer, and storm drain systems, as necessary, when the need for such upgrades and improvements is directly related to proposed new developments during construction throughout the City.

Proposals
- Amend City ordinances and establish a nexus between land development regulations to provide for a linked sidewalk system and green corridors throughout the City’s neighborhoods and outlying areas.
- Require the installation of underground utilities.
- Require the installation of granite curbing.
Policy 5: Encourage City truck route planning.

Proposals
- Investigate a new route to reroute trucks in and around the Central Business District. Consider designating truck delivery times to off peak hours.
- Clearly mark truck routes for unknowledgeable drivers and post warnings for low bridges.
- Formally consider truck access when constructing future improvements.
- Utilize CDL Traffic Enforcement Truck Team.

Policy 6: Provide sufficient on-street and off-street parking spaces as well as appropriate and aesthetically appealing signage to identify the location of the parking spaces.

Proposals
- Amend City ordinances and the ZONING ORDINANCE as necessary.
- Expand public parking garage located on Sanford Street.
- Continue to pursue the development of a new parking garage as part of the Intermodal Transit Center project on Wall Street.

VI.E. Economic Development

A city’s economic development contributes to the overall health of the community in multiple ways. With a vibrant employment base, residents have opportunities for career and financial growth and do not need to travel for routine items and services. Commercial and industrial properties are also an important source of tax revenue for the City.

Manufacturing and Education and Health Services are the City’s largest employment sectors, employing over 8,000 people collectively. While manufacturing jobs have declined in recent years, this industry still comprises 25 percent of the City’s employment base. Many of Attleboro’s largest employers are manufacturing-based businesses, including a number of jewelry manufacturers. Other leading employment sectors include retail trade and the accommodation and food services industry. Approximately 25,000 people comprise Attleboro’s labor force; 31 percent work in Attleboro.

While not its sole commercial center, Attleboro’s downtown gives the City a sense of place and activity. Completion of the ITC will complement economic development efforts in the downtown by drawing additional people into downtown.
Economic Development Goals

GOAL 9
Encourage economic development growth to increase and expand the City’s tax and employment base.

Overall Policies

Policy 1: Develop and implement an active marketing program designed to promote the City, to attract and retain businesses, and to ensure the City’s ability to expand and diversify its economy.

Proposals
♦ Explore the reactivation of the municipal economic development agencies such as the Industrial Development Corporation (IDC) and the Economic Development and Industrial Corporation (EDIC).
♦ Explore the feasibility of an economic development strategy for attracting businesses in “clusters” of similar or related industries to support and complement each other and build a supportive environment for growth and development.
♦ Promote incentives to attract companies with highly skilled and well-paying employment opportunities.

Policy 2: Encourage and foster a concerted joint effort between City government and private business enterprises to form an organization that creates and implements a capital financing grant/loan pool program and other capital financing alternatives, traditional and non–traditional, that reinforce a wide variety of economic development objectives. These objectives include encouraging private investment by reducing risk, generating new wealth, nurturing small and startup businesses, and creating more employment opportunities for residents. The goal of this organization is to fill private financing gaps with public support to make otherwise unviable projects financially viable.

Proposals
♦ Establish an Economic Development Revolving Loan Fund to offer venture capital, risk capital, and a revolving loan pool.
♦ Promote the Economic Development Incentive Program Board and the Tax Increment Financing tax abatement program to attract and retain business.

Policy 3: Develop and implement an aggressive program to identify and clean-up “brownfields” sites in order to return them to a productive state.

Policy 4: Sustain a business climate that promotes orderly economic growth and development.

Policy 5: Promote coordination among local and state institutions including economic development organizations, employment boards and training agencies, technological colleges and vocational schools, colleges and universities and the business community to continue to foster a top–tier and adaptive workforce.
Policy 6: Continue to initiate new business opportunities and development as well as encourage private investment and business growth by the City serving as an applicant, in partnership with businesses, for state and federal grants and loans such as Public Works Economic Development Grants (PWED), Community Development Action Grants (CDAG), BEDIs, EDIs, and other such forms of financial assistance.

Commercial & Industrial Base

Policy 7: Continue to support the development of the Industrial Business Park.

Policy 8: Modernize and reinvest in the existing industrial park on lower County Street through a phased infrastructure improvements program.

Proposals
- Improve roadway network conditions, improve intersection conditions at County Street and Franklin McKay Drive and at County Street and Frank Mossberg Drive, upgrade and improve signage, street lighting, sidewalk and telecommunication systems.
- Develop and implement a scheduled maintenance plan.
- Plan and incorporate a recreational exercise trail throughout the industrial park and explore the possibility of connecting the trail to the Industrial Business Park.

Policy 9: Encourage high quality design in expansion and renovation of existing facilities through the adoption of design standards.

Policy 10: Encourage environmentally sound commercial and industrial (re)development through the adoption of “green” standards such as LEED, supporting and encouraging “brownfields” clean-up and re-use opportunities, and promoting related financial assistance programs.

Policy 11: Encourage redevelopment of vacant and underutilized commercial and industrial properties.

Policy 12: Continue to upgrade, improve, and modernize the City’s infrastructure such as roadways, sewerage, water, drainage systems, and related systems, as necessary, to ensure that existing and future commercial and industrial areas are adequately serviced to attract new business investment.

Policy 13: Strengthen the ability of older industrial areas, such as the Northwest Industrial Park, O’Neil Boulevard, and John Williams Street, to support new and expanded business activity.

Policy 14: Continue to explore sites for future industrial development.

VI.F. Central Business District

Although the downtown does not necessarily reflect the overall economic health of the City, it is important symbolically, creating a first impression for anyone coming to Attleboro to live, shop, or do business. Historically, downtow
of everyday consumer goods. Over the past few decades, downtowns have been abandoned by the retail trade in favor of roadside shopping centers, big box stores, and malls. Service-oriented businesses occupy some of the vacant storefronts, but others often remain empty.

Attleboro’s downtown is formally defined as the Central Business District (CBD). As one of the City’s zoning districts, the CBD and its boundaries are defined on the City’s zoning map. Because of the importance of the downtown to the vitality of the City, this Comprehensive Plan addresses the needs of the CBD with a distinct subcommittee and policy area, rather than including it under Economic Base, as was done in the 1990 Comprehensive Plan. However, the CBD subcommittee and Economic Base subcommittee met jointly to address areas of common interest.

At the public forums there was a consensus among participants that they would like to see all storefronts in the downtown filled. In the forum on March 20, 2004, “a depressed downtown” was cited as the City’s number one weakness. However, many of the participants subscribed to the view that the downtown “can be improved’ and that more housing downtown was part of the solution.

The CBD subcommittee agreed that the current policy of promoting “mixed-residential and mixed-use development” in the downtown through appropriate zoning regulations should continue. This policy essentially allows residential uses on upper floors by right, and on first floors by special permit, in areas which otherwise would be restricted to offices, stores, and restaurants. This policy is in keeping with the theme of “live, work, and play” in which one could live self-sufficiently in the CBD within walking distance of opportunities for both work and leisure activity.

Some programs already underway to improve the downtown include:

- Streetscape Improvement Program. Under this program, downtown sidewalks are being rebuilt, crosswalks are being redsigned to minimize crossing distances for pedestrians, and historically styled street lights are being installed.

- Downtown Urban Renewal and Revitalization Plan. This plan, coordinated by the Attleboro Redevelopment Authority (ARA), involves the development of the ITC — a parking garage, a transit bus loop for GATRA, a connector road between Wall Street and Olive Street, new surface parking areas, and mixed-use development in the general area now occupied by the MBTA train station parking area and the City’s Public Works Highway yard on Wall Street.

While there was strong support on the CBD subcommittee for existing programs, the subcommittee felt that the City needs to be more aggressive in stimulating storefront business activity in the downtown.

Central Business District Goals

- GOAL 10

Promote and advance a downtown improvement program that fosters an inviting “place” in which people can live, work, play, and dine.

Policy 1: Make Downtown Attleboro a destination that is vibrant, thriving, and livable.
GOALS, POLICIES & PROPOSALS

Proposals

- Promote and encourage overlapping activities and uses, including employment and business, shopping, residential, public transportation, civic, social, entertainment, and cultural.
- Make the most of the Downtown’s natural beauty, such as the Ten Mile River, and provide access for a wide variety of public uses.
- Plan for year-round special events and seasonal theme events (e.g. museum events, X-games and concerts at the Balfour Riverwalk, summer and fall markets, winter festivals, the annual Expo for the Senses) to encourage residents to enjoy the downtown.
- Encourage development of pedestrian–friendly streets, squares, and public green spaces.
- Connect Downtown Attleboro with surrounding neighborhoods with greenways, trails, and bicycle paths.
- Encourage a variety of uses at street level that are lively and visible.
- Improve traffic circulation and signalization while maintaining sensitivity to a business and pedestrian–oriented downtown.
- Develop memorable entrances.
- Enliven public buildings and spaces through access and activities.

Policy 2: Seek and invest resources to stimulate and encourage commercial development and light industrial development in the downtown.

Proposals

- Explore and implement a range of incentives, whether financial, promotional, or statutory, that will stimulate commercial investment, light industrial development and job creation in the downtown.
- Encourage a variety of commercial, retail, and service–industry uses in the downtown.
- Explore opportunities to create a niche retail theme.
- Encourage the establishment of multiple dining establishments.

Policy 3: Pursue and encourage the location of higher education facilities in the downtown to stimulate a wide range of activities in the Central Business District, as well as to encourage greater utilization of the downtown commuter rail station.

Policy 4: Continue to support and encourage transit oriented development and the implementation of the 2007 Downtown Urban Renewal Plan.

Proposals

- Support and pursue financial resources to ensure the successful implementation of successive phases of the Downtown Urban Renewal Plan.
 Encourage excellence in urban design and sensitivity to pedestrian scale and interest throughout the downtown in the construction, renovation, and rehabilitation of buildings, streets, pedestrian ways, and open space.

 Encourage redevelopment and new construction that promotes, complements, and is respectful of the positive qualities and attributes of Downtown’s identity, historic fabric and natural surroundings.

Policy 5: Continue to support and encourage the implementation of the downtown Streetscape Improvements beautification program.

Proposals
 Pedestrian improvements and amenities, such as well–designed and placed benches, trash receptacles, crosswalks, kiosks, public art, landscape features, signage and directional graphics, should utilize high quality and durable materials that emanate comfort, accessibility, and aesthetics.

 Promote a pedestrian–friendly walking environment throughout the downtown, which provides comfort, convenience, and safety, high quality sidewalks and crosswalks, and connection to squares and public places.

 Develop and implement a maintenance schedule.

Policy 6: Prepare and implement an on–street / off–street parking plan that evaluates and addresses current and future parking needs of the downtown.

Proposals
 Provide “super convenient” retail parking.
 Provide long–term, short–term, and free parking where appropriate.
 Locate parking structures conveniently and unobtrusively.
 Place signage and directional graphics in visible and convenient locations throughout Downtown to clearly guide motorists.
 Accommodate commuter parking in the downtown associated with the rail station in such a manner so to complement the needs of the Central Business District.
 Expand the parking facilities of the Reverend Gordon N. Larson Senior Center.
 Prepare and implement a parking management plan.

Policy 7: Promote partnerships, such as among the YMCA, the Recreation Department, and other such public and private entities, that advance recreational and health–conscious activities to engage children, young adults, adults, and senior citizens in the downtown.

Policy 8: Promote the City’s façade improvement program that is funded with Community Development Block Grant funds and administered by the Community Development Office.

Policy 9: Encourage a concerted joint effort between City government and private business enterprises to form an organization to create and implement a capital financing grant/loan pool program and other capital financing alternatives, both traditional and non–traditional. The
organization would work to reinforce a wide variety of economic development, housing, and public amenity objectives specifically for Downtown Attleboro, such as, encouraging private investment by reducing risk, generating new wealth, nurturing entrepreneurial and business opportunities, and creating jobs, housing, and public/green spaces. The goal of this organization would be to fill private financing gaps with public support to make otherwise unviable projects financially viable.

Policy 10: Explore the creation of a “downtown director” or ombudsman position as a coordinator/facilitator dedicated solely to interdepartmental and inter-agency coordination of downtown-related activities. The position should be broad-based in expertise with a direct reporting relationship to the Mayor.

Policy 11: Promote partnerships for fair representation of the varied interests of Downtown Attleboro and to further advance current strides and accomplishments of downtown revitalization efforts by encouraging participation and collaboration among City residents, corporate–citizens, business leaders, civic and neighborhood organizations, elected officials, governmental and quasi-governmental entities.

Policy 12: Evaluate and modify, if necessary, the boundaries of the Central Business zoning district to ensure that it reflects the character of today’s downtown and that of our future downtown predicated on the long-term goals contained herein.

VI.G. Housing

Often a municipality’s predominant land use, housing is critical to the physical and socioeconomic structure of a community. The housing stock not only defines what a town or City looks like, but also who lives there; diverse housing units result in a diverse population. This is true in Attleboro. While recent new development has resulted in construction of primarily single-family homes, the City has a noteworthy inventory of two-family and multi-family residences. Today, single-family homes comprise 57 percent of Attleboro’s units; 10 percent of Attleboro’s housing units are in buildings with five to nineteen units.

Attleboro’s history is reflected in its housing development pattern. The residential housing stock downtown is more likely to include two-family and multi-family properties than outlying areas of the City. Once a thriving manufacturing center, housing developed around factory sites. As one moved further from downtown, residential lots grew larger and housing density declined. This remains true today: most of Attleboro’s recent single-family development has occurred in less-developed sections of the City, specifically in the west and southeast.

As Attleboro looks to the future, the City will face several housing challenges:

- How to meet the dynamic housing needs of its residents;
- How to preserve the existing housing stock and ensure units are safe and affordable;
- How to ensure new housing complements the City’s existing inventory and is developed sensitively.
Housing Goals

- **GOAL 11**
  To provide opportunities that will create adequate housing to meet the needs for all City residents.

**Policy 1:** Encourage the construction of a variety of housing types to meet the identified needs of the City’s residents.

- **Proposal**
  - Encourage public/private participation, such as with the programs of the Massachusetts Housing Partnership, for the creation and retention of affordable housing.
  - Develop a Needs Assessment and an affordable housing action plan that identifies priority need areas.
  - Encourage the reuse and rehabilitation of abandoned or underutilized housing stock, surplus municipal buildings, and abandoned industrial buildings.
  - Consider establishing an affordable housing task force to work with the Community Development Office and developers to develop housing under the Commonwealth’s Local Initiative Program (LIP).

**Policy 2:** Sustain and improve, as needed, the condition and appearance of city-owned/public housing.

**Policy 3:** Consider the adoption of ordinances and other techniques that permit a more flexible use of housing and to assist residents to remain in their home.

- **Proposals**
  - Consider the adoption of an “accessory apartments” ordinance.
  - Consider the adoption of an “inclusionary zoning” ordinance.

**Policy 4:** Continue to direct and concentrate federal Community Development Block Grant funds and HOME Investment Partnership funds to the municipal housing rehabilitation program and to the creation of affordable housing.

**Policy 5:** Proactively plan and develop (either through conversion of existing units or new construction) affordable housing in a manner consistent with smart growth principles and compatible with adjacent land uses.

**Policy 6:** Consider the establishment of a new residential zoning district that allows a small lot size (i.e., 5,000—7,000 square feet) to encourage the construction of smaller, “starter” dwellings as a means to generate affordable housing for residents.

**Policy 7:** Encourage and support private, non-profit, entities to create affordable housing through vehicles such as a community land trust.
VI.H. Environmental Resources, Open Space and Historic Preservation

The Environmental Subcommittee used the findings and recommendations of the 2002 Open Space and Recreation Plan (2002 OSRP) as a foundation for the following goals and policies, including a citizen survey completed in 2002 that received 1,199 responses. In this survey, 89 percent of the respondents favored City action to preserve open space and 73 percent favored City acquisition of open space to be preserved in its natural state. However, only 36 percent supported raising property taxes for this purpose. The 2002 OSRP advocated for the use of zoning as a way of encouraging public/private partnerships to conserve open space without the expenditure of tax dollars. The OSRP committee projected that 4,000 acres of unprotected open space in the City would be subject to development over the twenty-year period from 2002 to 2022. The 2002 OSRP called for permanent protection, either public or private, of one acre of open space for each acre developed. This would amount to an average of one hundred acres developed and one hundred acres protected each year. The 2002 OSRP also recommended that the City establish a permanent Open Space Advisory Committee and that this committee should annually “report to the Mayor on the amount of land that is developed and protected during the previous year and make recommendations, as necessary.” One of the Open Space Advisory Committee’s duties would be to, for example, report annually on whether the 50–50 goal (developed land vs. set-aside conservation land goal) was being met.

The above recommendations were repeated in the recently completed 2009 Open Space and Recreation Plan, and they are echoed in this Comprehensive Plan in the goals and policies of the Environment Subcommittee and the Zoning and Land Use Subcommittee. The Environment Subcommittee looked for specific tools that the City may use to achieve the 50–50 goal without requiring municipal funding. The Environment Subcommittee carefully studied Preservation through Bylaws and Ordinances: Tools and Techniques for Preservation Used by Communities in Massachusetts, published by the Massachusetts Historical Commission in 2002, to inform the goals and policies.

The Environment Subcommittee determined that, other than purchasing land, the City had only a few options for influencing the balance of developed and undeveloped land:

- Avoiding extension of sewer lines to undeveloped areas when the impact of the sewer extension would be to enable development that would not otherwise be possible.
- Encouraging the Attleboro Land Trust, the Massachusetts Audubon Society, or similar non-profit groups to acquire conservation land.
- Encouraging use of the Open Space Residential District (OSRD) zoning provision currently in the City Ordinances.

The OSRD zoning ordinance allows single family lots to be reduced to 12,000 square feet as part of a subdivision of five acres or more, if the developer agrees to set aside at least 25 percent of the parcel
for conservation. The OSRD must be approved under special permit by the Planning Board, and the developer is not entitled to any more lots than would be allowed under a conventional subdivision. The ordinance was adopted many years ago, but is rarely used. The authors of the CITY OF ATTLEBORO LAND USE GROWTH MANAGEMENT STUDY (2000) recommended that the OSRD ordinance be re-examined to "make these projects attractive to developers and at the same time increase the level of public benefit (open space) that cluster housing can yield." The single most important step that the City can take to promote land conservation is to make the OSRD ordinance more workable and effective. Measures to achieve this are in Zoning and Land Use Goal 1, Policy 1. Additional measures are in Goal 12. In Goal 13, the Environment Subcommittee made a number of recommendations to protect natural resources in the City for the benefit of current and future generations. The recommendations were made in response to a number of concerns, including:

- pollution of ground water and rivers
- the spread of invasive species
- air pollution
- light pollution of the nighttime sky

In the 2002 OSRP survey, 79 percent of the respondents said they believed that "it is important for the City to preserve landscapes, places, and/or buildings of historical or architectural interest." The Environment Subcommittee responded to this need in Goal 14 by recommending a scenic roads ordinance, strengthening of the demolition delay ordinance, legislation to allow the creation of historic preservation districts in the City, and support for the work of the Attleboro Historical Commission.

**Preservation of historic resources.** The cultural fabric of Attleboro includes both natural features and historic structures that remind us of our rich history as a community. The following goals and policies advocate protection of these resources.

**Environmental Resource, Open Space, and Historic Preservation Goals**

***GOAL 12***

To conserve open space and direct development to targeted areas with existing infrastructure.

1. Policy 1: Increase the amount of land conserved under the Open Space Residential Development (OSRD) and Planned Unit Residential Development (PURD) zoning provisions. (See “Proposals” under Goal 1/Policy 1 in Zoning and Land Use.)

2. Policy 2: Recognize that sewer expansion may negatively impact the environment by (1) opening up more land for development, (2) reducing groundwater replenishment, and (3) causing off-road sewer lines to be built in previously undisturbed areas.

Proposals
- Require the Wastewater Department to reassess and modify existing sewer expansion plans in light of the environmental impacts.
- Rather than extending development into unsewered areas, encourage development in areas already served by existing sewer systems.
Policy 3: Preserve the character of Attleboro’s rural areas and encourage the preservation of scenic views.

Proposals
♦ Adopt a scenic roads ordinance under the Scenic Roads Act (MGL Ch. 41 §15C) that would require a public hearing prior to any work that would involve the removal or altering of trees, stonewalls, or any other historic asset, within public rights of way.
♦ Consider the adoption of “backlot zoning” or an overlay district where appropriate to preserve scenic roadside views.

Policy 4: Adopt growth management measures, so that growth does not outpace the ability of City government to provide and maintain an adequate level of municipal facilities and services. Encourage growth and increased density in developed areas with under-utilized infrastructure and encourage conservation in undeveloped areas.

Proposals
♦ Adopt zoning to allow for cottage–style development, i.e. neighborhoods of smaller, more affordable single-family homes on reduced lot sizes, in General Residence zoning districts.
♦ Encourage “brownfield” cleanup for redevelopment purposes to reduce pressure to build on undeveloped land.

Policy 6: Promote public awareness about the need to preserve open space in its natural state.

Proposals
♦ Create a standing Open Space Advisory Committee to advise the Mayor and the Municipal Council regarding open space issues and actions, and to implement the action items contained in the most recent OPEN SPACE AND RECREATION PLAN.
♦ The Open Space Advisory Committee should conduct periodic public awareness campaigns to show residents that Attleboro’s resources are worth preserving with such tools as brochure mailings and newspaper articles. Encourage conservation programs that promote the beautification of the City.

Policy 7: Protect and preserve large unprotected tracts of land in their natural state for passive recreation, wildlife areas, City forest sites and watersheds.

Proposal
♦ Place city–owned land at Locust Valley (Assessor’s Map #176 Lot #1 – 115 acres, Assessor’s Map #181 Lot #1 – 32 acres) under the jurisdiction of the Conservation Commission.
♦ Encourage implementation of MGL Ch. 61 (forests), MGL Ch. 61a (agriculture), MGL Ch. 61b (private recreation) programs.
♦ Acquire and protect large unprotected tracts of land and placed under protected status, with an emphasis on land opportunities that adjoin or provide corridors between priority areas such as the Bungay River, Manchester Reservoir, Locust Valley, and Chartley Brook.

Policy 8: Protect large unprotected tracts of land for active recreational purposes.
GOAL 13
To ensure a clean and healthy environment for present and future generations by minimizing pollution and degradation of air, land, and water resources, and, where possible, reversing damage to such resources.

Policy 1: Modify local regulations to strengthen ground and surface water protection.

Proposals
- Modify zoning requirements and subdivision regulations to encourage less lawn area and less impermeable surface area in new residential developments in order to reduce non-point source pollution from lawn chemicals and reduce water usage. Discourage large paved surfaces (in keeping with Low Impact Development policy guidelines) to increase groundwater recharge.
- Reduce parking lot requirements for commercial zoning, with a corresponding increase in landscaping requirements. Encourage use of permeable parking surfaces to allow groundwater recharge.
- To conserve water, to curb the spread of invasive species, and to help sustain native plant and animal species, require the use of native plant species in the landscaping of residential, commercial, and municipal developments.
- Promote native aquatic species (both plant and animal) and take steps to monitor, control, and remove invasive aquatic species from rivers and streams.
- Provide an unobstructed floodway in all watercourses by requiring the removal of all unnecessary obstructions.

Policy 2: Manage water resources to maximize their public benefit through potential uses as transportation corridors and recreational assets.

Proposals
- Require all new bridge designs over navigable waterways to allow sufficient clearance for passage by canoe and other light water craft.

Policy 3: Encourage City government to adopt best management practices for ground and surface water protection in areas under municipal jurisdiction.

Proposals
- Minimize toxic herbicide and pesticide applications on all city–owned or controlled land, according to accepted Integrated Pest Management standards.
- Complete street sweeping operations on roadways within 1,000 feet of all watercourses by April 15. Avoid dumping plowed snow within one hundred feet of any watercourse. Store road sand and salt indoors in a manner that prevents any runoff from the storage piles and establish “No Storage” zones in sensitive areas.
- Remove pavement along embankments of rivers and streams to improve environmental quality.
♦ The City should promote water conservation awareness through efforts such as public forums and distribution of informational literature in addition to conservation tips available on the City’s website.

Policy 4: Encourage City government to adopt best management practices to improve air quality in all areas of the City.

Proposals
♦ Expand School Department busing services and encourage the use of public transportation to decrease traffic congestion and air pollution caused by private vehicles.
♦ Adopt a program to replace municipal vehicles and light trucks with vehicles powered by alternative fuels or hybrid fuel systems.

Policy 5: Enact ordinances and zoning requirements to improve environmental quality.

Proposals
♦ Require fully shielded lighting fixtures for all newly installed and renovated outdoor lighting on commercial, industrial, and municipal properties to prevent light pollution of the nighttime sky.
♦ Adopt a sign ordinance to limit the visual blight of commercial signage.
♦ Increase requirements for landscaped and buffer zones between businesses and homes.

GOAL 14
Preserve and protect Attleboro’s historic resources.

Policy 1: Provide adequate funding and assistance to the Attleboro Historical Commission.

Proposals
♦ Support the Commission in the creation of an historic preservation plan. The plan should include:
  • A comprehensive inventory of historic resources including documents, records, and artifacts.
  • Community education programs to promote the value of historic preservation.
  • Identification of properties appropriate for listing on the historic register.

Policy 2: Protect historic buildings, scenic vistas, and landscapes.

Proposals
♦ Create a Heritage tree inventory, referencing national standards.
♦ Protect the City’s historic structures, such as Academy Building.
♦ Assist the local preservation society and other civic/neighborhood groups in their efforts to promote historic preservation.
♦ Review the Heritage Landscape Inventory Report completed by the Massachusetts Department of Conservation and Recreation to determine the continued relevance of recommendations established for Attleboro.

Policy 3: Adopt provisions of Community Preservation Act (CPA) to provide funding for historic preservation programs.
VI.I. Public Safety

In the survey conducted by the Comprehensive Plan Steering Committee, respondents ranked public safety as second among ten City priorities. Achieving a safe, secure, and healthy City requires planning, organization, and assignment of resources for the prevention of threats, and an effective, coordinated response to those threats if they should materialize. All City departments must organize to operate under “normal” and “emergency” conditions.

The modern realities of terrorism, industrial accidents, or new forms of infectious disease must be accommodated within the constraints imposed by financial, personnel, training, and equipment limitations. Therefore it is necessary to plan and organize for an escalating, systematic, and multi-level response depending on the nature of the threat.

In order to address the policy area of public safety in a comprehensive way, the Public Safety Subcommittee interviewed a number of City department heads. The subcommittee began by interviewing Mr. Bob MacDonald, Deputy Director of Civil Defense. He provided an overview of the role of Civil Defense/Emergency Management in the City of Attleboro. Topics covered included the identification of federal, state, and local agencies which coordinate with City efforts during an emergency, the current state of preparedness within the City, and some of the shortfalls which are due, in most part, to lack of available funding.

The Police Chief, Fire Chief, Water Superintendent, Wastewater Superintendent, Public Works Superintendent, and the Health Agent were also interviewed by members of the subcommittee.

Public Safety Goals

■ GOAL 15

To promote a municipality that is safe, secure, and healthy for its residents and collaborates/teams with state and federal agencies and neighboring communities in preventing and responding to threats to public safety.

Policy 1: Provide adequate staffing, facilities, equipment, and training to support public safety during normal and emergency conditions.

Proposals

♦ Review and update the “schedule” for the planned replacement/upgrading of equipment necessary to adequately support public safety during normal and emergency conditions.

♦ Adopt a financial methodology for setting aside money each year to be used to replace/upgrade equipment as outlined in the “schedule.”
Periodically evaluate fire and police staffing needs, and amend the ordinance as needed, to provide adequate public safety for the community.

Provide public safety facilities to meet the space needs and technological requirements necessary to support current and future operational needs.

Incorporate Federal and State Homeland Security and Emergency Services requirements for the City. Consider purchase of Mobile Command Unit.

Provide adequate training and cross-training for police officers, firefighters, and staff.

Pursue federal and state grant sources to help fund the implementation of the goals and policies of public safety.

Policy 2: Maintain a Class 4 or better rating for the Fire Department.

Proposals
- Maintain a maximum response time for emergencies.
- Promote specialized training to police and fire personnel to properly and effectively handle various situations.
- Maintain effective emergency water supply systems throughout the City.

Policy 3: Provide an updated comprehensive Emergency Response Plan.

Proposals
- Periodically review and update the existing Emergency Response Plan for each department in the City.
- Periodically evaluate emergency response staffing needs, and amend the ordinance as needed, to provide adequate public safety for the community.
- Provide public emergency response facilities that meet the space needs and technological requirements necessary to support current and future operational needs.
- Correlate the EMS system with the national alert system.
- Develop a sheltering plan.
- Provide an emergency generator for the Emergency Operations Center.
- Ensure adequate support for implementing the Emergency Response Plan.
- Provide a back-up incident command center.

Policy 4: Improve communications systems regarding emergency preparedness.

Proposals
- Establish a modern alert system for communicating information to specific areas of the City as well as to the entire City as a whole.
- Provide adequate means of communication technologies to facilitate and support departmental and interdepartmental communication capabilities.
- Incorporate the Geographic Information System within the City’s communication infrastructure.
Policy 5: Provide adequate emergency training sessions within all departments.

Proposals
- Hold quarterly meetings, which include the planning group and the Director of Emergency Management.
- Provide regular interdepartmental training exercises and cross-training within municipal departments, utilizing appropriate outside resources in training exercises, including Sturdy Memorial Hospital, Amtrak, FEMA, MEMA, Homeland Security, FBI, ATF, State Police and any other agencies deemed appropriate.

Policy 6: Establish a volunteer citizens’ corps to be activated in times of emergency as a community emergency response team.

VI.J. Municipal Facilities

In order to build, grow, and sustain our municipal infrastructure and deliver improved municipal services to residents and business sectors, Attleboro must build on the capital works throughout the City. Capital works encompass a wide range of municipal infrastructure and are necessary to build long-term economic growth of the City; to do so, the City must deliver strong municipal services and meet infrastructure demands.

Attleboro residents depend on the City’s many municipal services and facilities, from public sewer and the water supply to accessible and modern buildings. Today, maintaining municipal facilities is a constant challenge for cities and towns with limited resources and growing demands. The following goals stress the importance of focusing growth in areas that already have solid municipal infrastructure and keeping abreast of maintenance and capital demands.

In addition to the concerns that evolved into specific goals and policies, the Municipal Facilities Subcommittee identified the following areas of consideration:

- Evaluate the City’s building space, manpower, and vehicle needs;
- Design new municipal buildings to have multiple purposes over their duration;
- Conduct park planning, giving special consideration to neighborhood parks; and
- Anticipate development and evaluate its possible impacts on a comprehensive, citywide basis in order to inform planning to meet residents’ needs.
Municipal Facilities Goals

GOAL 16

Continue to upgrade municipal facilities through a planning process to sustain adequate and economically efficient municipal assets and service levels. Develop a municipal facilities service program based on population growth and demand.

Policy 1: Establish a maintenance plan for existing and new facilities that will maximize the longevity and effectiveness of all municipal assets in a cost-effective manner.

Proposals
- Develop life-cycle costs on all municipal assets to maintain adequate replacement reserves.
- Establish timetable of periodic maintenance and replacement costs and incorporate expenses into long-term budget.
- Encourage development in areas of the City already serviced by municipal facilities with available capacities.

Policy 2: Provide a high quality water supply system for present and anticipated future needs.

Proposals
- Protect the municipal water supply.
- Ensure water treatment and supply is managed to comply with all state and federal guidelines.
- Follow industry Best Management Practices policy for all water treatment and supply facilities.
- Adopt more stringent development and land use restrictions within areas near the City's two water resource protection districts.
- Upgrade and expand the municipal water supply, as needed. Encourage development to loop watermains.
- Adopt water conservation methods and techniques.

Policy 3: Provide a high quality wastewater collection and treatment system with an emphasis on limiting negative environmental impact.

Proposals
- Comply with all state and federal guidelines for the collection and treatment of wastewater.
- Follow industry Best Management Practices policy for all wastewater collection and treatment facilities.
- Upgrade municipal sewer lines, as needed.
- Upgrade and expand the wastewater treatment facility, as needed.
- Encourage the use of advanced septic systems that employ denitrification and disinfection technologies to protect surface and groundwater.
Policy 4: Maintain safe roadways and sidewalks. (See policies and proposals in under Transportation.)

Policy 5: Improve and expand the City’s park and recreation system.

- Proposals
  - Develop a maintenance program that establishes funding needs to ensure high maintenance standards.
  - Encourage “natural state” environments within parks.
  - Include educational information regarding the benefits of a clean environment. Encourage partnerships with various environmental organizations.
  - Develop a network of walking/biking/hiking trails linked to areas of interest throughout the City.

Policy 6: Provide cost–effective and environmentally sound and sustainable solid waste management practices.

- Proposals
  - Encourage cost–effective solid waste management and disposal options.
  - Establish a trash reduction program.
  - Encourage recycling through education and public awareness.

VI.K. School System

Education occurs in many forms, for many purposes, and through many institutions. Examples include early childhood education, kindergarten through to twelfth grade, two–year colleges, four–year colleges and universities, graduate and professional education, adult education and job training. Therefore, education policy can directly affect the education people engage in at all ages. Examples of areas subject to debate in education policy include school size, class size, school choice, school privatization, teacher education and certification, teacher pay, teaching methods, curricular content, graduation requirements, school infrastructure investment, and the values that schools are expected to uphold and model.

Attleboro recognizes the importance of a strong educational system, not only to provide opportunities to its residents, but also to reinforce opportunities for the City’s economic development. The City’s school department maintains five elementary schools (Kindergarten through fourth grade), three middle schools (fifth through eighth grades), and one high school. The education levels of the local labor force influence business owners’ decisions regarding where to locate. In the past, Attleboro was known as a regional manufacturing center and the labor force and industry complemented each other. Today, industry shifts require a labor force with higher levels of education and specialized job skills. In light of this, the following goals stress the importance of investment in education.
School System Goals

GOAL 17
To provide the necessary resources, financial and otherwise, to support the educational programs established by the Superintendent of Schools and the School Committee.

Policy 1: Ensure funding stability, curricula stability, and quality in the public education system.
Proposals
♦ Explore all potential avenues to increase funding, including grants, tax increases, tax overrides, debt exclusions, or formation of an educational foundation.
♦ Adopt policy to maintain consistency and stability in school curricula from year to year.
♦ Provide a high quality public education system by keeping pace with programmatic and personnel needs.
♦ Expand/upgrade school space to keep pace with need.

Policy 2: Ensure the long-term viability of secondary education programming and facilities in order to respond to changing demands of the economy.
Proposals
♦ Continue to maintain a Comprehensive High School.
♦ Explore the inclusion of smaller academy types of programming in the Comprehensive High School.
♦ Immediately hire a consultant to work with City officials and residents to prepare a programmatic and physical "needs assessment" for the High School.
♦ Determine whether to pursue construction of a new high school or to undertake a complete overhaul/renovation of the existing High School based on the "needs assessment."

Policy 3: Improve cooperation and communication among the Mayor, Municipal Council, School Committee, and School Superintendent.
Proposals
♦ Develop a system of communication between the Finance Committee of both the School Committee and the Municipal Council during the preparation of the School Department's budget.
♦ Involve the School Committee more actively in the development of the School Department budget.
♦ Reinstate the Mayor as a voting member of the School Committee.
♦ Ensure all state and federal monies allocated to the School Department go directly to student services.

Policy 4: Develop a top-of-the-line Career and Technical Education (CTE) program.
Proposals
♦ Encourage the School Administration to offer CTE programs that meet job market needs and career tracks.
GOALS, POLICIES & PROPOSALS

- Upgrade CTE programs and equipment to qualify and be eligible for additional state and federal funding.
- Ensure that CTE programs have up-to-date curricula and equipment.
- Explore the creation of a tuition-based post-secondary CTE curriculum at the High School.

Policy 5: Ensure that all school buildings and infrastructure are maintained at highest possible levels.

Proposal
- Pursue all potential avenues of revenue to adequately fund maintenance of facilities.

VI.L. Social Services

Social services are crucial to advance the greater good by identifying community needs and working with key stakeholders on issues affecting the health and welfare of the City’s residents. High quality public services are essential to improve the quality of life of residents who require such services, to create opportunities for prosperity, to respond to changing needs, and to create and maintain living conditions that are conducive to human welfare.

An extension of the City’s municipal services, social service provision in Attleboro is essential to the health and well-being of its residents. Attleboro has a diverse population with service needs that reflect this diversity. Attleboro has an ethnically and racially diverse population as 12 percent of residents are non-white, 9 percent are foreign-born, and 13 percent speak a language other than English at home. Thirteen percent of Attleboro’s population is over 65 years of age and the proportion of the older population will grow for the foreseeable future as the “baby boom” generation ages.

The City offers social services through the Council on Aging, Veterans Department, Health Department and Community Development Office. In addition, several non-profit organizations provide a variety of services to the community.

Social Service Goals

- GOAL 18
  Support municipal agencies and independent private organizations that provide social service programs to a diverse, changing, and growing population with special emphasis on expanding programs that work with families to improve their standard of living. Where possible,
coordination amongst municipal agencies and independent private organizations that provide social service programs and referrals should be encouraged.

Policy 1: Support and encourage programs for City’s general population.
Proposals
- Support public/private collaboration to initiate new programs and services that benefit the general welfare of the residents such as physical fitness programs, health screenings, and crises support services.
- Promote the initiatives offered by the Substance Abuse Committee.
- Promote private investment in affordable housing and social service program initiatives by utilizing CDBG funds and HOME Partnership Investment Program Funds.
- Encourage and support the United Way and the Homeless Management Information System.
- Support the 211 Emergency Line for Social Services.

Policy 2: Support and encourage programs for the City’s elderly population.
Proposals
- Ensure that the programs of the Council on Aging meet the housing, assisted living, health and social needs of the elderly population.

Policy 3: Support and encourage programs for mentally and physically handicapped persons.
Proposals
- Support independent private organizations that provide services for mentally and physically handicapped persons.
- Charge the Council on Disabilities to study the needs of the City’s mentally handicapped population and increase the scope of its charter if a tangible need arises.

Policy 4: Support and encourage programs for the City’s youth.
Proposals
- Promote and expand social and recreational programs for at-risk youths.
- Evaluate the transportation needs of the City’s children to access social and recreational services and adopt an implementation strategy to address identified needs.
- Re-institute dental screenings for students in the public school system and make affordable dental/oral care and preventative dental programs available for people who need them.
VII. IMPLEMENTATION PLAN

VII.A. Introduction
Perhaps the most critical element of a comprehensive plan is its Implementation Plan. The Implementation Plan provides a strategy for achieving the City’s vision and goals; and it outlines concrete initiatives the City may take, who is responsible, and when they should happen.

The following table is the City of Attleboro’s Implementation Plan for this Comprehensive Plan. It was developed based on the many goals and policies established by the Comprehensive Plan Steering Committee and is responsive to issues identified in each of the Comprehensive Plan’s elements.

VII.B. Implementation Table
The table outlining the implementation plan follows this section.

VII.C. Comprehensive Plan Assessment and Updates
Annual Departmental Assessments
The Comprehensive Plan and the city planning process need to be flexible in order to permit and sustain changes in priorities as well as changes in the City’s future fiscal posture. This plan endeavors to provide the necessary information and insight to help municipal leaders and officials guide the City and its residents effectively and efficiently into the future. To this end, the Comprehensive Plan needs to be revisited on an annual basis to assess whether municipal officials are working towards and taking the actions promulgated by the goals, policies, and proposals outlined in this plan.

Comprehensive Plan Updates
The Attleboro Planning Board, pursuant to the City’s Charter and MGL CH. 41 §81D, should reassess this Comprehensive Plan at five–year intervals to update it as needed, including statistics, goals or policies stemming from local, regional, state, or national developments, accomplishment of goals, and more. This will ensure the long–term effectiveness and relevancy of this most important city planning document.
<table>
<thead>
<tr>
<th>THEME</th>
<th>ITEM</th>
<th>ACTIVITY</th>
<th>TIMELINE</th>
<th>RELATES TO GOAL(S)</th>
<th>RELATES TO ELEMENT</th>
<th>PRIMARY RESPONSIBILITY</th>
<th>SUPPORT</th>
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<tr>
<td>Zoning/Regulations</td>
<td>01</td>
<td>Review and amend zoning bylaw considering the following:</td>
<td>short</td>
<td>1,4,10,11,12,13</td>
<td>Land Use, Economic</td>
<td>PB</td>
<td>DPCD</td>
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<td>Effectiveness of OSRD &amp; PURD zoning provisions</td>
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<td>Review boundaries of CBD and existing regulations; revise as needed to</td>
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<td>Allow for flexible use of housing, including accessory apartments</td>
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<td>Create a small lot residential zoning district</td>
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<td>Incorporate growth management provisions</td>
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<td>Adopt provisions that improve aesthetic quality of environment</td>
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<td>Adopt policies to protect ground and surface water</td>
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<td>Promote an environment that encourages pedestrian traffic/walkability</td>
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<td>Zoning/Regulations</td>
<td>02</td>
<td>Establish and adopt design codes/guidelines to address the following:</td>
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<td>3,7,13</td>
<td>Transportation, Land Use,</td>
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<td>Encourage pedestrian travel and alternative modes of transport</td>
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<td>Renovation and expansion of existing facilities</td>
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<td>Encourage environmentally sound commercial/industrial redevelopment by adoption of &quot;green&quot; building standards (LEED)</td>
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<td>Require infrastructure improvements and the creation of links to alternative transportation network in new development</td>
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<td>Zoning/Regulations</td>
<td>03</td>
<td>Strengthen local regulations to protect surface and ground water</td>
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<td>Environmental Resources</td>
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<td>WTR, DPCD</td>
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<td>Review and revise zoning bylaw as needed</td>
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<td>Maintain &quot;clean&quot; waterways (remove invasive species &amp; obstructions)</td>
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<td>Smart Growth</td>
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<td>Adopt the Community Preservation Act (CPA)</td>
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<td>Housing, Open Space,</td>
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<td>Support transit-oriented development and 2007 Downtown Urban Renewal Plan</td>
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<td>Historic Preservation</td>
<td>05</td>
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<td>Open Space, Cultural &amp;</td>
<td>HC</td>
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<td>Create a Historic Tree Inventory</td>
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<td>Develop a local program to have qualifying properties listed on state/federal registers</td>
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<td>Amend the demolition delay bylaw to increase delay period and provide public notice</td>
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<td>Open Space, Cultural &amp; Historic Resources</td>
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<td>Create a Historic Tree Inventory</td>
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<td></td>
<td>Develop a local program to have qualifying properties listed on state/federal registers</td>
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<tr>
<td>Historic Preservation</td>
<td>07</td>
<td>Target CDBG funds to neighborhoods with historic resources</td>
<td>long</td>
<td>4,14</td>
<td>Open Space, Cultural &amp; Historic Resources</td>
<td>MO</td>
<td>DPCD</td>
</tr>
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<td></td>
<td></td>
<td>Encourage public participation in local government</td>
<td>long</td>
<td>4,14</td>
<td>Open Space, Cultural &amp; Historic Resources</td>
<td>MO</td>
<td>DPCD</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Telecast public meetings</td>
<td>ongoing</td>
<td>6</td>
<td>Municipal Facilities &amp; Services</td>
<td>MO</td>
<td>MC, IT</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Solicit input from neighborhood residents in decisions that affect them</td>
<td></td>
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<tr>
<td>Community Dev.</td>
<td>08</td>
<td>Promote awareness and value of the City’s neighborhoods</td>
<td>mid to long</td>
<td>4,7,10,14</td>
<td>Housing</td>
<td>DPCD</td>
<td>MO, HC</td>
</tr>
<tr>
<td>THEME</td>
<td>ITEM</td>
<td>ACTIVITY</td>
<td>TIMELINE</td>
<td>RELATES TO GOAL(S)</td>
<td>RELATES TO ELEMENT</td>
<td>PRIMARY RESPONSIBILITY</td>
<td>SUPPORT</td>
</tr>
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<tr>
<td>Community Dev.</td>
<td>11</td>
<td>Improve, maintain and expand existing recreational facilities and programs, including parks and open space. Expand programs for youth and elders. Partner with other existing recreational organizations (e.g. YMCA) to expand recreational opportunities within the City. Develop a maintenance and improvement plan for the city's parks.</td>
<td>ongoing</td>
<td>6,15,16</td>
<td>Municipal Facilities &amp; Services, Open Space, Cultural &amp; PK, REC</td>
<td>DPW</td>
<td>DPCD</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>12</td>
<td>Assess transportation infrastructure citywide and develop a capital improvements and maintenance plan.</td>
<td>short term</td>
<td>3,7,8,16</td>
<td>Transportation</td>
<td>DPW</td>
<td>DPCD</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>13</td>
<td>Continue capital investment in the city's wastewater treatment system.</td>
<td>ongoing</td>
<td>13,17</td>
<td>Municipal Facilities &amp; Services, WST</td>
<td>MO, MC</td>
<td></td>
</tr>
<tr>
<td>Economic Dev.</td>
<td>14</td>
<td>Invest in infrastructure planning and construction, including parking and installation of utilities to support economic development in the city.</td>
<td>ongoing</td>
<td>8,9</td>
<td>Economic Development</td>
<td>DPW</td>
<td>DPCD, MO, MC</td>
</tr>
<tr>
<td>Environmental</td>
<td>15</td>
<td>Conduct planning for an eco-friendly Attleboro. Consider publicity campaign to promote alternative transportation. Utilize and protect natural resources and open space. Develop environmentally responsible policies (e.g. no sewer expansion)</td>
<td>mid term</td>
<td>1,3,12,13</td>
<td>Environmental Resources</td>
<td>DPCD</td>
<td>CC, PB</td>
</tr>
<tr>
<td>Municipal Facilities</td>
<td>16</td>
<td>Continue annual capital improvements program. Consider maintenance planning for municipal assets, including public housing.</td>
<td>ongoing</td>
<td>5,8,9,15,16,17</td>
<td>Municipal Facilities &amp; Services</td>
<td>DPCD</td>
<td>ALL</td>
</tr>
<tr>
<td>Economic Dev.</td>
<td>17</td>
<td>Establish a revolving loan fund to assist small businesses in downtown Attleboro.</td>
<td>mid term</td>
<td>9,10</td>
<td>Economic Development</td>
<td>DPCD</td>
<td>MO, MC</td>
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<tr>
<td>Economic Dev.</td>
<td>18</td>
<td>Create an Economic Development Coordinator position at the municipal level. Responsibilities include: working with downtown businesses and overseeing economic development in other areas of the city, seeking funding, including grants and loans, to invest in infrastructure and promote business environment</td>
<td>short term</td>
<td>9,10</td>
<td>Economic Development</td>
<td>MO</td>
<td>MC</td>
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<tr>
<td>Economic Dev.</td>
<td>19</td>
<td>Continue the Community Development Department's façade improvement program.</td>
<td>ongoing</td>
<td>9,10</td>
<td>Economic Development</td>
<td>DPCD</td>
<td>MO, MC</td>
</tr>
<tr>
<td>Economic Dev.</td>
<td>20</td>
<td>Create opportunities for industrial development.</td>
<td>long term</td>
<td>9</td>
<td>Economic Development</td>
<td>DPCD</td>
<td>MO, MC, PB</td>
</tr>
<tr>
<td>Economic Dev.</td>
<td>21</td>
<td>Create policies that promote and support economic development in Attleboro. Develop a marketing plan and strategy for the downtown that includes recommendations for how the city may create financial incentives or tap financial resources to support downtown development. Create a &quot;downtown association&quot; comprised of business and property owners, residents, neighborhood organizations, service providers and government to represent the varied downtown interests</td>
<td>mid term</td>
<td>9,10</td>
<td>Economic Development</td>
<td>EDC</td>
<td>MO, MC</td>
</tr>
<tr>
<td>Municipal Facilities</td>
<td>22</td>
<td>Invest in the Attleboro Public Schools.</td>
<td>ongoing</td>
<td>17</td>
<td>Municipal Facilities &amp; Services</td>
<td>MO</td>
<td>MC</td>
</tr>
<tr>
<td>Community Dev.</td>
<td>23</td>
<td>Sponsor a working group with representatives from municipal, non-profit and for-profit service providers to create a network of services and opportunities for collaboration.</td>
<td>short term</td>
<td>18</td>
<td>Municipal Facilities &amp; Services, MO Housing</td>
<td>DPCD</td>
<td></td>
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</tbody>
</table>
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