South Coast Rail Corridor Plan
Five-Year Update of Community Priority Areas
New Bedford
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### 2013 New Bedford Community Priority Area List

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INTRODUCTION

This report presents the updated Priority Development Areas (PDAs) and Priority Protection Areas (PPAs) in the city of New Bedford. This community-driven land use planning exercise first took place in 2008, when three Regional Planning Agencies, SRPEDD, MAPC, and OCPC, worked alongside local residents, business owners, officials, and organizations to designate the areas that were most important for development or preservation in each community. All thirty-one (31) South Coast Rail (SCR) Corridor communities participated in this project in 2008 and again in 2013.

In 2013, the three Regional Planning Agencies (RPAs) revisited these 31 communities to review and update the 2008 designations. Updates took into account new data that became available over the last five years as well as new municipal priorities. The “Five-Year Update” process was an opportunity to confirm choices made during the 2008 process, to revise previous designations, and to make new choices that acknowledged new conditions. During this review process, the SRPEDD website provided current information to the public, including a calendar of SCR Five-Year Update meetings and a resource library of relevant information sheets and maps.

What are Priority Development Areas (PDAs)?

Priority Development Areas (PDAs) are areas that are appropriate for increased development or redevelopment due to several factors including good transportation access, available infrastructure (primarily water and sewer), an absence of environmental constraints, and local support. PDAs can range in size from a single parcel to many acres. Potential development ranges from small-scale infill to large commercial, industrial, residential, or mixed-use projects. Town and village centers, Chapter 40R Districts, industrial parks, and proposed commuter rail station sites are typical examples of PDAs.

What are Priority Protection Areas (PPAs)?

Priority Protection Areas (PPAs) are areas that are important to protect due to the presence of significant natural or cultural resources, including endangered species habitats, areas critical to water supply, historic resources, scenic vistas, and farms. Like PDAs, the PPAs can vary greatly in size. Sites may be candidates for protection through acquisition or conservation restrictions.
What are Combined Priority Development and Priority Protection Areas (Combined Areas)?

In Combined Priority Development and Priority Protection Areas, communities welcome development; however, the development is expected to be sensitive to its site and the surrounding area. This may include development that complements the older structures within a historic district or low impact development that protects nearby water resources or biodiversity.

What do PDAs and PPAs do for my city or town?

A community’s Priority Area designations can guide municipal decisions about zoning revisions, infrastructure investments, and conservation efforts. For example, some communities choose to incorporate these designations into their Master Plan. Also, municipalities are implementing these designations using technical assistance available through State funding programs such as the South Coast Rail Technical Assistance and District Local Technical Assistance (DLTA).

In addition, the Community Priority Areas serve as the foundation for developing Regional and State Priority Area designations. Lastly, through Executive Order 525 (see below), the Patrick Administration asked certain state agencies to consider priority areas when making funding commitments.

Regional and State Priority Areas

The Community Priority Areas are essential to the process of determining the Regional and State Priority Area Maps. Local designations determined to be of regional significance through a regional screening process, including public input received at regional public workshops, make up the Regional Priority Areas map. In turn, the Community and Regional Priority Areas are the basis for the State Priority Area Map.

Executive Order 525 (E.O. 525)

In fall 2010, Gov. Patrick issued Executive Order 525 (E.O. 525) providing for the implementation of the South Coast Rail Corridor Plan and Corridor Map (Corridor Plan) through state agency actions and investments. The Executive Order calls for state investments to be consistent with the South Coast Rail Corridor Plan’s recommendations to the maximum extent feasible. These state actions have the potential to leverage local and private investments in the priority areas. The Executive Order also directs state agencies to conduct a retrospective analysis to determine how consistent their actions and investments in the region have been with the Corridor Plan goals.
PRIORITy AREA REVIEW PROCESS

SRPEDD staff worked with cities and towns to review their Priority Areas identified in 2008. Amendments to Priority Areas included delineating more precise boundaries using Geographic Information Systems (GIS) data. RPAs used interactive GIS maps to present over forty layers or information including, but not limited to, ortho photography, parcel lines, zoning districts, state program areas (such as Growth District Initiative and Chapter 40R sites), and designated resource areas (such as high-yield aquifers, Zone II aquifers, BioMap 2 Core Habitats, and rivers and streams with their associated wetlands). Communities also worked to clarify the stated purpose for each Priority Area.

The process included a series of three meetings:

#1: Introductory meeting: A Regional Planning Agency staff member visited with Boards of Selectmen and Mayors to reintroduce the land use planning process that took place in 2008 and the reasons for conducting the Five-Year Update of Priority Area designations.

#2: Preliminary Meeting: SRPEDD staff facilitated a 2-3 hour working session with municipal staff and/or board and committee/commission members to review each priority area. Staff incorporated interactive GIS maps depicting various data layers (see Appendix) to inform discussions and decision-making. This preliminary process of updating the 2008 Priority Area designations had the following general guiding principles in mind:

- Incorporating changes in municipal priorities, needs, and desires
- Understanding updated state policies such as Executive Order 525
- Refining priority area boundaries to be exact and “rational” (coterminous with other map layers such as roadways, zoning boundaries, designated resource areas, etc.)
- Making clear and strategic statements about the stated purpose for and desired character of priority areas

For the few SRPEDD communities without town staff, SRPEDD did this preliminary review at a public meeting in the community; then, using the criteria outlined by meeting participants, SRPEDD made the remaining changes and returned revised maps and a narrative description of the revisions to the municipality for their review prior to the workshop with the general public. SRPEDD staff used the input from the preliminary meetings to generate a “before” and “after” map to present to the public for their feedback and input.

#3: Public Meeting Review: Each community held a public meeting, at which time RPAs and local meeting participants reviewed each community’s priority areas and identified desired changes. Some communities incorporated this into a Board of Selectmen meeting, others
During a Planning Board meeting, and some communities held a public meeting held specifically for this purpose.

**CITY OF NEW BEDFORD RESULTS**

On January 7, 2013, SRPEDD staff met with Mayor Jon Mitchell to re-introduce the Priority Area planning exercise. The Mayor designated the Acting City Planner, Jill Maclean, as the contact person for this work. The preliminary municipal meeting was held on February 21, 2013 at the SRPEDD offices. Participants reviewed the purpose and the boundaries of each 2008 Priority Area. In discussions, they clarified the purpose of each and adjusted the respective boundaries to coincide with the stated purpose.

The city of New Bedford held a public meeting to seek input from town residents on the revisions recommended by the municipal representatives on May 13, 2013 at the New Bedford Main Library. Two revisions were requested for two of the priority areas. The consensus of the meeting attendees was that, with the noted revisions, the 2013 Priority Area map depicts the boundaries of areas deemed to be priorities for development and for preservation. The result of this work is the 2013 New Bedford Community Identified Priority Area Map, which can be found on page 2 of this document.

**PRIORITY AREA ADJUSTMENTS**

As stated above, the 2013 Priority Areas (PAs) are based upon the PA designations identified in 2008. Many of these PAs still represent municipal growth priorities today. In most cases, revisions made to the PAs simply transition them from the “general designations” of the 2008 process to more “exact designations” (both in terms of their boundaries and their stated purposes) using current Geographic Information Systems data and updated local input. In some cases, communities added new PAs or removed previous designations because (1) municipal priorities changed over time, (2) the purposes for designations were achieved or new ones arose, or (3) designations were incorporated into other PAs identified for the same purpose. The text below lists the updated 2013 PAs, identifies their stated purposes, describes their boundaries, and details changes from the 2008 Priority Areas.
PRIORITY DEVELOPMENT AREAS

Alternative Energy Corridor [201-01]

Purpose: Develop alternative energy facilities.

Boundaries: The city-selected area around the intersection of Shawmut Avenue and Nash Road.

Changes from 2008: This is a new Priority Area in 2013.

Berkshire Hathaway Redevelopment Area [201-02]

Purpose: Mill complex redevelopment as an art district.

Boundaries: Boundaries correspond to the parcels containing the former site bordered by Gifford Street, Cove Street, and Route 18.

Changes from 2008: Community representatives slightly altered boundaries to follow parcel lines.

Brittany Dye [201-03]

Purpose: Redevelopment of an underutilized former industrial site.

Boundaries: Boundaries correspond to selected parcels bordered by Ruth Street, Cleveland Street, Rodney French Boulevard, and Mott Street. The site is an EOA.

Changes from 2008: This is a new Priority Area in 2013.

Downtown [201-04]

Purpose: Continued growth and development within the historic Downtown.

Boundaries: Boundaries correspond to traditional Downtown area. Portions of the PDA are within an EOHED Growth Districts Initiative designation. Downtown also contains an EOA.

Changes from 2008: In 2008, this PA was named the New Bedford Whaling and National Historic Park. Community representatives renamed this PA to better identify its location. The boundary was refined to follow parcel lines and to exclude part of the 2013 State Pier PDA.
Elco Dress and Coggeshall Street [201-05]

*Purpose:* Continued use and redevelopment of existing large scale uses and underutilized parcels.

*Boundaries:* Boundaries correspond to selected parcels along the South Coast Rail right-of-way from Collette Street to Coggeshall Street.

*Changes from 2008:* This is a new Priority Area in 2013.

Fish Island [201-06]

*Purpose:* Continued use of this port facility.

*Boundaries:* All parcels on the island.

*Changes from 2008:* This is a new Priority Area in 2013.

Goodyear Redevelopment [201-07]

*Purpose:* Redevelopment of an underutilized former industrial site.

*Boundaries:* Boundaries correspond to selected parcels bordered by Bolton Street, Bonnet Street, Rockdale Avenue, and Rivet Street. The site is an EOA.

*Changes from 2008:* Boundaries were refined to correspond with parcel lines; Ashley Park PPA was excluded.

Greater New Bedford Industrial Park [201-08]

*Purpose:* Economic Development.

*Boundaries:* Boundaries correspond to parcels within the Greater New Bedford Industrial Park, including three Chapter 43D Priority Development Sites (PDS).

*Changes from 2008:* Boundaries were slightly refined to correspond with parcel lines.

Hicks Logan Sawyer Redevelopment [201-09]

*Purpose:* Mixed-use redevelopment and TOD; potential District Improvement Financing (DIF) area.

*Boundaries:* Boundaries correspond to selected parcels between the Harbor, Route 18, Herman Melville Boulevard, and Route 6. The PDA contains an EOA and is entirely within an EOHED Growth Districts Initiative designation.
Changes from 2008: Boundaries were refined to correspond with parcel lines; the 2013 Wamsutta National Historic Register District Combined Priority Area was excluded; the parcels south of Wamsutta Street were added.

International Marketplace [201-10]

Purpose: Economic development and mixed-use expansion.

Boundaries: Boundaries correspond to selected parcels within this designated area between Tarkiln Hill Road, Ashley Boulevard, Acushnet Avenue, North Front Street, and Coggeshall Street.

Changes from 2008: In 2008, part of this area was within the Upper Harbor Redevelopment District. Community representatives identified selected parcels as a separate PDA.

Kempton Street [201-11]

Purpose: Continued development of commercial properties along Kempton Street.

Boundaries: Boundaries correspond to select commercial properties along Kempton Street.

Changes from 2008: This is a new Priority Area in 2013.

Madewell [201-12]

Purpose: Redevelopment of underutilized former industrial site.

Boundaries: Boundaries correspond to selected parcels bordered by Grit Street and Freeman Street, centered on Rodney French Boulevard.

Changes from 2008: The portion east of Rodney French Boulevard was added.

Morse Twist [201-13]

Purpose: Redevelopment of underutilized former industrial site.

Boundaries: Boundaries correspond to parcels containing the former Morse Twist Drill site. The site is an EOA.

Changes from 2008: City representatives chose to change this priority designation from Combined PDA/PPA in order to emphasize redevelopment. Boundaries were refined to follow parcel lines.
New Bedford Municipal Airport [201-14]

*Purpose:* Economic development and improved airport facilities.

*Boundaries:* Boundaries correspond to parcels containing and abutting the New Bedford Municipal Airport, including a designated Economic Opportunity Area (EOA).

*Changes from 2008:* Economic development was added to the purpose. The area was expanded beyond the runway area, mainly to the southwest.

NStar [201-15]

*Purpose:* Redevelopment of underutilized sites along the waterfront.

*Boundaries:* Boundaries correspond to parcels containing the former Sprague and NStar facilities. A small portion of the site is within an EOHED Growth Districts Initiative designation.

*Changes from 2008:* In 2008, this area was named Sprague/NSTAR Site. City representatives renamed this site to more clearly identify the location. Boundaries were refined to follow parcel lines.

Pope’s Island Water Industry [201-16]

*Purpose:* To maintain and encourage existing fishing and marine industry uses on the island.

*Boundaries:* Boundaries correspond to the island parcels in use north of Huttleston Avenue.

*Changes from 2008:* This is a new Priority Area in 2013.

Quest Center and Armory [201-17]

*Purpose:* Business and technology incubator.

*Boundaries:* Boundaries correspond to selected parcels bordered by Campbell Street, Purchase Street, Maxfield Street, and State Street.

*Changes from 2008:* The City renamed this PA to include “Armory” to more clearly identify its location. Boundaries were slightly refined to follow parcel lines.
Riverside Landing [201-18]

**Purpose:** Mixed-use redevelopment in the form of residential, retail, office, and commercial uses.

**Boundaries:** Boundaries correspond to selected parcels centered on Sawyer Street along the Upper Harbor and abutting Riverside Park PPA. Portions of the PDA are within an EOHED Growth Districts Initiative designation.

**Changes from 2008:** In 2008, this PA was named Fairhaven Mills Redevelopment. City representatives renamed this area to that of a proposed development. Boundaries were refined to follow parcel lines; an area north of Sawyer Street was added and the area between Coggeshall Street and Rte. I-195 removed.

SMAST [201-19]

**Purpose:** Research and development.

**Boundaries:** Boundaries correspond to selected parcels along Rodney French Boulevard.

**Changes from 2008:** In 2008, this was the Fort Rodman PDA with a purpose of “potential wind power.” This PA was renamed and the purpose revised to reflect the priority in 2013.

Smugglers’ [201-20]

**Purpose:** Potential mixed-use.

**Boundaries:** Boundaries correspond to selected parcels bordered by Grit Street and Freeman Street, centered on Rodney French Boulevard.

**Changes from 2008:** In 2008, this was the Davy’s Locker Redevelopment Site PDA. City representatives renamed this PA in order to more clearly describe its location. An area west of Rodney French Boulevard was removed.

South Terminal [201-21]

**Purpose:** Additional activities such as short sea shipping, expanded cruise ship and charter vessel berthing, special events, and development serving off-shore Wind Energy.

**Boundaries:** Boundaries correspond to parcels between the Harbor and Route 18, north of Gifford Street and the Hurricane Wall.

**Changes from 2008:** This is a new Priority Area in 2013.
State Pier [201-22]

**Purpose:** Additional activities such as short sea shipping, expanded cruise ship and charter vessel berthing, special events, and development serving off-shore Wind Energy.

**Boundaries:** Boundaries correspond to parcels containing the existing State Pier facility. The PDA is entirely within an EOHED Growth Districts Initiative designation and contains a Chapter 43D PDS.

**Changes from 2008:** In 2008, this priority area was named Downtown Hotel (Historic Redevelopment). City representatives renamed this PA to clarify its location and purpose. Specific waterfront parcels were added to the PDA parcel to enlarge this PDA.

Upper Harbor Redevelopment District [201-23]

**Purpose:** Mixed-use redevelopment; brownfield and waterfront redevelopment in the form of residential, retail, commercial, industrial development; open space and recreation.

**Boundaries:** Boundaries correspond to selected parcels abutting the Upper Harbor and centered on Riverside Avenue, including a designated Economic Opportunity Area.

**Changes from 2008:** This area was significantly reduced to specified parcels generally abutting Riverside Avenue; previously included parcels to southwest were removed and became part of International Marketplace PDA.

Whale’s Tooth [201-24]

**Purpose:** Proposed rail station and associated mixed-use and transit-oriented development.

**Boundaries:** Boundaries correspond to the parcels abutting and containing the proposed South Coast Rail station site between Acushnet Avenue and Herman Melville Boulevard. The PDA is entirely within an EOHED Growth Districts Initiative designation.

**Changes from 2008:** Parcels located between Acushnet Avenue and the railroad tracks were added.
PRIORITY PROTECTION AREAS

Ashley Park [201-25]

Purpose: To preserve public open space.

Boundaries: Boundaries correspond to selected parcels containing the park.

Changes from 2008: No significant changes.

Brooklawn Park [201-26]

Purpose: To preserve public open space.

Boundaries: Boundaries correspond to selected parcels containing the park.

Changes from 2008: The boundary was refined to follow parcel lines.

Buttonwood Park [201-27]

Purpose: To preserve public open space.

Boundaries: Boundaries correspond to selected parcels containing the park.

Changes from 2008: The boundary was refined to follow parcel lines.

Clasky Common [201-28]

Purpose: To preserve public open space.

Boundaries: Boundaries correspond to selected parcels containing the park.

Changes from 2008: The boundary was refined to follow parcel lines.

Fort Taber [201-29]

Purpose: To preserve public open space.

Boundaries: Boundaries correspond to selected parcels containing the park.

Changes from 2008: In 2008, this priority area was named Fort Rodman. City representatives renamed this priority area to clarify the portion within Fort Rodman that is designated. The boundary was refined to exclude SMAST PDA and Harborwalk PPA and to follow parcel lines.
Harborwalk [201-30]

*Purpose:* To provide a public multi-use path for active recreation and commuter opportunities.

*Boundaries:* A linear route partially on the hurricane barrier is conceptually represented here as a 30’ wide right of way. The precise path and its dimensions will be determined in the planning and design process.

*Changes from 2008:* This is a new Priority Area in 2013.

Hazelwood Park [201-31]

*Purpose:* To preserve public open space.

*Boundaries:* Boundaries correspond to selected parcels containing the park.

*Changes from 2008:* The boundary was refined to follow parcel lines.

Palmer Island [201-32]

*Purpose:* To preserve public open space along the Harbor.

*Boundaries:* Boundaries correspond to parcels containing conservation land.

*Changes from 2008:* This is a new Priority Area in 2013.

Pine Hill Park [201-33]

*Purpose:* To preserve public open space.

*Boundaries:* Boundaries correspond to selected parcels containing the park.

*Changes from 2008:* This is a new Priority Area in 2013.

Pope’s Island Park [201-34]

*Purpose:* To preserve public open space along the water.

*Boundaries:* Boundaries correspond to parcels containing the park.

*Changes from 2008:* This is a new Priority Area in 2013.
Pulaski Park [201-35]

*Purpose:* To preserve public open space.

*Boundaries:* Boundaries correspond to selected parcels containing the park.

*Changes from 2008:* The boundary was expanded and refined to follow parcel lines.

River’s End Park [201-36]

*Purpose:* To preserve public open space along the Harbor.

*Boundaries:* Boundaries correspond to parcels containing a potential park.

*Changes from 2008:* This is a new Priority Area in 2013.

Riverside Park [201-37]

*Purpose:* To preserve public open space.

*Boundaries:* Boundaries correspond to selected parcels containing the park.

*Changes from 2008:* The boundary was refined to follow parcel lines and to exclude the Riverwalk PPA.

Riverwalk [201-38]

*Purpose:* To provide public multi-use paths for active recreation and commuter opportunities.

*Boundaries:* A linear route along the waterfront is conceptually represented here as a 30’ wide right of way. The precise path and its dimensions will be determined in the planning and design process.

*Changes from 2008:* This is a new Priority Area in 2013.

Sassaquin Pond [201-39]

*Purpose:* To preserve water resources.

*Boundaries:* Boundaries correspond to parcels containing the pond.

*Changes from 2008:* This is a new Priority Area in 2013.
Victory Park [201-40]

*Purpose:* To preserve public open space.

*Boundaries:* Boundaries correspond to selected parcels containing the park.

*Changes from 2008:* The boundary was refined to follow parcel lines.

COMBINED PRIORITY AREAS

Wamsutta National Historic Register District [201-41]

*Purpose:* Context-sensitive redevelopment that emphasizes historic preservation.

*Boundaries:* Boundaries correspond to the National Historic Register District.

*Changes from 2008:* No significant changes.
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<th>Introduction</th>
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<th>Public</th>
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South Coast Rail
Priority Area
5-Year Update

Subregion 8: New Bedford, Fairhaven, Acushnet

Map 1: Community Priority Area Designations, 2008-09

This map is for the sole purpose of aiding regional planning decisions and is not warranted for any other use.

February 2013

1 mile
South Coast Rail Priority Area 5-Year Update

Subregion 8: New Bedford, Fairhaven, Acushnet

Map 2: Open Space & Developed Land

- Developed Land
- Open Space (Protected In Perpetuity)
- Open Space (Limited Protection)
- Open Space (Term-Limited or Unknown)
- Open Space (No Protection)
- Active Agriculture
- Water
- Municipal Boundaries
- Interstates
  - Arterials and Collectors
  - Local Roads
- MBTA Proposed Stations
- • MBTA Proposed Rail Lines

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South Coast Rail
Priority Area
5-Year Update

Subregion 8: New Bedford, Fairhaven, Acushnet

Map 3: Economic Development and Infrastructure

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South Coast Rail Priority Area 5-Year Update

Subregion 8: New Bedford, Fairhaven, Acushnet

Map 4: Water Resources

DEP Approved Zone II Aquifers
High-Yield Aquifers
Medium-Yield Aquifers
Interim Wellhead Protection Areas (IWPAs)
DEP Outstanding Resource Waters - Public Water Supply Watershed
DEP Wetland Bodies
DF&G Coldwater Streams/Fisheries
DF&G Coldwater Fishery Pond
Water
Municipal Boundaries
Interstates
Arterials and Collectors
Local Roads
MBTA Proposed Stations
MBTA Proposed Rail Lines

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South Coast Rail
Priority Area
5-Year Update

Subregion 8: New Bedford, Fairhaven, Acushnet

Map 5: Biodiversity & Natural Resources

- NHESP Certified Vernal Pool
- All Areas Prime Farmland (NRCS SSURGO-Certified Soils)
- NHESP Priority Habitats
- BioMap2 Core Habitat
- BioMap2 Critical Natural Landscapes
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Proposed Stations
- - MBTA Proposed Rail Lines

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February 2013
Percent of a community’s total housing units that are affordable to households with incomes ≤ 80% the area median income (AMI). Note: 35% of all housing units in the South Coast Rail region are affordable to these households.