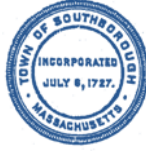


TOWN OF SOUTHBOROUGH



PLANNING BOARD

TOWN HOUSE · 17 COMMON STREET · SOUTHBOROUGH, MASSACHUSETTS 01772-1662
(508) 485-0710, ext. 3028 · FAX (508) 983-7752 · kquinn@southboroughma.com

April 30, 2024

Secretary Ed Augustus, Housing Secretary

Executive Office of Housing and Livable Communities (EOHLC)

Chris Kluchman, Director Community Services Division

Executive Office of Housing and Livable Communities (EOHLC)

100 Cambridge Street, Suite 300

Boston, MA 02114

Re: Urgent Request for Assistance Regarding MBTA Communities Mandatory Law Compliance

Dear Secretary Augustus and Director Kluchman:

The Southborough Select Board and Planning Board urgently write to convey significant concerns regarding our challenges in achieving compliance with the mandatory MBTA Communities Law. Despite earnest efforts, we are at an impasse, and we request your intervention as described below.

Since February of 2022 the Planning Board has been resolute in its determination to educate ourselves and the residents of Southborough of our obligations under the MBTA Community law, MGL c40A s 3A, with the goal of presenting a compliant bylaw to Town Meeting on March 23, 2024. In summary:

- The MBTA Communities law has been an agenda topic on 36 Planning Board meetings.
- We applied to CHAPA and received technical assistance for community engagement.
- Leveraging ARPA funds, we disseminated information mailers and hosted two public informational forums presented by Lily Linke, CHAPA's MBTA Communities Outreach Manager, in early fall 2023. These were followed by two community-wide 2 to 3-hour mapping sessions to elicit resident preferences in late fall 2023.
- Through MHP we applied for and received their direct technical assistance from pre-qualified consultants. MHP assigned us Bohler Engineering to help with mapping districts, to run the chosen districts through the compliance model to ensure compliance with the MBTA Communities Law and assist in developing a compliant bylaw.
- Following a meticulous compilation of resident input, available properties, and bylaw requirements, the Planning Board, during public meetings, applied a prioritization rubric and made our recommendations to Bohler Engineering for mapping and compliance testing.
- The resulting overlay districts were provided to Bohler Engineering in December 2023 for compliance testing.

SOUTHBOROUGH PLANNING BOARD

- In January of 2024 Bohler Engineering informed the Planning Board that the overlay districts we provided them were tested through the state compliance model and were deemed compliant with Southborough's requirements under the MBTA Communities law.
- Bohler Engineering subcontracted Innes Associates to provide Southborough with a draft MBTA Communities zoning bylaw that would be compatible with Southborough's zoning code and address Southborough's requirements under the MBTA Communities Law and the overlay districts that were submitted to and deemed compliant by Bohler Engineering.
- On February 1, 2024 Innes Associates provided the Town with a draft MBTA Communities Bylaw.
- The Planning Board opened the public hearings for the MBTA Communities bylaw and the associated overlay districts on February 26, 2024 for public review and input.
- At the February 26, 2024 hearing a resident questioned whether one of the districts met the compliance requirements of the MBTA Communities Law.
- The Planning Department contacted Bohler Engineering and conveyed the question raised at the February 26, 2024 hearing. Although Bohler insisted the districts were compliant, they agreed to double-check.
- The bylaw and associated districts were forwarded to the Town Administrator on February 28, 2024 for inclusion in the March 23, 2024 Town Meeting Warrant.
- On March 4, 2024, Bohler Engineering contacted the Planning Department to inform them that the resident's assessment was correct, one of our districts was, in fact, not compliant, and Bohler Engineering had misinterpreted the compliance model results.
- The Planning Board had no choice but to have the MBTA Communities Bylaw and the associated mapped overlay districts removed from the March 23, 2024 Town Meeting Warrant. After diligently working for two plus years to achieve compliance with the MBTA Communities Law we have been thrust back to square one due to an egregious error by the prequalified consultant provided to us by MHP.

The overall results of the mapped districts exceeded almost all of the minimum compliance requirements: the compliance model showed an overall unit capacity of 933 units where our minimum unit capacity is 750 units; we mapped 55 acres although the minimum required land area is 50 acres; and we exceeded the requirement for contiguous land and minimum district size. However, the most challenging district to map, the district within a half mile of the train station, did not meet the minimum unit capacity requirement, although the minimum land area requirement was exceeded. Our prequalified consultant absolutely should have recognized this during their initial review of our plan in December, 2023.

The land area within a half mile of our commuter rail station known as the village of Cordaville includes many smaller homes built in the 1950's and 1960's which are among the more affordable homes in Southborough. Many historic homes in Cordaville were originally constructed as residences serving a 19th-century textile mill, the current location of the MBTA Station parking lot. The village of Cordaville was deemed eligible for the National Register of Historic Places by the Massachusetts Historical Commission (found [here](#): Search Southborough: [SBR.C](#), also attached).

Additionally, the Sudbury River runs adjacent along the southern border of the MBTA station with tributary streams, Bordering Vegetated Wetlands (BVW), and floodplains encompassing or infringing upon properties within the district. The Sudbury River extends a 200' Riverfront Area, which is a wetland resource area. The Town has a Wetland Bylaw, which enforces a 20' no-touch

SOUTHBOROUGH PLANNING BOARD

buffer zone to further protect the eight values of the Wetlands Protection Act and the functionality of wetland resource areas. If existing lots are converted and re-developed, then it may cause adverse impacts on the Riverfront Area as many properties are within the Inner Riparian Area. The unique environment in Cordaville makes it impossible to establish a 150-unit capacity in this area and follow the guiding principle of the MBTA Community Law to create a multi-family zoning district that encourages the development of multi-family housing projects of a scale, density, and aesthetic that are compatible with existing surrounding uses, and minimize impacts to sensitive land.

Given this environmental situation, Bohler Engineering's misinterpretation of the compliance model, the unique historical designation of Cordaville, and the prevalence of sensitive land near the MBTA Station, we urgently request that you grant us the following relief:

- 1) That you deem our original zoning overlay plan to be compliant (i.e., that you grant us relief from the 20%-unit capacity requirement within a half mile radius of the train station). We note that our original zoning overlay plan provides 33% (49 units) of the 150-unit capacity requirement for the half mile radius district and it satisfies the overall 750-unit capacity requirement for Southborough without necessitating any underlying zoning changes.
- 2) That you allow us an additional 12 months (to December 31, 2025) for Town Meeting approval of the new zoning overlay district.

Southborough is committed to complying with the MBTA Communities Law, but we ask for flexibility and time to help us achieve compliance that works for our community. Your prompt attention to this matter is sincerely appreciated, as it profoundly impacts the future of our community. We stand ready to provide any further information or assistance required.

Thank you for your understanding and support.

Respectfully,



Andrew Dennington
Chair, Southborough Select Board



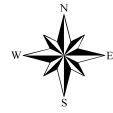
Meme Luttrell
Chair, Southborough Planning Board

cc: Planning Board
Mark Purple, Town Administrator
Southborough Housing Opportunity Partnership Committee (SHOPC)
Jay Talerman, Esq., Town Counsel

Attachments:

- 01--Southborough's Historic Properties Mapping within the ½ mile radius of Train Station
- 02--Mass Cultural Resource Information System (MCRIS) Report SBR.C for Cordaville
- 03--Bohler's MBTA Comm Overlay District-Area 6 Exhibit (within ½ mile radius)
- 04--Bohler's Compliance Model Summary 02.12.24 (excerpt)
- 05--Southborough's proposed MBTA Comm Overlay District Mapping within ½ mile radius
- 06--Planning Board Meeting Minutes of March 4, 2024

Southborough's Historic Properties Mapping within the 1/2 mile radius of Train Station



Historical Village and Structures

Southborough, MA

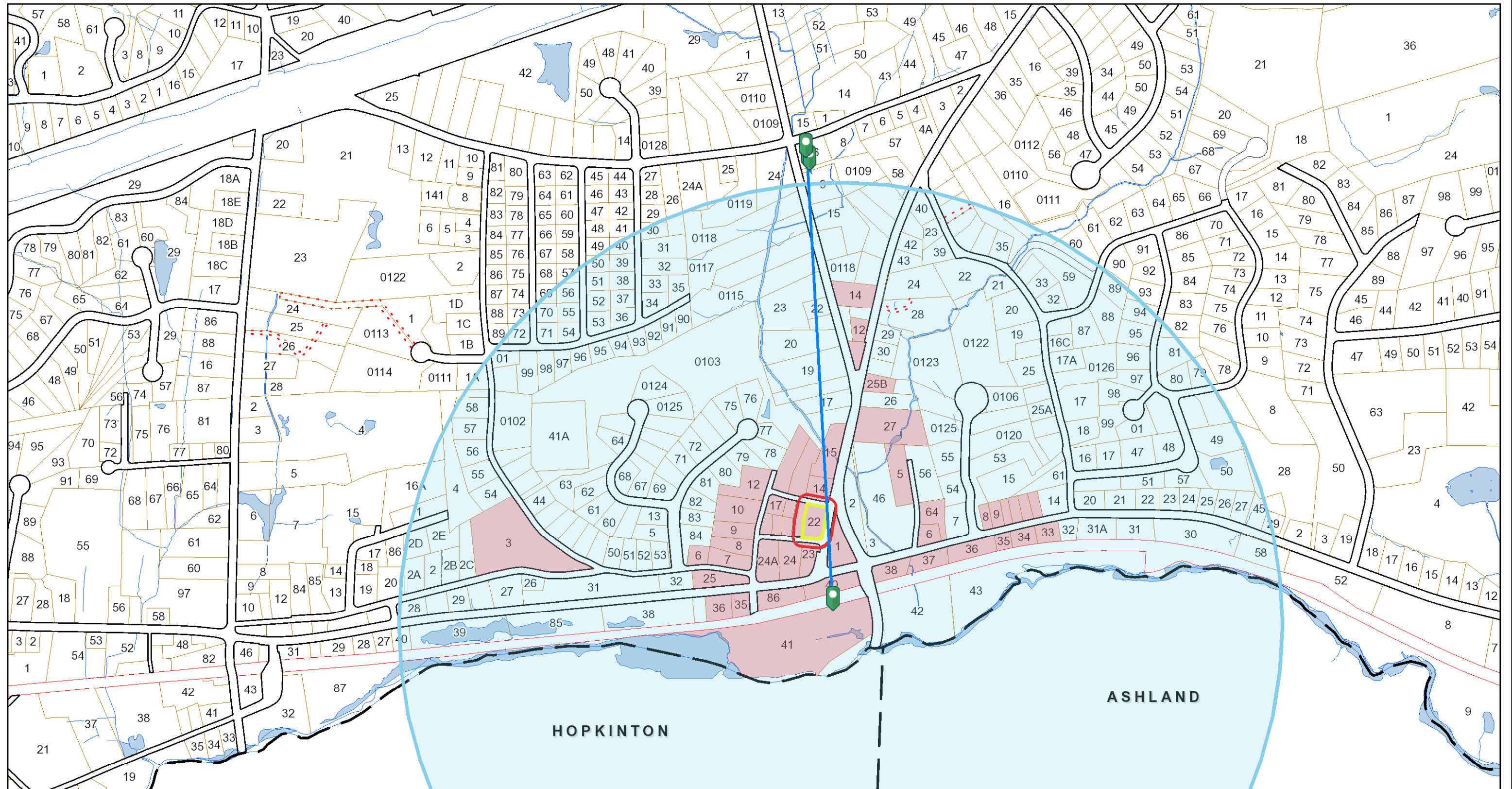
1 inch = 557 Feet



March 12, 2024

www.cai-tech.com

0 557 1114 1671



Data shown on this map is provided for planning and informational purposes only. The municipality and CAI Technologies are not responsible for any use for other purposes or misuse or misrepresentation of this map.

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	SBR.C
Historic Name:	Cordaville
Common Name:	
City/Town:	Southborough
Village/Neighborhood:	Cordaville;
Local No:	
Year Constructed:	
Use(s):	Industrial Complex or District; Residential District;
Significance:	Architecture; Community Planning; Ethnic Heritage; Industry; Transportation;
Designation(s):	
Building Materials:	
Demolished	No



The Massachusetts Historical Commission (MHC) has converted this paper record to digital format as part of ongoing projects to scan records of the Inventory of Historic Assets of the Commonwealth and National Register of Historic Places nominations for Massachusetts. Efforts are ongoing and not all inventory or National Register records related to this resource may be available in digital format at this time.

The MACRIS database and scanned files are highly dynamic new information is added daily and both database records and related scanned files may be updated as new information is incorporated into MHC files. Users should note that there may be a considerable lag time between the receipt of new or updated records by MHC and the appearance of related information in MACRIS. Users should also note that not all source materials for the MACRIS database are made available as scanned images. Users may consult the records, files and maps available in MHC's public research area at its offices at the State Archives Building, 220 Morrissey Boulevard, Boston, open M-F, 9-5.

Users of this digital material acknowledge that they have read and understood the MACRIS Information and Disclaimer (<http://mhc-macris.net/macrisdisclaimer.htm>)

Data available via the MACRIS web interface, and associated scanned files are for information purposes only. THE ACT OF CHECKING THIS DATABASE AND ASSOCIATED SCANNED FILES DOES NOT SUBSTITUTE FOR COMPLIANCE WITH APPLICABLE LOCAL, STATE OR FEDERAL LAWS AND REGULATIONS. IF YOU ARE REPRESENTING A DEVELOPER AND/OR A PROPOSED PROJECT THAT WILL REQUIRE A PERMIT, LICENSE OR FUNDING FROM ANY STATE OR FEDERAL AGENCY YOU MUST SUBMIT A PROJECT NOTIFICATION FORM TO MHC FOR MHC'S REVIEW AND COMMENT. You can obtain a copy of a PNF through the MHC web site (www.sec.state.ma.us/mhc) under the subject heading "MHC Forms."

Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

This file was accessed on: Sunday, March 10, 2024 at 11:27 AM

FORM A - AREA

Assessor's Sheets

USGS Quad

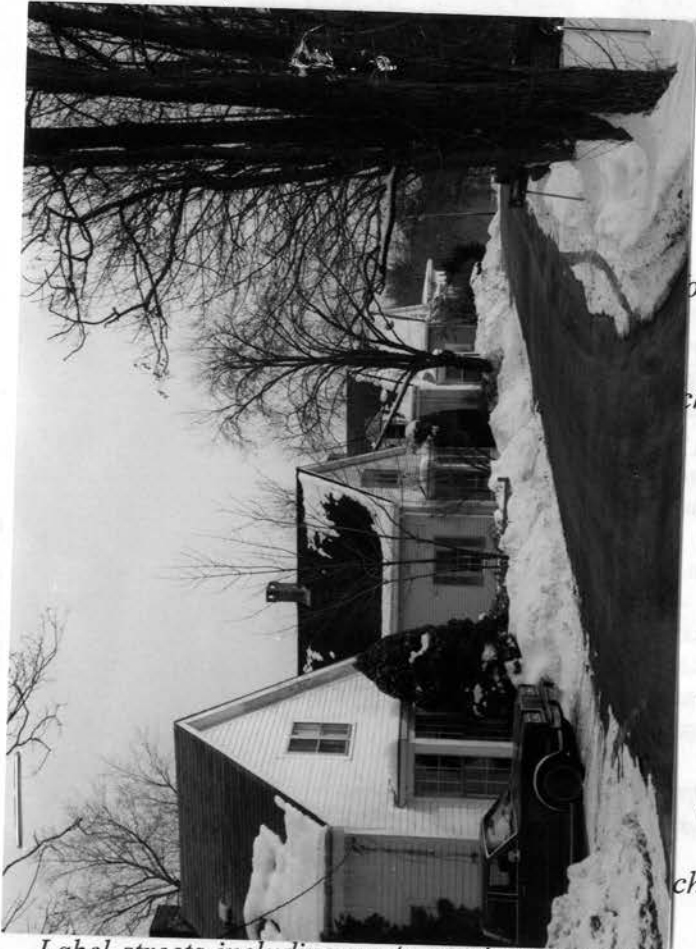
Area Letter

Form Numbers In Area

Massachusetts Historical Commission
220 Morrissey Boulevard

Marlborough

C



9, 7, 5, 3 Cottage Street.
East View.

Town Southborough

Place (neighborhood or village) Cordaville

Name of Area Cordaville

Present Use Residential

Construction Dates or Period 1846-1900

Overall Condition Fair - good

Major Intrusions and Alterations Several altered buildings, additions, vinyl, and aluminum siding

Acreage _____

Recorded by Sanford Johnson

Organization Timelines, Inc

Date (month/year) 12/95

Label streets including route numbers, if any.
Attach a continuation sheet if space is not
sufficient here. Indicate north.

See Attached

AREA FORM

ARCHITECTURAL DESCRIPTION *see continuation sheet*

Describe architectural, structural and landscape features and evaluate in terms of other areas within the community.

The area of Cordaville is bounded on the east by the house at 65 Southville Road, on the north by the house at 269 Cordaville Road, on the west by 95 Southville Road and on the south by the foundation ruins of the former Cordaville Woolen Company. The village of Cordaville is primarily a residential neighborhood with buildings from the Early Industrial, Late Industrial and Early Modern Periods. The residences are mostly detached, wood-frame structures between 1 1/2 and 2 1/2 stories in height. They retain integrity of design, location, setting and association and are evocative of a typical historic worker village. Some buildings have modern replacement materials on the exterior. These are generally asphalt roofing and vinyl clapboard. Greek Revival, Second Empire, Victorian Eclectic and other design elements are present in the area. The current focus of the neighborhood is the corner of Southville and Cordaville roads and the Early Industrial and Late Industrial residential subdivisions north of Southville Road. Some of the buildings have been sided with vinyl clapboards, some windows have been replaced and the condition of the buildings is fair to good.

There are six residences of note on the north side of Southville Road between North Street and Woodbury Road. **Nos. 65, 67, 73, and 75 Southville Road** are jerkinhead gable front, two-story, two-bay Colonial Revival houses. No. 75 is the best preserved and has shouldered hood moldings over the first and second story 6/6 double hung sash on the facade and on the east side wall. The ogee arch over the recessed entry has been covered by a gable-roof entry porch. The walls are clad in wood clapboard and the roof is clad in asphalt shingles. **Nos. 71 and 69 Southville Road** are two-story, two-bay, gable-front Gothic Revival residences with ogee arches over the recessed entries and shouldered hood moldings over the windows. Building materials include wood clapboard and wood shingle, vinyl and asbestos siding. Roofs are clad in asphalt shingle and foundations are built of concrete. The houses are in poor to good condition.

HISTORICAL NARRATIVE *see continuation sheet*

Explain historical development of the area. Discuss how this area relates to the historical development of the community.

The village of Cordaville was one of two mill villages established in response to the construction of the Boston and Albany Railroad in Southborough in the early 1830s. Other factors encouraging settlement were the influx into the region of immigrants and the presence of water power. The combination of transportation opportunities, human migration, and technological and industrial developments resulted in the creation of a core population and employment area for many newly arrived Irish residents.

A railroad depot was erected in the village of Southville a mile to the east of Cordaville in approximately 1835. It was located at the southwest corner of the railroad and Parkerville Road. This is the building currently located at **260 Parkerville Road**, which was moved north of Southville Road in 1906. Cordaville was connected to the town center to the north by Cordaville Road after the arrival of the railroad and, in 1846, Milton Sanford built a cotton and woolen mill south of the railroad opposite the southern end of Parker Street in the village he named for his wife, Cordelia. The buildings burned in 1855 but were rebuilt within three years, and produced wool blankets for the Union Army during the Civil War. Sanford sold to the Cordaville Mills Company in 1864. Adolphus Merriam of Framingham bought the mill in 1869 and sold it to the Cordaville Woolen Company in 1876, which operated the facility until 1926, at which time the mill ceased operation. It reopened in 1928 under the ownership of Bernie Cotton of Worcester who produced shoddy, or woolen products made from reclaimed material, into the 1930s. Sanford built the multiple-unit dwellings at **6, 8, and 10 Parker Street** and the single-unit dwellings at **3, 5, 7 and 9 Cottage Street** for his employees in the 1840s. These residences continued to be associated with the mill complex until at least 1926. CONTINUED

BIBLIOGRAPHY and/or REFERENCES *see continuation sheet*

1870 Beers *Atlas of Worcester County*; Auction Catalog of holdings of the Cordaville Woolen Company, 1926; MHC Reconnaissance Survey Report; Richard Noble, 1990; Manning Resident Directories of Southborough, 1900, 1911, 1921, 1931, 1941. Prior Research. Orra Stone, *History of Massachusetts Industries*, 1930; Bailey, O. H. Bird's eye view of Cordaville and Southville, Massachusetts, 1887.

Recommended as a National Register District. *If checked, you must attach a completed National Register Criteria Statement form.*

Southborough Cordaville Area

Massachusetts Historical Commission
 220 Morrissey Boulevard
 Boston, MA 02125

Area(s)

Form No.

C

ARCHITECTURAL DESCRIPTION:

The former site of the Cordaville Woolen Company is south of the railroad and west of Route 85. This was a three-story, gable-front building fourteen bays deep with an ornamental tower and several large outbuildings. There was also a stable, a creamery and rail-related structures at the corner of Route 85 and Southville Road. The last of these industrial structures was torn down in the 1970s and very little remains to indicate their presence except foundation ruins. **Eighty-one Southville Road** is at the corner of North Street. It is a five-by-three bay, 2 1/2-story wood-frame residence with little ornament. There are two sheds attached at the north side wall. Original windows have been replaced. The building is sided in wood clapboard. A second entry at the south-facing gable end is flanked by transom and sidelights. It is in fair to good condition and retains some integrity of design and association.

Nos. 9, 7, 5, and 3 Cottage Street are identical, two-by-two bay, 1 1/2-story gable-front residences. All have one-story bay windows and 3 Cottage Street has a one-story, shed-roof porch attached to the facade. There is little ornament on any of the houses. Building materials consist of asphalt roof shingles and vinyl and wood clapboard siding. Windows were originally 2/2 double-hung sashes and some have been replaced. Side ells are attached to Nos. 5, 7 and 9. There are garages associated with 3, 5 and 7 Cottage Street. Additions have been made to 3 and 9 Cottage Street. The east end of Cottage Street is the site of a two-story, two-by-two bay Italianate residence with side and rear ells. It has a pyramidal hip roof, a one-story shed roof porch and asbestos siding. Ornamental elements include paired brackets at the eaves of the house and the porch. Windows are 6/6 double-hung sashes. Buildings on Cottage Street retain some integrity of design and craftsmanship and constitute a cohesive neighborhood of former worker housing.

Parker Street is the location of three side-gable, two-story, six-by-two bay residences. Entry porches are present at **6 and 10 Parker Street**. There are an attached garage at 10 and a side ell at **8 Parker Street**. Ornamental elements that survive on no. 10 include corner boards, a wide cornice with gable returns and simple window surrounds. The houses at 6 and 8 Parker Street have been resided and no longer have these elements. Windows on no. 10 are 6/6 double hung sashes and others are 2/2 double hung sashes. Entries are unornamented and covered by entry porches. Six Parker Street is clad in vinyl, no. 8 is clad in asbestos clapboard and no. 10 is clad in wood clapboard. All have slate shingle roofs. Foundations are uncut stone. The integrity of the materials on the houses on Parker Street has been compromised, but its associations with Early Industrial period worker neighborhoods remain.

The railroad bridge over Route 85 is a simple-span, riveted steel half-through plate girder. It is approximately 30' long, 25' wide and 12' over the level of the road. Depth of the solid built girders is approximately four feet. The unballasted floor system is supported by riveted steel stringers and railroad tie beams are placed less than six inches apart. The abutments are built of random coursed granite ashlar.

INVENTORY FORM CONTINUATION SHEET

Community

Property Address

SouthboroughCordaville Area

Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

Area(s)

Form No.

C

HISTORICAL NARRATIVE:

The former company store and meeting hall were located in the building at **110 Southville Road**, which was built around 1850 and continues to be used as a store. In 1870, the Wright Brothers occupied the store and operated the post office in the building. Francis Wright, a resident of Fayville, was listed in the resident directories as a dealer in groceries and dry goods as late as 1900. Wright continued to operate the store into the twentieth century and became postmaster during that period. The railroad crossing south of the store was repositioned 0.1 miles to the east around the turn of the twentieth century. A plate-girder bridge and a new segment of road were constructed at that time.

By 1870, there were freight houses, a storehouse, mill offices, a second store, boarding house and a depot clustered around the junction of Cordaville Road, Southville Road and the Boston and Albany Railroad. At this time, the villages of Cordaville and Southville were similar in density of development and levels of commerce and industry. A group of six Gothic Revival residences was constructed east of the village center on the north side of Southville Road by 1870. **Nos. 65-75 Southville Road** were probably used as tenements. Daniel W. Mitchell, the railroad station agent at Cordaville, probably lived at the corner of Parker and Hammond streets in a house that is no longer standing. He may have rented out his property at **71 Southville Road**, as he was listed as the owner of both houses. Adjacent houses on Southville Road were owned individually and not by the Cordaville Woolen Company. J. W. Hammond lived at **14 Parker Street** from at least 1870 until 1900. He was employed as a machinist in Cordaville. The house at **81 Southville Road** was occupied by a carpenter and joiner named Charles Wood in 1870 and by his heirs in 1898. During the Early and Late Industrial periods, Cordaville supported expanding mill operations of the Cordaville Woolen Company, freight storage facilities of the Boston and Albany Railroad, and several retail sales establishments. There were rental properties, a Catholic Church, schools and small industrial operations in increasing numbers throughout the period. The predominant ethnic group in both villages appears to have been Irish while those in the center of Southborough were primarily of British descent.

Growth slowed in the Early Modern period. At this time, the village of Southville began to outstrip Cordaville in terms of industrial and commercial activity. The mills in Cordaville were out of operation from 1926 until 1928. Also, subsequent to the turn of the twentieth century, there was only one retail store serving the village of Cordaville. Commercial and industrial activity continued to slow during the mid twentieth century and the buildings that housed the mills were demolished in the 1970s. The village retains almost all the Early Industrial period housing on Parker, Southville, and Cottage streets. The former Wright store at 110 Southville Road continues in operation.

The remains of the industrial complex south of the railroad are visible above ground level. Several foundations, elevated roads and at least two small cut-stone bridges remain from the Early Industrial period. The larger is built of cut and uncut stone with an arch approximately 10' in height and 15' in width. The smaller bridge rises 2' above the mudline and is 8' wide. It is built of cut granite. The site is likely to yield archaeological information concerning the history of milling operations of the period.

INVENTORY FORM CONTINUATION SHEET

Community

Property Address

Southborough

Cordaville Area

Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

Area(s)

Form No.

C

National Register of Historic Places Criteria Statement Form

Check all that apply:

Individually eligible

Eligible only in a district

Contributing to as potential district

Potential historic district

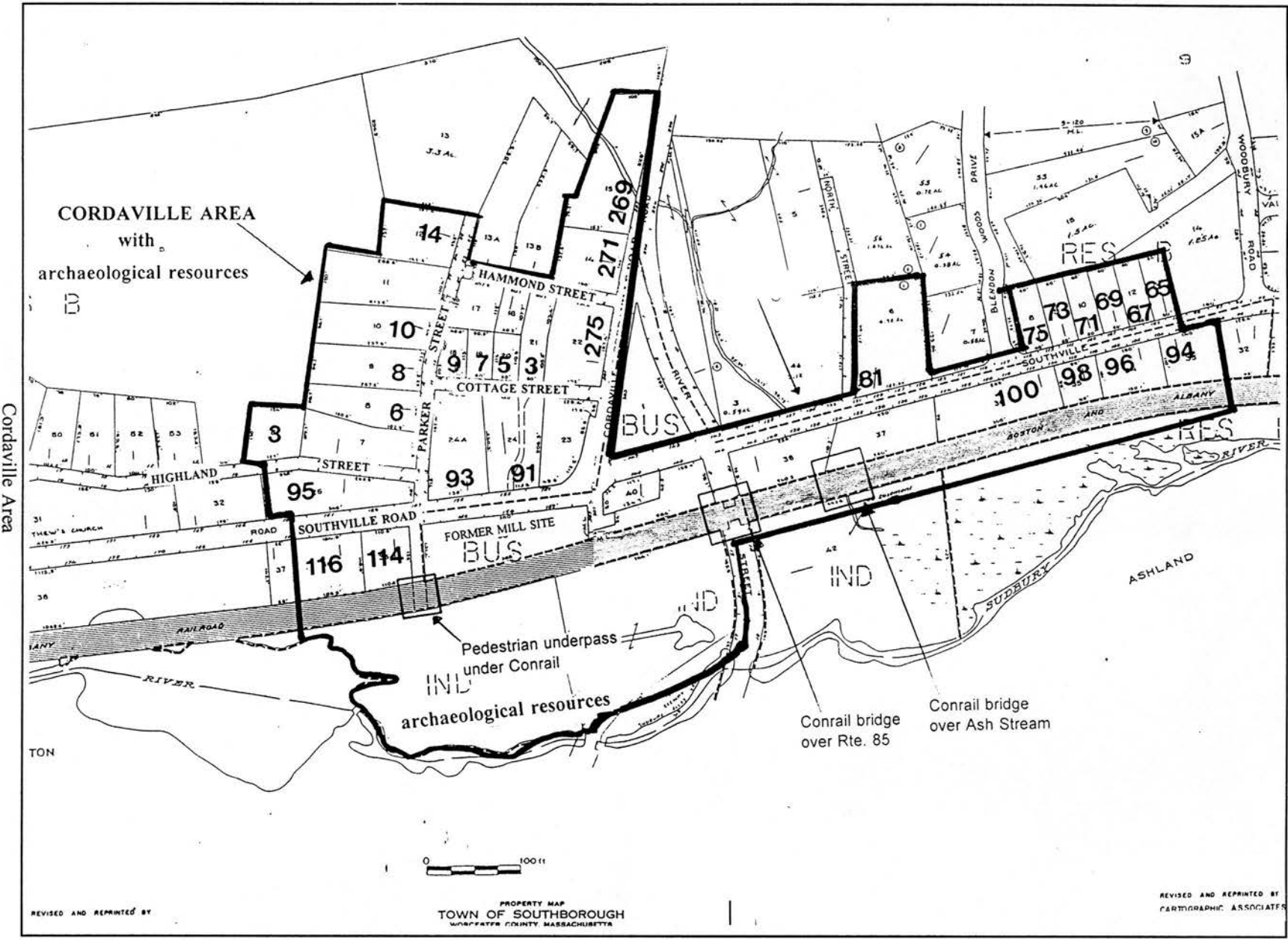
Criteria: A B C D

Criteria Considerations: A B C D E F G

Statement of significance by: Sanford Johnson

The criteria that are checked in the above sections must be justified here.

The area of Cordaville in Southborough is eligible for the National Register of Historic Places because it retains integrity of location, design, workmanship, feeling and association. The clusters of worker housing represent a significant collection of Early and Late Industrial residential architecture built in connection with industrial and commercial operations in the village. There are several examples that retain integrity of materials, which further recommends the area for eligibility. Although some important buildings have been demolished, the village currently displays a level of density commensurate with its appearance in the Early Industrial Period. The mills around which the houses were constructed have been removed, but there is greater potential to gain information through archaeological investigation. The village appears to meet criteria A and C of the National Register at the local level for its association with broad patterns of industrial history and its embodiment of distinctive characteristics of worker housing. Although it is composed of a variety of resource types, the area is a unified entity by virtue of its common industrial associations, its clearly defined periods of construction and the relatively small number of intrusions. All surveyed properties were present during the period of operation of the mills. Also, the vast majority of surveyed properties were built during the Early and Late Industrial periods, which contributes to the cohesive appearance of the neighborhood. New construction is limited to fewer than ten residences, which detract little from the historic associations of the area.



CORDAVILLE AREA
with
archaeological resources

Cordaville Area

FORMER MILL SITE
archaeological resources

Pedestrian underpass
under Conrail

Conrail bridge
over Rte. 85

Conrail bridge
over Ash Stream

REVISED AND REPRINTED BY

PROPERTY MAP
TOWN OF SOUTHBOROUGH
WORCESTER COUNTY MASSACHUSETTS

REVISED AND REPRINTED BY
CARTOGRAPHIC ASSOCIATES

SouthboroughCordaville Area

Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

Area(s)

Form No.

C

Village of Cordaville Town of Southborough, Massachusetts

Area Data Sheet

Name/type	Address	Form/Style	Date of Construction	Material
Residence	94 Southville Road	Colonial Revival	Ca. 1930	Asbestos
Residence	96 Southville Road	Colonial Revival	Ca. 1910-30	Vinyl
Residence	98 Southville Road	Federal	Ca. 1830	Aluminum
Residence	100 Southville Road	No style	Ca. 1880	Aluminum
Residence	75 Southville Road	Gothic Revival	Ca. 1860	Wood
Residence	73 Southville Road	Gothic Revival	Ca. 1860	Asbestos
Residence	71 Southville Road	Gothic Revival	Ca. 1860	Asbestos
Residence	69 Southville Road	Gothic Revival	Ca. 1860	Wood
Residence	67 Southville Road	Gothic Revival	Ca. 1860	Aluminum
Residence	65 Southville Road	Gothic Revival	Ca. 1860	Wood
Residence	81 Southville Road	No style	Ca. 1850	Wood
Restaurant	Southville Road	No style		Vinyl
Residence	269 Cordaville Road	Greek Revival	Ca. 1850	Wood
Residence	271 Cordaville Road	No style	Ca. 1870	Vinyl
Residence/ Parsonage	275 Cordaville Road	Italianate	Ca. 1860	Asbestos
Worker Housing	3 Cottage Street	No style	Ca. 1845	Vinyl
Worker Housing	5 Cottage Street	No style	Ca. 1845	Vinyl
Worker Housing	7 Cottage Street	No style	Ca. 1845	Vinyl
Worker Housing	9 Cottage Street	No style	Ca. 1845	Wood
Multi-Worker Housing	6 Parker Street	No style	Ca. 1840	Vinyl
Multi-Worker Housing	8 Parker Street	No style	Ca. 1840	Asbestos
Multi-Worker Housing	10 Parker Street	No style	Ca. 1840	Wood
Fitzgerald's Store	110 Southville Road	Greek Revival	Ca. 1850	Wood

INVENTORY FORM CONTINUATION SHEET

Community

Property Address

Southborough

Cordaville Area

Massachusetts Historical Commission
 220 Morrissey Boulevard
 Boston, MA 02125

Area(s)

Form No.

C

Name/type	Address	Form/Style	Date of Construction	Material
✓ Residence	3 Highland Road	Victorian Eclectic	Ca. 1870	Wood Shingle
✓ Residence	95 Southville Road	Federal	Ca. 1840	Vinyl
✓ Multi-Worker Housing	114 Southville Road	No style	Ca. 1840	Aluminum
✓ Residence	116 Southville Road	No style	Ca. 1850	Vinyl
Jail/Residence	93 Southville Road	Victorian Eclectic	Ca. 1870-1890	Brick



Rt. 85 Bridge under MBTA - south side plate girder.



Rt. 85 Bridge under MBTA.



275 Cordaville Rd.



9 Cottage street.



6 Parker Street



8 Parker Street



10 Parker Street



73, 71, 69, 67, 65 Southville Road.



75 Southville Road.



98 Southville Road



Fitzgerald's store - 110 Southville Road

INVENTORY FORM CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Town
SOUTHBORO
Area(s)

Property Address
CORDAVILLE
Form No.

RECEIVED

JUL 03 2000

C	
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MASS. HIST. COMM

DATE: MAY 2000 - Southborough Historic Resource Survey - S & P Grant - FY 2000

RECORDED BY: Schuler/Forbes

The following information is to be added to the existing Cordaville Area Form dated 1995 and does not necessarily apply to the National Register Criteria Statement. This information expands the Cordaville Area Form only. The attached Area Data Sheet includes all properties in the previously described Area Form as well as those in the expanded areas for the purposes of this amendment to the Cordaville Area Form. Many dates, names and styles have been changed on the area data sheet to reflect information found on the 1856 and 1857 historic maps as well as field analysis. Individual building forms exist for three of the properties that have been added but were included in the 1971 Southville Area Form according to the MHC Marcis Index for Southborough. The **South Union School**, 21 Highland Street and **St. Matthew's Church** at 105 Southville Road were included in the Southville Area Form completed in 1971 but not the update. Each institution straddles Cordaville and Southville and were built to serve each village, thus individual forms have been completed for each and they are included in the area data sheet for Southville simply to be consistent with former MHC numbering. However, it is important to consider them when reviewing the development patterns of Cordaville.

ARCHITECTURAL DESCRIPTION see continuation sheet

The boundaries of the area are expanded to include properties north on Cordaville Road and a small part of Woodland Road, which were developed as the village of Cordaville expanded. It includes a number of properties that were previously surveyed and that are located in the village of Cordaville. The boundaries of the village area extend farther east along Southville Road to a point at which the building fabric changes to post 1950s. Properties along Cordaville and Woodland Roads represent late nineteenth century and early twentieth century expansion of residential development north of the railroad. Dwellings range from modest one and one-half story bungalows to two and one-half story gable front buildings with little or no architectural elaboration. Most are on brick or concrete foundations and in many instances clapboards and shingles have been covered with asbestos shingles or vinyl siding. There is at least one commercial property in this expansion. At the apex of Cordaville and Woodland Roads is a barn-like structure with an attached brick office that has been a gas station since 1942, known as 264 Cordaville Road. On the west end of Cordaville the earliest known remaining house in Cordaville is a modest side gable roof cottage built into the slope of the land with a dry-laid foundation/retaining wall, known as the **T. Manning House** at 103 Southville Road. It is the oldest extant dwelling in the village dating from ca. 1825, which precedes the railroad development of the area. Three mid-nineteenth century gable front dwellings are located at 4 North Street, 197 Woodland Road and 272 Cordaville Road. Each was constructed on a granite foundation and displays a sidehall plan. Early twentieth century substantial houses are the Colonial

INVENTORY FORM CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Town
SOUTHBORO
Area(s)

Property Address
CORDAVILLE
Form No.

C	
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ARCHITECTURAL DESCRIPTION (Continued)

Revival hipped roof dwellings at 193 Woodland Road and 259 Cordaville Road. They rest on high rubble stone foundations and have wood clapboard and shingle siding. One example of an unaltered bungalow is found at 261 Cordaville Road. The house is nearly square, has a broad hipped roof, hipped dormers on the side elevations, and strings of three windows flanking the centered entrance.

HISTORICAL STATEMENT *see continuation sheet*

Several of the dates of construction for properties in the existing area form and this expanded area form have been changed to coincide with map evidence from 1856 and 1857. This expansion of the Cordaville Area Form includes late nineteenth century and early to mid-twentieth century development of this once thriving mill village. The actual division of Cordaville and Southville is somewhat arbitrary as is evidenced by the **St. Matthew's Parish**. In 1886 the first priest was appointed Pastor of Cordaville serving Cordaville, Southville and Fayville. The church construction was between the cores of the two villages of Cordaville and Southville and started as a mission church for both villages. When it became a parish it was to serve all four villages of Southborough: Cordaville, Fayville, Southville and Southborough Center. This Catholic Parish was established for the Irish population that had come to Cordaville and Southville to work on the railroad and in the mills.

Each of the two villages, Cordaville and Southville, also had its own school until they were consolidated into the **Southville Union School** on 21 Highland Street in 1913. The Catholic Church and the Union School, both built to serve both villages continue as a divider and a link between the two villages. The **Cordaville School** was located at 193 Woodland Road from the 1850s. The existing Four Square dwelling at that site replaced the schoolhouse.

The earliest surviving house in the village is the Thomas Manning House so named for its ca. 1870s owner. The house appeared in this approximately location on the 1856 map and possibly on the 1831 map. Only one house is shown in Cordaville on the 1831 map. In the 1850s nearly every property along Southville Road was owned by Cordaville Mills or O. S. Sanford, those who established the industrial center at Cordaville. The six Gothic Revival cottages at 65, 67, 69, 71, 73, and 75 Southville Road were built by **Philo Sanford** of the Sanford mills as workers' cottages and five appear on the 1856 map. Each property shared a well with an adjacent property and each was conveyed with the water rights to the shared well. The house at 73 Southville Road was conveyed to Dexter and Curtis Newton in the early 1860s by Philo Sanford. 75 Southville Road was conveyed by Sanford to F.A. Dorr in 1864. The Greek Revival sidehall entrance house that sits back from the road at 272 Cordaville Road was first owned by **George O. Wilson** (b. ca. 1821) who married Catharine A. Onthank in 1845. In 1850 his father Gilbert D. Wilson had a twenty-acre farm which may have been at this location. The dwelling at 197 Woodland Road historically has been known as the Mixer House and does appear on the 1857 map with the

INVENTORY FORM CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Town
SOUTHBORO
Area(s)

Property Address
CORDAVILLE
Form No.

C	
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HISTORICAL STATEMENT (Continued)

name **R. Mixer** listed. By 1870 only one Mixer was assessed in Southborough, Elizabeth Mixer for a modest house on ½ acre of land.

Expansion into the 1900s north of the railroad accommodated the continuously growing population due to the Cordaville Woolen Company which operated from 1876 to 1926 on the edge of Southville Road at Cordaville Road and adjacent to the Boston & Albany Railroad. Company owned property was identified in the 1928 Auction brochure that described the "Entire Holdings Real Estate, Machinery, Equipment of the Cordaville Woolen Co., Cordaville Mass., a Manufacturing Plant of Moderate Size on the Main Line of the Boston & Albany Railroad." Even by that late date the company owned two brick buildings, no longer extant, other commercial buildings, thirteen dwelling properties, barns, storehouses, and others. The two tenements at 114 and 116 Southville Road were described in detail. Four family dwellings of four rooms each were located in the tenement at 114 Southville Road and two dwellings - one of five rooms and one of nine rooms - in the tenement at 116 Southville Road. The house at 272 Cordaville Road also was shown on the map.

BIBLIOGRAPHY and/or REFERENCES

see continuation sheet

Assessors Reports: 1860, 1870, 1881, 1894, 1897.
Atlases/Maps: 1857, 1870, 1898.
Bailey, O.H. Southville and Cordaville, Lithograph, 1887.
Directories: 1900, 1903, 1905.
Noble, Richard. Fences of Stone, 1990.
Southborough Historical Society Files. Cordaville

Recommended for listing in the National Register of Historic Places. *If checked, you must attach a completed National Register Criteria Statement form.*

INVENTORY FORM CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
 MASSACHUSETTS ARCHIVES BUILDING
 220 MORRISSEY BOULEVARD
 BOSTON, MASSACHUSETTS 02125

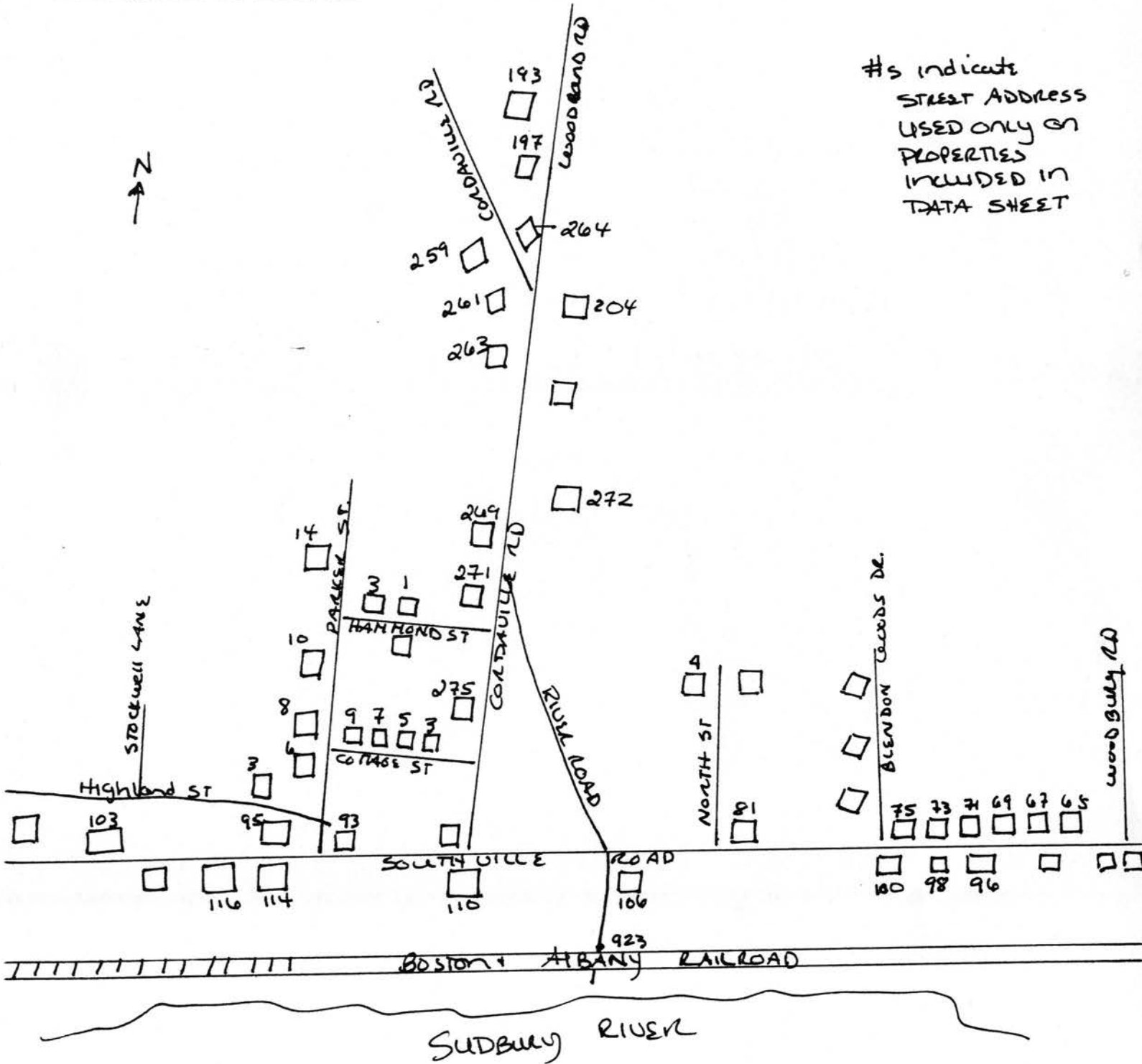
Town
 SOUTHBORO
 Area(s)

Property Address
 CORDAVILLE
 Form No.

C	
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#s indicate
 STREET ADDRESS
 USED ONLY ON
 PROPERTIES
 INCLUDED IN
 DATA SHEET



INVENTORY FORM CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
 MASSACHUSETTS ARCHIVES BUILDING
 220 MORRISSEY BOULEVARD
 BOSTON, MASSACHUSETTS 02125

Town
 SOUTHBORO
 Area(s)

Property Address
 CORDAVILLE
 Form No.

C	
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CORDAVILLE AREA DATA SHEET

MHC #	ST. #	STREET NAME	HISTORIC NAME	MAP/LOT #	STYLE	DATE
685	259	Cordaville Rd.	unknown	8-19	Colonial Revival	ca. 1910
684	261	Cordaville Rd.	unknown	8-18	Bungalow	ca. 1925
683	263	Cordaville Rd.	unknown	8-17	no style	ca. 1900
682	264	Cordaville Rd.	unknown	9-11	commercial	ca. 1940
182	269	Cordaville Rd.	Carter, N. House	3-15	Greek Revival	1857-1870
183	271	Cordaville Rd.	M....., Mrs. House garage - two-car	3-14	astylistic	1870-1898
680	272	Cordaville Rd.	Wilson, G.O. House	9-27	gable front/alterd	ca. 1855
181	275	Cordaville Rd.	Taft, S. Ho. / Cath. Rectory attached barn	3-22	Italianate	ca. 1860
180	3	Cottage St.	Cordaville Mfg. Worker Ho. attached barn	3-21	Gable Front/GR	ca. 1845
179	5	Cottage St.	Cordaville Mfg. Worker Ho.	3-20	Gable Front/GR	ca. 1845
178	7	Cottage St.	Cordaville Mfg. Worker Ho. garage	3-19	Gable Front/GR	ca. 1845
177	9	Cottage St.	Cordaville Mfg. Worker Ho.	3-18	Gable Front/GR	ca. 1845
169	3	Highland St.	Cordaville Woolen Co. Ho	3-17	GR/gable front/alterd	ca. 1870
187	4	North St	Murphy, J. House shed	4-05	GR/Italianate	ca. 1860
173	6	Parker St.	Cordaville Mfg. Worker Ho.	3-08	Side Gable/GR	ca. 1840
174	8	Parker St.	Cordaville Mfg. Worker Ho.	3-09	Side Gable/GR	ca. 1840
175	10	Parker St.	Cordaville Mfg. Worker Ho.	3-10	Side Gable/GR	ca. 1840

INVENTORY FORM CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
 MASSACHUSETTS ARCHIVES BUILDING
 220 MORRISSEY BOULEVARD
 BOSTON, MASSACHUSETTS 02125

Town
 SOUTHBORO
 Area(s)

Property Address
 CORDAVILLE
 Form No.

C	
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CORDAVILLE AREA DATA SHEET

MHC #	ST. #	STREET NAME	HISTORIC NAME	MAP/LOT #	STYLE	DATE
176	14	Parker St.	Hammond, J. House	3-12	Side Gable/GR	1857-1870
193	65	Southville Rd.	Stevens, J.M. House	4-13	Gothic Revival	ca. 1850
192	67	Southville Rd.	Este, N. House	4-12	Gothic Revival	ca. 1850
191	69	Southville Rd.	Hartley, E. House	4-11	Gothic Revival	ca. 1850
190	71	Southville Rd.	Jeffers, E. House	4-10	Gothic Revival	ca. 1850
189	73	Southville Rd.	Bacon, C.W. House	4-09	Gothic Revival	ca. 1850
188	75	Southville Rd.	unknown	4-08	Gothic Revival	ca. 1860
186	81	Southville Rd.	Wood, C. House garage	4-06	Greek Revival	ca. 1850
171	93	Southville Rd.	Southborough Jail	3-24A	Cape/brick/alterec	1870-1890
170	95	Southville Rd.	unknown	3-25	Federal/GR	1857-1870
679	96	Southville Rd.	unknown garage - one car	4-34	Dutch Colonial Reviv	1910-1930
195	98	Southville Rd.	Sanford, O.S. House	4-35	Federal	ca. 1850
194	100	Southville Rd.	Dorr House	4-36	astylistic	ca. 1870
168	103	Southville Rd	Manning, T. House two sheds	3-32	astylistic	ca. 1825
277	106	Southville Rd	unknown	4-38	commercial/alterec	ca. 1925
172	110	Southville Rd	Fitzgerald's/Cord. Co. Store	4-40	Greek Revival	mid 19th c
284	114	Southville Rd	Boarding House	3-35	no style-tenement	1857-1870
283	116	Southville Rd	Kelly, J. Store	3-36	Greek Revival/alterec	1857-1870

INVENTORY FORM CONTINUATION SHEET

Town
SOUTHBORO
Area(s)

Property Address
CORDAVILLE
Form No.

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

C	
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CORDAVILLE AREA DATA SHEET

MHC #	ST. #	STREET NAME	HISTORIC NAME	MAP/LOT #	STYLE	DATE
185	193	Woodland Rd.	Schoolhouse Site barn	9-14	Four Square	ca. 1870
184	197	Woodland Rd.	Mixer, R. House garage - two-car	9-12	Greek Revival	ca. 1850
681	204	Woodland Rd.	unknown garage - one car	9-25B	Bungalow	ca. 1920
925		Ash Stream	B & A RR Bridge #27.29			
923		Cordaville Rd.	B & A RR Bridge #27.34			



259 Cordaville Road. 11/99.



263 Cordaville Road. 11/99



103 Southville Road.



193 Woodland Road. 11/99



[No captions on photos]

FORM A - AREA SURVEY

MASSACHUSETTS HISTORICAL COMMISSION
Office of the Secretary, State House, Boston

Form numbers in this area 168-195	Area no. C
--------------------------------------	---------------

1. Town Southborough

Name of area (if any) Cordville

3. General date or period _____

4. Is area uniform (explain):

in style? _____

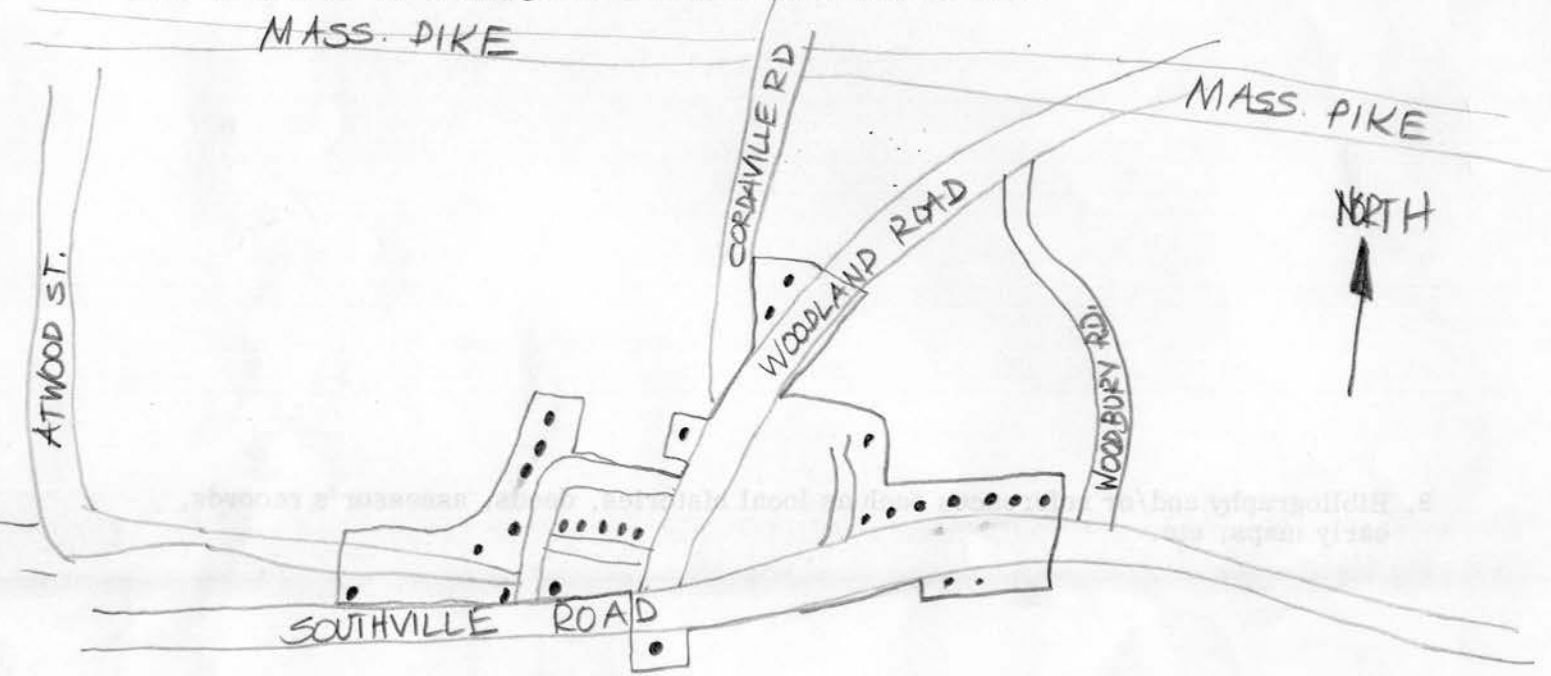
in condition? _____

in type of ownership? _____

in use? _____

2. Photo (3x3" or 3x5")
Staple to left side of form
Photo number _____

5. Map. Use space below to draw a general map of the area involved. Indicate any historic properties for which individual reports are completed on Forms B thru F, using corresponding numbers. Show street names (including route numbers, if any) and indicate north. Indicate with an "x" existing houses not inventoried on Form B.



DO NOT WRITE IN THIS SPACE USGS Quadrant _____ MHC Photo no. _____

6. Recorded by _____

Organization _____

Date _____

(over)

Form number in this area	Area no.
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7. Historical data. Explain the historical/architectural importance of this area.

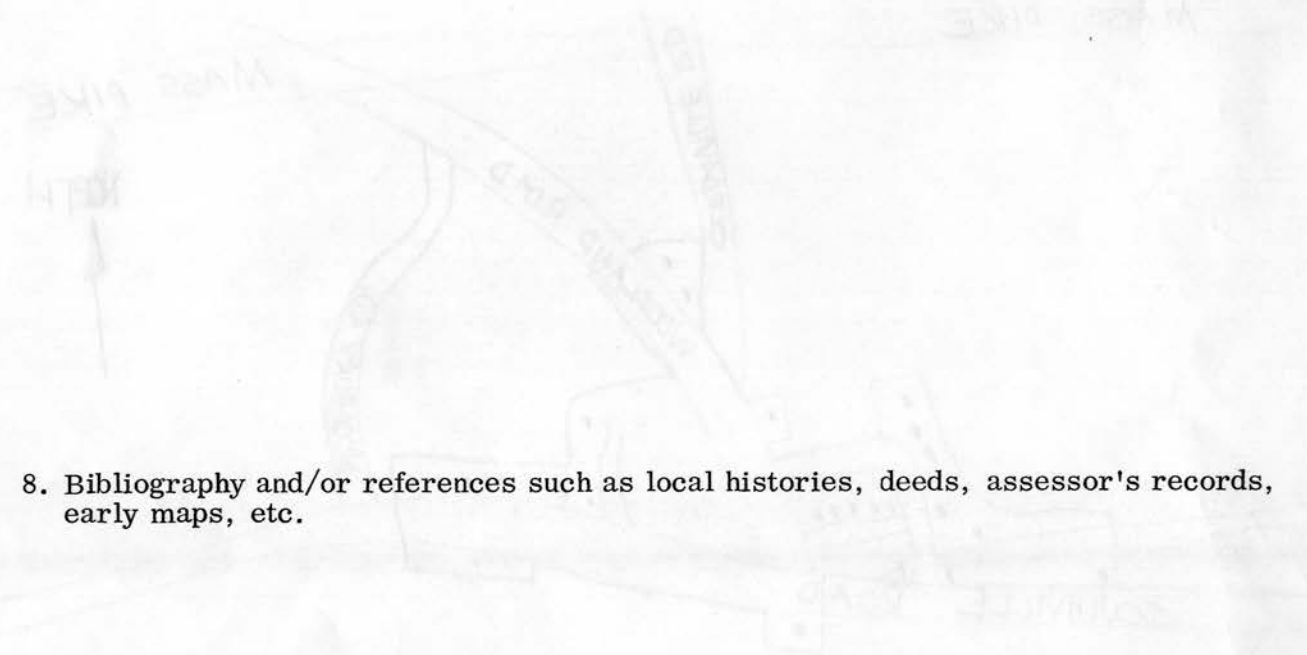
181 - Plateronate

182 - Federal (Gr. Rev)

Gothic detail

group of 1 1/2 frame buildings with Gothic Rev. detail and jerk-in-heads

Map. Use space below to draw a general map of the area involved. Indicate any historical properties for which individual reports are completed on Form B (see Form B for instructions). Show street names (including route numbers, if any) and indicate north. Indicate with an "X" existing houses not inventoried on Form B.



8. Bibliography and/or references such as local histories, deeds, assessor's records, early maps, etc.

Recorded by _____
 Organization _____
 Date _____

DO NOT WRITE IN THIS SPACE

Return

SBR.C

Original yellow form: Eligibility file _____
Copies: Inventory form _____
Town file(w/corresp.) _____
Macris _____
NR director _____

Community: Southborough

MHC OPINION: ELIGIBILITY FOR NATIONAL REGISTER

Date Received: _____ Date Due: _____ Date Reviewed: June 19, 1996

Type: Individual X District (Attach map indicating boundaries)

Name: Cordaville Historic District Inventory Form: C

Address: Southville, Cordaville, & Highland Roads, and Parker and Cottage Streets

Requested by: MBTA/Timelines Inc.

Action: Honor ITC Grant X R & C Other:

Agency: MBTA Staff in charge of Review: Allen Johnson

INDIVIDUAL PROPERTIES

- Eligible
- Eligible, also in district
- Eligible only in district
- Ineligible
- More information needed

DISTRICTS

- X Eligible
- Ineligible
- More information needed

CRITERIA: X A B X C possibly D

LEVEL: X Local State National

STATEMENT OF SIGNIFICANCE by Betsy Friedberg

The former mill village of Cordaville includes clusters of worker housing representing a significance collection of Early and Late Industrial residential architecture built in connection with industrial and commercial operations in the village. Manufacturing--primarily of woolen cloth--commenced here in the 1830s in response to the construction of the B&A Railroad; the first actual mill here was erected in 1846 and continued in various guises until the 1930s. A variety of properties associated with manufacturing enterprises survives here, including Greek Revival-style and Gothic Revival cottages, three multifamily houses, and a company store. For its associations with a significant community centered around a major industrial enterprise, and for its well preserved examples of worker housing and associated buildings of the mid to late 19th century, the district meets NR Criteria A and C. The mills around which the houses were constructed have been removed, but it is possible that the area of the mills retains sufficient integrity as an archaeological site to warrant nomination under Criterion D. Ten new buildings are mentioned in the text of the area form but are not identified on the map or district data sheet; a nomination for this district would have to assess the impact of new construction upon the district and its boundaries. Also, the area form does not include a verbal boundary justification, and does not identify what lies outside of the identified area north of Southville Road.

FRAMINGHAM (cont.)

The following properties are ineligible for National Register listing:

Angier Company Building, 50 Fountain Street
 R.H. Long Car Showroom, 635 Waverly Street
 Residence, 949 Waverly Street
 Residence, 997 Waverly Street
 Residence, 1007 Waverly Street
 Residence, 1015 Waverly Street
 Residence, 1035 Waverly Street
 Residence, 1045 Waverly Street
 Residence, 1051 Waverly Street

ASHLAND

The Tilton Avenue/Cherry Street Area is eligible for National Register listing as part of a larger Ashland Center historic district.

The Kane/Ward Farmhouse, 34 Fountain Street, is individually eligible for National Register listing as a well-preserved example of a mid-19th century farmhouse with attached barn.

The former Telechron Watch Company, constructed in 1927 at 50 Homer Street is eligible for individual listing in the National Register as the only Moderne Style building in Ashland.

The following properties are ineligible for National Register listing:

Highway Department Garage, 80 Cherry Street
 Cloyes Farm, 2-4 High Street
 Residence, 15 Metcalf Street
 C.H. Tilton Shoe Factory, 60 Pleasant Street
 Saving Spring Company, 280 Pleasant Street
 Commercial/Professional Complex, 360 Pleasant Street
 Beckongreen Garden Center, 18 Waverly Street

SOUTHBOROUGH

The two mill villages of Cordaville and Southville, which developed in the mid-1800s in response to the 1830s construction of the Boston & Albany Railroad, are eligible for National Register listing. Although the mills at Cordaville are no longer extant, the community retains a significant collection of Early and Late Industrial residential architecture associated with industrial and commercial operations in the village.

The village of Southville also retains a diverse collection of housing stock constructed in the mid and late 19th century in association with no longer extant boot and shoe factories, woolen and cotton mills, and a grist mill. In addition to the residences, the village also contains a church, former railroad depot, and community hall. Historical archaeological deposits at Cordaville and Southville may retain sufficient integrity as archaeological sites to be found eligible under Criterion D. MHC staff expects that additional information will be forthcoming as the result of archaeological investigations being undertaken.



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

September 9, 1996

Diana Parcon
Environmental Permitting Specialist
Massachusetts Bay Transportation
Authority
Ten Park Plaza
Boston, MA 02116-3974

RE: Cultural Resources Survey, Worcester Commuter Rail Extension Project; MHC #9415

Dear Ms. Parcon:

Staff of the Massachusetts Historical Commission have reviewed Volume II, "Historic Properties Survey For the Right-of-Way of the Worcester Commuter Rail Extension" which was submitted to this office together with original Area, Building, and Structure Forms. Please have two (2) additional copies of the final Volume II report submitted to the MHC to complete our files.

In general, the report is well-organized and comprehensive and MHC staff concur with the majority of the consultant's eligibility determinations for listing in the National Register of Historic Places and recommendations for further research. However, MHC staff do not agree that the right-of-way for the commuter rail extension constitutes a National Register-eligible entity; a fragment of the larger Boston & Worcester Railroad line, it retains insufficient integrity as an eligible property in its own right. After review and evaluation of this information, MHC staff have the following comments.

FRAMINGHAM

MHC staff concur that Lloyd's Diner (aka Worcester Lunch Car No. 749), 156 Fountain Street, is individually eligible for National Register listing.

The Fountain Street Area, a comparatively well-preserved complex of manufacturing and support buildings associated with the shoe, textiles, leather, and auto body manufacturing enterprises of Richard H. Long in the early 20th century, is National Register eligible.

The former Gossamer Rubber Company, 885 Waverly Street, appears to be eligible for listing for its associations with one of the oldest and largest rubber clothing manufacturers in the United States in the late 19th century; however, if National Register listing were to be pursued, additional information on construction dates and the physical development of the complex would be required.

WESTBOROUGH

The properties at 25, 27, and 46 High Street Extension, 11, 13, and 15 State Street, 38, 43, and 49 Water Street, and 20 Willow Street are eligible for National Register listing as an extension of the existing West Main Street Historic District.

The Eliezer Rice House, 37 Maynard Street, is individually eligible for National Register listing as a remarkably well-preserved example of a circa 1830 Federal Style farmhouse with an earlier circa 1730 rear ell, and for its associations with Eliezer Rice, an early settler of Westborough.

The following properties are ineligible for National Register listing:

Corrugated Paper, 111 Milk Street
Bay State Abrasives, Union Street

GRAFTON

The Westborough Road Area, a grouping of moderately intact circa 1870 to 1900 single-family residences, appears to eligible for National Register listing; however, if National Register listing were to be pursued, additional information would be required regarding the area's association with the nearby J.S. Nelson shoe factory.

The Wyman-Gordon Company Building, 244 Worcester Street, is not eligible for listing.

WORCESTER

The East Worcester Street Area is eligible for listing in the National Register as a well-preserved complex of industrial and public-works buildings associated with the late 19th and early 20th century development of the City of Worcester.

The following properties are ineligible for National Register listing:

Industrial Building, 1451 Grafton Street
Residence, 5 Hecla Street
Residence, 34 Nathaniel Street
White, Peavy & Dexter Co., Building, Putnam Lane
Industrial Building, 383 Shrewsbury Street

BRIDGES

The following bridges are individually eligible for listing in the National Register:

Ashland- Conrail over Stream (Boston & Albany Railroad Bridge No. 26.35)
Conrail over Sudbury River (Boston & Albany Railroad Bridge No. 23.54)

Southborough- Conrail over Ash Stream (Boston & Albany Railroad Bridge No. 27.29); also considered a contributing element in the Cordaville Historic Area

Westborough- Conrail over Millpond (Boston & Albany Railroad Bridge No. 33.12)

The following bridges in Southborough are not individually eligible for National Register listing, but are considered eligible as contributing elements in the Cordaville Historic Area:

- Conrail over Pedestrian Underpass (Boston & Albany Railroad Bridge No. 27.47)
- Conrail over Route 85 (Boston & Albany Railroad Bridge No. 27.34)

The following bridges are ineligible for National Register Listing:

- Ashland- Conrail over Indian Brook (Boston & Albany Railroad Bridge No. 25.84)
- Conrail over Sudbury River (Boston & Albany Railroad Bridge No. 23.83)

- Westborough- Conrail over Arch Street (Boston & Albany Railroad Bridge No. 34.73)
- Conrail over East Main Street (Boston & Albany Railroad Bridge No. 31.99)
- Fruit Street over Conrail (Boston & Albany Railroad Bridge No. 28.92)
- Conrail over Maynard Street (Boston & Albany Railroad Bridge No. 33.18)
- Conrail over Millpond (Boston & Albany Railroad Bridge No. 33.12)
- Conrail over Water Street (Boston & Albany Railroad Bridge No. 32.22)

- Grafton- Conrail over Blackstone River (Boston & Albany Railroad Bridge No. 38.24)
- Conrail over Pedestrian Subway (Boston & Albany Railroad Bridge No. 37.82)
- Conrail over Shrewsbury Street (Boston & Albany Railroad Bridge No. 37.90)

- Worcester- Conrail over Putnam Avenue (Boston & Albany Railroad Bridge No. 43.31)
- Conrail over Route 20 (Boston & Albany Railroad Bridge No. 39.92)
- Conrail over Sunderland Road (Boston & Albany Railroad Bridge No. 40.23)
- Conrail over Seasonal Stream (Boston & Albany Railroad Bridge No. 41.89)

Finally, MHC staff look forward to reviewing Volume IV on the Ashland, Southborough, and Westborough stations, and consulting on ways to avoid, minimize, or mitigate adverse effects to any significant historic or archaeological resources that may be affected by the project.

These comments are provided to assist in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800), Massachusetts General Laws, Chapter 9, Sec. 26-27c, as amended by Chapter 254 of the Acts of 1988 (950 CMR 71), MEPA (301 CMR 11), and the terms of the Process Memorandum of Agreement for this project.

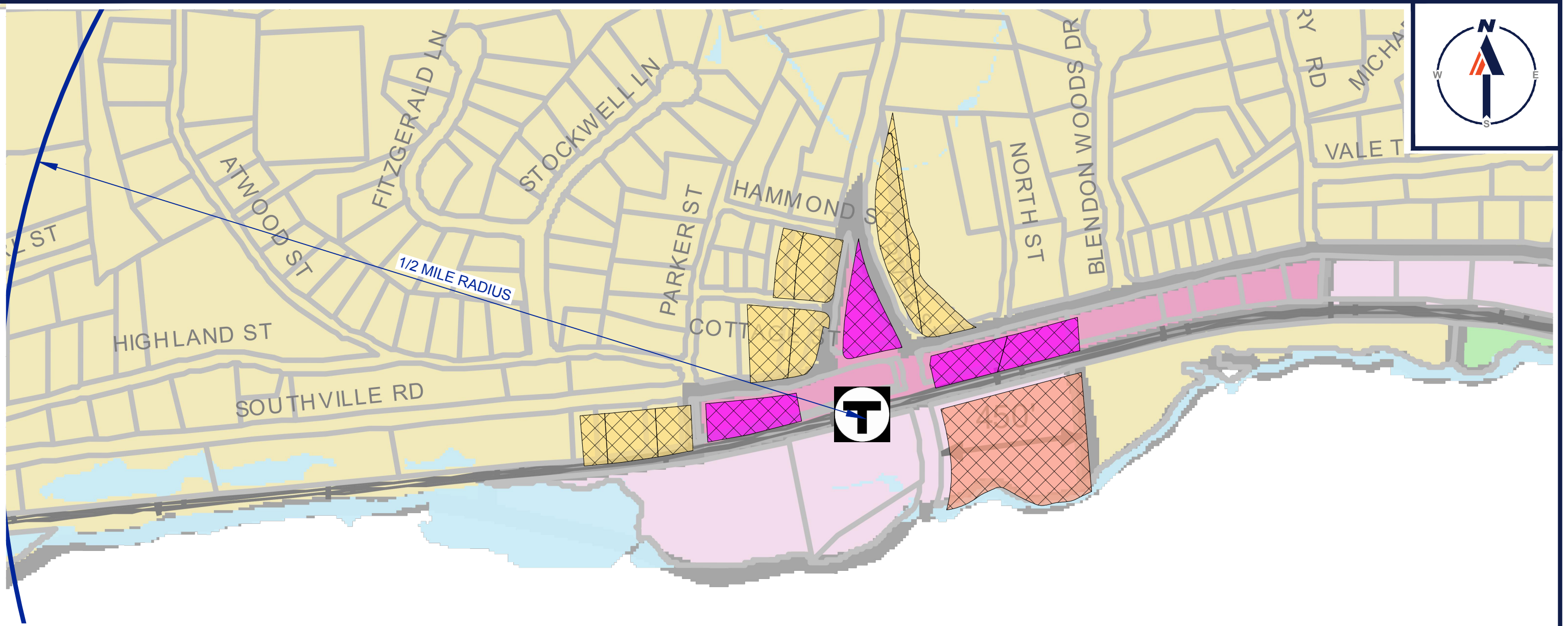
If you have additional questions, please contact Allen Johnson or Edward L. Bell of this office.

Sincerely,

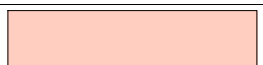
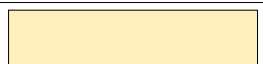



Judith B. McDonough
Executive Director
State Historic Preservation Officer
Massachusetts Historical Commission

cc: Local Historical Commissions
Michael Roberts, Timelines, Inc.
Leslie Donovan
James Herlihy, Edwards & Kelcey, Inc.
Jaqueline Wilkins, Rackemann Environmental Services, Inc.

Bohler's MBTA Comm Overlay District-Area 6 Exhibit (within 1/2 mile radius)



LEGEND - DISTRICTS

	AREA 6A INDUSTRIAL DISTRICT
	AREA 6B RESIDENCE B DISTRICT
	AREA 6C BUSINESS VILLAGE DISTRICT
	MBTA COMMUNITIES MULTI-FAMILY OVERLAY DISTRICT (MCMOD)
	MBTA COMMUTER RAIL STATION

REFERENCES

BASE MAP:
TOWN OF SOUTHBOROUGH
ZONING MAP
DATED: 04/10/2006

* THE ABOVE REFERENCED DOCUMENTS ARE INCORPORATED BY REFERENCE AS PART OF THESE PLANS, HOWEVER, BOHLER ENGINEERING DOES NOT CERTIFY THE ACCURACY OF THE WORK REFERENCED OR DERIVED FROM THESE DOCUMENTS, BY OTHERS.

**MBTA COMMUNITIES
MULTI-FAMILY OVERLAY
AREA 6 EXHIBIT**

SOUTHBOROUGH
MASSACHUSETTS

PREPARED BY

BOHLER //
SCALE: 1"=300' DATE: 01/05/2024

P:\2023\MAB230009\01\CAD\Drawings\Exhibits\MAB230009_1 Map Exhibits.dwg

Bohler's Compliance Model Summary 02.12.24 (excerpt)

Unit Capacity per District Table

Data Metric	District 1	District 2	District 3	District 4	District 5	Totals
District Name	Area 6A Industrial	Area 6B Residence B	Area 6C Business Village	Area 7 Industrial Park	Area 21 Industrial Park	
Modeled Unit Capacity	28	26	23	1,679	603	2,359
Dwelling Units per Acre Limit	49	68	37	655	217	1,025
District Unit Cap Limit						0
Max Lot Coverage Limit						0
Lot Area per Dwelling Unit Limit						0
Max Units per Lot Limit	28	26	23	1,679	603	2,359
FAR Limit	43	59	32	1,141	377	1,652
Final Unit Capacity per District	28	12	9	642	217	908

Summary Table

Data Metric	District 1	District 2	District 3	District 4	District 5	Totals
District Name	Area 6A Industrial	Area 6B Residence B	Area 6C Business Village	Area 7 Industrial Park	Area 21 Industrial Park	
District Acreage (see note)	3.3	4.5	2.5	29.2	14.4	53.9
District Density Denominator (see note)	1.3	3.6	2.3	27.1	14.4	48.9
Final Unit Capacity per District	28	12	9	642	217	908
DU/AC	21.6	3.3	3.8	23.6	15.0	18.6
Parcel Acreage	3.3	4.5	2.5	43.7	14.4	68.4
Total Built Square Feet	28,070	27,223	23,526	1,681,728	603,678	2,364,225
Total Units in Station Area	28	12	9	0	0	49
Non-Conforming Parcels	0	6	2	1	0	9
Total Excluded Land (sf)	85,729	53,423	37,155	90,879	0	267,185
Total Open Space (sf)	114,178	92,821	58,622	471,265	125,766	862,653
Total Parking Area (sf)	16,842	16,334	14,116	840,864	301,839	1,189,994
Units Forgone due to Unit Cap in Zoning	0.00	0.00	0.00	0.00	0.00	0

Comparison Table of Requirements and Modeled Results

Category	Guideline Requirements	Modeled Results
Community:	Southborough	Southborough

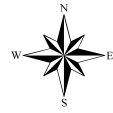
Guidelines Section 5c: Unit Capacity in Mixed-Use Development Districts

Unit Capacity of Mixed Use District(s)

Community Category:	Commuter Rail	Commuter Rail
2020 Housing Units (Census PL-94):	3,763	3,763
Minimum Multi-family Unit Capacity:	750	908
Minimum Land Area:	50	53.9
Developable station area:	167.08	167.08
% Unit Capacity within Transit Station Areas:	20%	33%
% Land Area Located in Transit Station Areas:	20%	103%

Minimum Multi-family Unit Capacity	750
25% cap	188
3A-Compliant Unit Capacity Requirement	188

Southborough's proposed MBTA Comm Overlay District Mapping within 1/2 mile radius



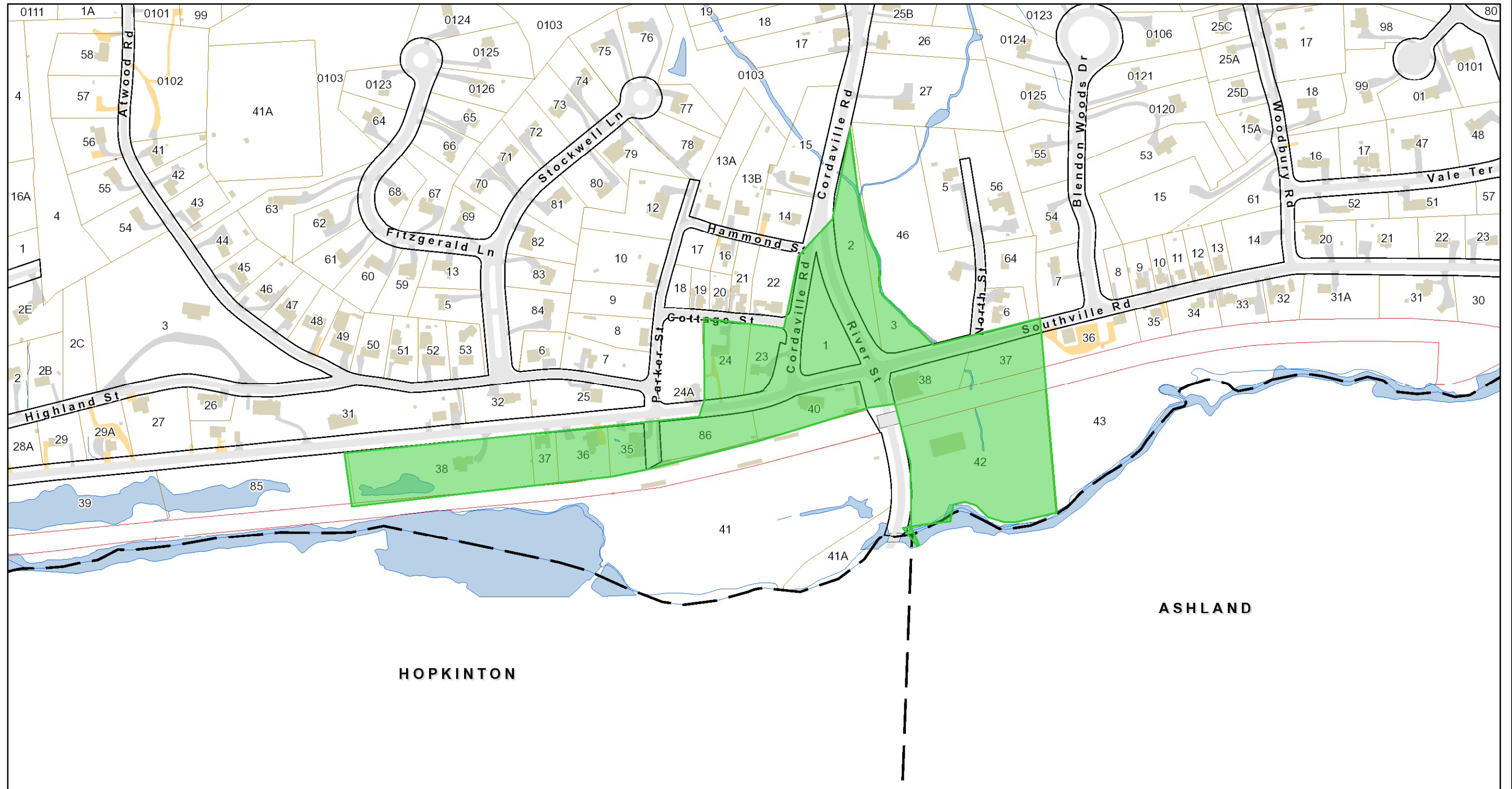
February 29, 2024

Southborough, MA

1 inch = 278 Feet



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Data shown on this map is provided for planning and informational purposes only. The municipality and CAI Technologies are not responsible for any use for other purposes or misuse or misrepresentation of this map.

1 **Approved April 1, 2024**

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PLANNING BOARD MEETING MINUTES
Monday, March 4, 2024, 6:30 PM
VIA ZOOM ONLY

Members present: Meme Luttrell, Jesse Stein, Marnie Hoolahan, Deb DeMuria and Lisa Braccio. Also present: Karina Quinn, Town Planner and Colleen Stansfield, Business Administrator.

CALL TO ORDER:

Ms. Luttrell called the Planning Board Meeting to order at 6:30 PM.

PUBLIC HEARING: MBTA Communities Multi-Family Zoning – M.G.L. 40A, Section 3A, multi-family zoning by right (cont’d from 2/26/24)

Ms. Quinn updated the Planning Board and public on the matter. She stated that on February 28th, the Planning Board presented the bylaw for printing in the warrant for Town Meeting. She stated there are concerns with meeting the unit capacity of 150 units within the .5-mile radius of the commuter rail station (Area #1) and Bohler Engineering representatives will discuss potential mitigation this evening. She also noted the Planning Board may hear from residents this evening who wish to have their properties included in the overlay district. Ms. Luttrell stated that Area #1 is not in compliance with the MBTA Communities Act. Ms. Luttrell asked the Planning Board if they wished to move forward with presenting the MBTA Communities bylaw at Town Meeting, given this new development and in light of the fact that the Select Board would be signing the warrant this evening. The Planning Board discussed moving forward with the bylaw for Annual Town Meeting. Ms. Hoolahan and Mr. Stein thanked Advisory Committee Chair Andrew Pfaff for bringing the issue of unit capacity non-compliance in Area #1 to the Planning Board’s attention.

MOTION by Mr. Stein to withdraw the MBTA Communities Article from the Annual Town Meeting warrant. **SECONDED** by Ms. Hoolahan. Mr. Stein asked what happens if the warrant is printed with the MBTA Communities Article in it. Ms. Luttrell stated that the Planning Board would move at Town Meeting to indefinitely postpone the article. **ROLL CALL: Luttrell-Yes, Stein-Yes, Hoolahan-Yes, DeMuria-Yes, Braccio-Yes. VOTE to Approve: Yes-5, No-0.** Ms. Luttrell stated that she would text Select Board Chair Dennington and Vice Chair Cook the outcome of the Planning Board vote, as the Select Board is presently in session.

Mr. Zach Richards, Senior Project Manager and Ms. Angela Botto, Senior Design Engineer, both from Bohler Engineering, appeared before the Planning Board on the matter. Mr. Richards thanked the Town for their work and their efforts to move towards compliance with the MBTA Communities Act. Ms. DeMuria asked for clarification on why the Town is not in compliance in Area #1. Mr. Richards stated that some summary results were not interpreted at 100% in the compliance model. Ms. Hoolahan expressed frustration that the effort undertaken by the Town, at the State’s directive, was not quality controlled prior to its rollout. She stated that before Bohler’s mitigation suggestions are considered, the Town should convey to the State that Southborough’s challenge to locate 150 units in an historic area of Town is not reasonable.

48 Ms. Braccio stated the Town should request a 3-6 month extension, due to the State's faulty
49 compliance model. Mr. Stein sought further clarification on what happened between February
50 16th and tonight's meeting that resulted in the lack of compliance for Area #1. Mr. Richards
51 stated that the rush to meet the Town Meeting deadline, coupled with the changing inputs for
52 areas, led to a misinterpretation of the data. Specifically, he stated that the calculation for unit
53 requirement was at 49% (74 units), which was interpreted as above the 20% State requirement
54 when it should have been at 100%. Ms. Luttrell stated that State deadlines have been
55 unreasonable to obtain public feedback and make adjustments. Ms. Hoolahan asked Ms.
56 Luttrell how the Planning Board could communicate directly with the State to either receive an
57 extension or appeal for leniency on the 20% unit requirement in Area #1. Ms. Luttrell stated
58 she did not know but would look into the matter. Mr. Richards stated Bohler has come up with
59 adjustments that would satisfy the density requirements in Area #1 and include reducing the
60 minimum lot size from 25,000 ft² to 10,000 ft² and FAR setbacks. Ms. DeMuria stated that work
61 to achieve compliance needs to slow down and she is not prepared to look at adjustments to
62 achieve compliance this evening. Mr. Andrew Pfaff, 50 Oak Hill Road, thanked the Planning
63 Board for removing the MBTA Communities article from the warrant for consideration at Town
64 Meeting. He stated that he raised the issue of unit density in early January. He stated he
65 believes Bohler should acknowledge their mistake and the Town should start over in
66 considering areas for the overlay district. He stated that, if the Planning Board is interested, he
67 is available to discuss other areas for consideration. Ms. Stansfield stated there is value in
68 discussing Bohler's options for compliance. Mr. Ben Cohen, 2 Harris Drive, stated he would like
69 to hear Bohler's suggestions to bring Area #1 into compliance. Mr. Paul Desmond, 5 Pine Cone
70 Lane and member of SHOPC, wanted to ensure the Town is complying with the spirit, as well as,
71 the letter of law. Mr. Robert Orden, 27 Atwood Street, asked if the MBTA requirements take
72 into consideration that part of the .5-mile radius is in Hopkinton. Ms. Luttrell replied yes. He
73 asked if the .5-mile radius is measured from the entrance of the station or parking lot. Ms.
74 Luttrell replied from the parking lot. Ms. Botto added that the 20% is based on the developable
75 land within Area #1. Mr. David Parry, 20 Main Street, stated he supports the Planning Board's
76 efforts to slow down the process. He stated he would like to see the Planning Board make the
77 case that Area #1 cannot have the required unit density, due to the historic nature of the
78 structures in Area #1. He also stated thinks Area #3 should be withdrawn as part of the MBTA
79 overlay district. Mr. John Bartolini, Jr., 4 Wyeth Circle, stated that he would like the Planning
80 Board to reconsider his 11.03-acre parcel on Route 9 for inclusion in the MBTA Communities
81 overlay district. The Planning Board discussed whether to hear Bohler's potential adjustments
82 to the overlay district. The Planning Board agreed to review Bohler's potential adjustments to
83 the overlay district and discuss at the March 11th Planning Board meeting.

84

85 **MOTION** by Mr. Stein to continue the public hearing for MBTA Communities Multi-Family
86 Zoning-MGL 40A, Section 3A, multi-family zoning by right, to March 11, 2024, at 7:15 PM.

87 **SECONDED** by Ms. Hoolahan. **ROLL CALL: Luttrell-Yes, Stein-Yes, Hoolahan-Yes, DeMuria-Yes,**
88 **Braccio-Yes. VOTE to Approve: Yes-5, No-0.**

89

90 **Other Business Properly Before the Board**

- 91 • Next Meetings – March 11, 2024, March 18, 2024, March 23, 2024 (Annual Town
92 Meeting)

93

94

95 **ADJOURN:**
96 **MOTION** by Mr. Stein to adjourn the meeting at 7:45 PM. **SECONDED** by Ms. Hoolahan. **ROLL**
97 **CALL: Luttrell-Yes, Stein-Yes, Hoolahan-Yes, DeMuria-Yes, Braccio-Yes. VOTE to Approve: Yes-**
98 **5, No-0.**

99
100 **Documents Used at This Meeting:**

101 • None

102 Respectfully Submitted.

103

104 Bridgid Rubin, Recording Secretary