South Coast Rail Corridor Plan
Five-Year Update of Community Priority Areas
Taunton
Federal Disclaimer, Title VI and Nondiscrimination Notice of Rights of Beneficiaries, Spanish and Portuguese Requests for Translation

The preparation of this report has been financed through Massachusetts Department of Transportation South Coast Rail Technical Assistance funding program. The contents of this report do not necessarily reflect the official views or policy of the MassDOT.

Southeastern Regional Planning and Economic Development District (SRPEDD) states its policy to uphold and assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 13166 and related federal and state statutes and regulations in that Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Massachusetts law also prohibits discrimination based on race, color, and/or national origin, and SRPEDD assures compliance with these laws and related federal and state civil rights laws prohibiting discrimination based on sex, age, and/or disability. Individuals who feel they have been discriminated against in violation of Title VI must file a complaint within 180 days with the SRPEDD Title VI / Nondiscrimination Coordinator.

SRPEDD also upholds the Massachusetts Public Accommodation Law, M.G.L. c 272 §§92a, 98, 98a, and the Governor’s Executive Order 526, section 4 which provide that access to programs, services and benefits be provided without regard to religious creed, sexual orientation, gender identity or expression, veteran's status and/or ancestry, along with the bases previously referenced. Public accommodation concerns can be brought to SRPEDD’s Title VI / Nondiscrimination Specialist. Complaints must be filed with the Massachusetts Commission Against Discrimination (MCAD) within 300 days of an alleged violation.

For information or to file a complaint under Title VI or the state Public Accommodations law, the contacts are as follows:

<table>
<thead>
<tr>
<th>SRPEDD</th>
<th>MCAD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lilia Cabral</td>
<td>One Ashburton Place, 6th Floor</td>
</tr>
<tr>
<td>Title VI / Nondiscrimination Coordinator</td>
<td>Boston, MA 02109</td>
</tr>
<tr>
<td>88 Broadway</td>
<td>(617) 994-6000</td>
</tr>
<tr>
<td>Taunton, MA 02780</td>
<td>TTY: (617) 994-6196</td>
</tr>
<tr>
<td>(508) 824-1367</td>
<td></td>
</tr>
</tbody>
</table>

Para solicitar una traducción de este documento al Español, por favor llame 508-824-1367.

Para solicitar uma tradução deste documento para o Português, por favor ligue 508-824-1367.
Southeastern Regional Planning and Economic Development District (SRPEDD) would like to acknowledge the following groups whose support and participation made this report possible.

Local officials and citizens who contributed knowledge, enthusiasm, and hard work to every aspect of this project.

Massachusetts Department of Transportation (MassDOT)
Secretary Richard Davey
Jean Fox, South Coast Rail Manager

Executive Office of Housing and Economic Development (EOHED)
Secretary Greg Bialecki
Victoria Maguire, State Permitting Ombudsman

SRPEDD’s Comprehensive Planning Team
Steve Smith, Executive Director
Sandy Conaty, Comprehensive Planning Manager
Bill Napolitano, Environmental Program Director
Don Sullivan, Economic Development/Community Development Director
Grant King, Principal Comprehensive Planner/Information Specialist
Katie Goodrum, Senior Comprehensive Planner
Karen M. Porter, GIS Specialist/IT Manager

SRPEDD would also like to acknowledge the participation of Old Colony Planning Council and Metropolitan Area Planning Council.

This South Coast Rail Corridor Plan Community Priority Area Five-Year Update was completed with the assistance of SRPEDD, with funds provided by the Commonwealth of Massachusetts, MassDOT South Coast Rail project and with support by EOHED.
## 2013 Taunton Community Priority Area List

<table>
<thead>
<tr>
<th>ID Number</th>
<th>Name</th>
<th>Type</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>293-01</td>
<td>Airport Development District</td>
<td>Development</td>
<td>228.72</td>
</tr>
<tr>
<td>293-02</td>
<td>Dean Street TOD</td>
<td>Development</td>
<td>23.03</td>
</tr>
<tr>
<td>293-03</td>
<td>Downtown Taunton Business District</td>
<td>Development</td>
<td>135.13</td>
</tr>
<tr>
<td>293-04</td>
<td>Galleria Redevelopment</td>
<td>Development</td>
<td>142.20</td>
</tr>
<tr>
<td>293-05</td>
<td>Liberty and Union Industrial Park</td>
<td>Development</td>
<td>356.77</td>
</tr>
<tr>
<td>293-06</td>
<td>Mini Golf Redevelopment</td>
<td>Development</td>
<td>44.90</td>
</tr>
<tr>
<td>293-07</td>
<td>Myles Standish Industrial Park</td>
<td>Development</td>
<td>691.06</td>
</tr>
<tr>
<td>293-08</td>
<td>Myles Standish Industrial Park Expansion and Life Science Center</td>
<td>Development</td>
<td>245.84</td>
</tr>
<tr>
<td>293-09</td>
<td>Parcel 6A Housing</td>
<td>Development</td>
<td>6.35</td>
</tr>
<tr>
<td>293-10</td>
<td>Route 138 Business Corridor</td>
<td>Development</td>
<td>71.86</td>
</tr>
<tr>
<td>293-11</td>
<td>Route 44 Highway Business</td>
<td>Development</td>
<td>365.92</td>
</tr>
<tr>
<td>293-12</td>
<td>Target Station Site</td>
<td>Development</td>
<td>70.17</td>
</tr>
<tr>
<td>293-13</td>
<td>Taunton State Hospital</td>
<td>Development</td>
<td>147.85</td>
</tr>
<tr>
<td>293-14</td>
<td>Weir Redevelopment Area</td>
<td>Development</td>
<td>231.71</td>
</tr>
<tr>
<td>293-15</td>
<td>Aggregate Quarry Future Park</td>
<td>Protection</td>
<td>143.38</td>
</tr>
<tr>
<td>293-16</td>
<td>East Taunton Cranberry Bogs</td>
<td>Protection</td>
<td>380.22</td>
</tr>
<tr>
<td>293-17</td>
<td>Historic Hangar</td>
<td>Protection</td>
<td>3.98</td>
</tr>
<tr>
<td>293-18</td>
<td>Hockomock Swamp ACEC</td>
<td>Protection</td>
<td>2177.04</td>
</tr>
<tr>
<td>293-19</td>
<td>Three Mile River ACEC</td>
<td>Protection</td>
<td>547.24</td>
</tr>
<tr>
<td>293-20</td>
<td>Watson Pond</td>
<td>Protection</td>
<td>276.41</td>
</tr>
<tr>
<td>293-21</td>
<td>Woodward Springs Park</td>
<td>Protection</td>
<td>7.32</td>
</tr>
<tr>
<td>293-22</td>
<td>East Taunton Business District</td>
<td>Combined</td>
<td>190.11</td>
</tr>
<tr>
<td>293-23</td>
<td>East Taunton Neighborhood Nodes</td>
<td>Combined</td>
<td>62.79</td>
</tr>
<tr>
<td>293-24</td>
<td>Former Riverworks Industrial</td>
<td>Combined</td>
<td>23.40</td>
</tr>
<tr>
<td>293-25</td>
<td>Harrodite Mills</td>
<td>Combined</td>
<td>8.82</td>
</tr>
<tr>
<td>293-26</td>
<td>North of I-495 Business District</td>
<td>Combined</td>
<td>51.38</td>
</tr>
<tr>
<td>293-27</td>
<td>Warner Boulevard</td>
<td>Combined</td>
<td>14.18</td>
</tr>
<tr>
<td>293-28</td>
<td>Whittenton Mixed Use</td>
<td>Combined</td>
<td>33.00</td>
</tr>
</tbody>
</table>
City of Taunton
Community Priority Areas, 2013

- Priority Development Areas (PDAs)
- Priority Protection Areas (PPAs)
- Combined PDA/PPA
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Proposed Stations
- MBTA Proposed Rail Lines
- Water

This map is for the sole purpose of aiding regional planning decisions and is not warranted for any other use. June 2013
INTRODUCTION

This report presents the updated Priority Development Areas (PDAs) and Priority Protection Areas (PPAs) in the city of Taunton. 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 TAUNTON RESULTS

On January 30, 2013, SRPEDD staff met with Mayor Thomas Hoye to re-introduce the Priority Area planning exercise. The Mayor designated the Executive Director of the Office of Economic and Community Development, Kevin Shea, as the contact person for this work. The preliminary municipal meeting was held on April 17, 2013 at the Economic and Community Development 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 Taunton held a public meeting to seek input from town residents on the revisions recommended by the municipal representatives on May 29, 2013 at the Economic and Community Development Offices. The consensus of the meeting attendees was that 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 Taunton 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

Airport Development District [293-01]

Purpose: Continued economic development associated with the Taunton Airport.

Boundaries: Boundaries correspond to the Airport zoning district.

Changes from 2008: Boundaries were expanded from a smaller circular designation following the zoning district.

Dean Street TOD [293-02]

Purpose: Future transit-oriented development (TOD) associated with the proposed South Coast Rail station site.

Boundaries: Boundaries correspond to the TOD zoning district.

Changes from 2008: Boundaries were revised from a smaller circular designation to follow the zoning district.

Downtown Business District [293-03]

Purpose: Continued economic development associated with Downtown Taunton, including the EOA.

Boundaries: Boundaries correspond to the Business zoning district.

Changes from 2008: In 2008, this named Downtown Taunton. City representatives renamed this priority area to more clearly describe its purpose. The boundary was revised to follow the zoning.

Galleria Redevelopment [293-04]

Purpose: Potential expansion and mixed-use development.

Boundaries: Boundaries correspond to selected parcels within the Industrial zoning district containing the Galleria Mall.

Changes from 2008: In 2008, this was named Silver City Galleria. City representatives renamed this priority area to more clearly describe its purpose. The boundary was slightly revised to follow parcels.
Liberty and Union Industrial Park [293-05]

*Purpose:* Potential casino development; continued economic development within this industrial park.

*Boundaries:* Boundaries correspond to selected parcels within the Industrial zoning district, including the Chapter 43D PDS.

*Changes from 2008:* City representatives added “Potential casino development” to the purpose of this PA; boundaries were revised to follow parcel lines.

Mini Golf Redevelopment [293-06]

*Purpose:* Redevelopment of underutilized parcels within the Industrial Districts adjacent to the interchange of Route 140 and Route 24.

*Boundaries:* Boundaries correspond to a selected 45-acre parcel.

*Changes from 2008:* Boundaries were revised to follow parcel lines.

Myles Standish Industrial Park [293-07]

*Purpose:* Continued economic development in selected parcels within the Industrial zoning district, including the existing EOA.

*Boundaries:* Boundaries correspond to selected parcels within the Industrial zoning district.

*Changes from 2008:* Boundaries were revised to follow parcel lines and to exclude the current Watson Pond PPA.

Myles Standish Industrial Park Expansion and Life Sciences Center [293-08]

*Purpose:* Redevelopment of this vacant site and further economic development associated with the Myles Standish Industrial Park, including the Chapter 43D Priority Development Site (PDS).

*Boundaries:* Boundaries correspond to selected parcels within and directly adjacent to the Chapter 43D PDS.

*Changes from 2008:* In 2008, this was named Devers School Core Campus with a purpose of expansion of the Myles Standish Industrial Park. City representatives renamed this priority area and revised its stated purpose to more clearly identify its location and purpose. The boundaries were revised to follow parcel lines and to include part of the 2008 Myles Standish Industrial Park PDA.
Parcel 6A Housing [293-09]

*Purpose:* Mixed-income housing development.

*Boundaries:* Boundaries correspond to the selected parcel on Mason Street and Porter Street.

*Changes from 2008:* In 2008, this was named Parcel 6A TOD. City representatives renamed this priority area and “Mixed-income” was added and “associated with South Coast Rail” was removed from the purpose to more clearly identify its current purpose. The boundary was revised from a circular area to the selected parcel.

Route 138 Business Corridor [293-10]

*Purpose:* Continued highway-oriented development along Route 138.

*Boundaries:* Boundaries correspond to the Highway Business zoning district.

*Changes from 2008:* The area was narrowed to follow the zoning district.

Route 44 Highway Business [293-11]

*Purpose:* Continued highway-oriented development along Route 44.

*Boundaries:* Boundaries correspond to the Highway Business zoning district, excluding parcels along the Three Mile River and within the Three Mile River PPA.

*Changes from 2008:* In 2008, this was named Route 44 West Redevelopment Areas. City representatives renamed this priority area to more clearly describe its purpose. The area was narrowed to follow the zoning district.

Target Station Site [293-12]

*Purpose:* Future transit-oriented development (TOD) associated with the proposed South Coast Rail station site.

*Boundaries:* Boundaries correspond to a ¾-mile radius northeast of the rail right-of-way; this boundary excludes existing neighborhoods to the southwest of the right-of-way.

*Changes from 2008:* The 2008 circular area included neighborhoods southwest of the rail right-of-way, which the city removed from the 2013 PA.
Taunton State Hospital [293-13]

*Purpose:* Redevelopment of this underutilized site near Downtown Taunton.

*Boundaries:* Boundaries correspond to the 148-acre Taunton State Hospital parcel.

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

Weir Redevelopment Area [293-14]

*Purpose:* Low-impact redevelopment of underutilized and vacant parcels along the Wild and Scenic Taunton River within the Industrial and Business zoning districts, including the EOA.

*Boundaries:* Boundaries correspond to the Industrial and Business zoning districts, excluding the Taunton River and associated wetlands areas on its eastern bank.

*Changes from 2008:* “Low-impact” and the “Wild and Scenic Taunton River” were added to the purpose. The boundary was revised to follow parcels, zoning districts, and environmental areas as described above.

PRIORIGTY PROTECTION AREAS

Aggregate Quarry Future Park [293-15]

*Purpose:* To reclaim this quarry site, once it is spent, for a neighborhood park

*Boundaries:* Boundaries correspond to the parcel containing the quarry facility.

*Changes from 2008:* In 2008, this priority area was named Quarry Protection Area. City representatives renamed this PA to more clearly identify its purpose. They revised boundaries to follow parcel lines.

East Taunton Cranberry Bogs [293-16]

*Purpose:* To preserve active agriculture.

*Boundaries:* Boundaries correspond to parcels containing cranberry bogs along Highstone Street and Precinct Street.

*Changes from 2008:* In 2008 this priority area was named Cranberry Bogs. City representatives renamed this PA to more clearly identify its location. The boundaries were revised from a circle to selected parcels.
Historic Hangar [293-17]

**Purpose:** To preserve the historic airport hangar.

**Boundaries:** Boundaries correspond to parcels containing the hangar. The boundaries were revised from a circle to selected parcels.

**Changes from 2008:** Boundaries were revised to follow the parcel lines of selected parcels.

Hockomock Swamp ACEC [293-18]

**Purpose:** To preserve open space and natural resources associated with the Snake River and ACEC, including BioMap2 Core Habitats and Critical Natural Landscapes and NHESP Vernal Pools.

**Boundaries:** Boundaries correspond to selected parcels north of Rte. I-495 predominantly covered by BioMap 2 Core Habitats and Critical Natural Landscapes, excluding those containing the North of I-495 Business District Combined PDA/PPA.

**Changes from 2008:** City representatives added Biomap2 and NHESP designations to the purpose for clarification. Boundaries were slightly refined to follow parcel lines.

Three Mile River ACEC [293-19]

**Purpose:** To preserve open space, passive recreation, and habitats such as NHESP Priority Habitats and Vernal Pools associated with the Three Mile River and the ACEC.

**Boundaries:** Boundaries correspond to selected, largely undeveloped parcels along the Three Mile River, excluding those containing the Route 44 Highway Business District PDA and the Warner Boulevard and Harodite Mills Combined PDA/PPAs.

**Changes from 2008:** In 2008, this priority area was named Native Site/Soper Purchase. City representatives renamed this priority area to more clearly identify its location and refined boundaries to follow parcel lines.
Watson Pond [293-20]

*Purpose:* To preserve natural resources, recreation, and open space in, and adjacent to, Watson Pond State Park.

*Boundaries:* Boundaries correspond to selected parcels containing and adjacent to the State Park.

*Changes from 2008:* The area was expanded northwest of the pond. Boundaries were refined to follow parcel lines.

Woodward Springs Park [293-21]

*Purpose:* To preserve public open space.

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

*Changes from 2008:* Boundaries were refined to follow parcel lines.

COMBINED PRIORITY AREAS

East Taunton Business District [293-22]

*Purpose:* Low-impact development of underutilized parcels along Route 44 that acknowledges the Wild and Scenic Taunton River and its associated habitats and water resources.

*Boundaries:* Boundaries correspond to the Industrial and Business zoning.

*Changes from 2008:* City representatives changed this priority designation from PDA to Combined PDA/PPA due to the site’s proximity to the Wild and Scenic Taunton River and added low-impact and water resource language to the purpose. Approximately the southern half of the area was added.
**East Taunton Neighborhood Nodes [293-23]**

*Purpose:* Neighborhood-scale business and residential redevelopment.

*Boundaries:* Boundaries correspond to ¼-mile radii from the intersection of Middleborough Avenue and Caswell Street and Middleborough Avenue and Old Colony Avenue/Liberty Street.

*Changes from 2008:* City representatives changed this priority designation from PDA to Combined PDA/PPA in order to ensure that any future development corresponds to the surrounding neighborhood character. The radii and midpoints were slightly refined.

**Former Riverworks Industrial [293-24]**

*Purpose:* Continued redevelopment of former industrial sites.

*Boundaries:* Boundaries correspond to selected parcels primarily within the Industrial District.

*Changes from 2008:* City representatives changed this priority designation from PDA to Combined PDA/PPA due to the site’s proximity to the Wild and Scenic Taunton River. The 2008 designation corresponded approximately to the portion east of South Street.

**Harrodite Mills [293-25]**

*Purpose:* Redevelopment of disturbed areas on this former industrial site.

*Boundaries:* Boundaries correspond to selected parcels primarily within the Industrial District.

*Changes from 2008:* City representatives chose to change this priority designation from PDA to Combined PDA/PPA due to the site’s location in the Three Mile River ACEC and its proximity to the Three Mile River Protection PPA. The current area corresponds approximately to the southwest quadrant of the 2008 area.
North of I-495 Business District [293-26]

*Purpose:* Potential development related to the Rte. I-495 interchange with Bay Street.

*Boundaries:* Boundaries correspond to the selected parcels within the Business zoning district.

*Changes from 2008:* City representatives changed this priority designation from PDA to Combined PDA/PPA due to the site’s proximity to the Hockomock Swamp ACEC. The boundary was refined to follow parcel lines.

Warner Boulevard [293-27]

*Purpose:* Redevelopment of disturbed areas on former industrial site.

*Boundaries:* Boundaries correspond to selected parcels primarily within the Industrial district.

*Changes from 2008:* City representatives chose to change this priority designation from PDA to Combined PDA/PPA due to the site’s location in the Three Mile River ACEC and its proximity to the Three Mile River Protection PPA. Areas east of Warner Boulevard were removed.

Whittenton Mixed-Use [293-28]

*Purpose:* Potential mixed-use, low impact redevelopment of this underutilized former mill site along the Mill River, including the EOA.

*Boundaries:* Boundaries correspond to the 33-acre parcel containing former mill facility.

*Changes from 2008:* City representatives changed this priority designation from PDA to Combined PDA/PPA due to the site’s proximity to the Mill River. They added “low-impact” and the EOA to the purpose. The boundary was refined to follow parcel lines and the area was significantly reduced to the northeast.
<table>
<thead>
<tr>
<th>Community</th>
<th>RPA</th>
<th>Introduction</th>
<th>Preliminary</th>
<th>Public</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attleboro</td>
<td>SRPEDD</td>
<td>1/15/2013</td>
<td>2/22/2013</td>
<td>5/30/2013</td>
</tr>
<tr>
<td>Dartmouth</td>
<td>SRPEDD</td>
<td>12/17/2012</td>
<td>1/17/2013</td>
<td>5/20/2013</td>
</tr>
<tr>
<td>Dighton</td>
<td>SRPEDD</td>
<td>12/12/2012</td>
<td>1/24/2013</td>
<td>5/29/2013</td>
</tr>
<tr>
<td>Fairhaven</td>
<td>SRPEDD</td>
<td>12/27/2012</td>
<td>2/20/2013</td>
<td>5/20/2013</td>
</tr>
<tr>
<td>Fall River</td>
<td>SRPEDD</td>
<td>12/10/2012</td>
<td>3/14/2013</td>
<td>5/9/2013</td>
</tr>
<tr>
<td>Lakeville</td>
<td>SRPEDD</td>
<td>1/7/2013</td>
<td>3/6/2013</td>
<td>5/28/2013</td>
</tr>
<tr>
<td>Mansfield</td>
<td>SRPEDD</td>
<td>1/16/2013</td>
<td>3/12/2013</td>
<td>5/15/2013</td>
</tr>
<tr>
<td>Marion</td>
<td>SRPEDD</td>
<td>12/18/2012</td>
<td>3/12/2013</td>
<td>5/16/2013</td>
</tr>
<tr>
<td>Mattapoisett</td>
<td>SRPEDD</td>
<td>12/11/2012</td>
<td>3/10/2013</td>
<td>5/20/2013</td>
</tr>
<tr>
<td>New Bedford</td>
<td>SRPEDD</td>
<td>1/7/2013</td>
<td>2/21/2013</td>
<td>5/13/2013</td>
</tr>
<tr>
<td>Raynham</td>
<td>SRPEDD</td>
<td>12/11/2012</td>
<td>3/19/2013</td>
<td>5/2/2013</td>
</tr>
<tr>
<td>Rehoboth</td>
<td>SRPEDD</td>
<td>12/10/2012</td>
<td>2/28/2013</td>
<td>5/1/2013</td>
</tr>
<tr>
<td>Rochester</td>
<td>SRPEDD</td>
<td>1/7/2013</td>
<td>3/28/2013</td>
<td>5/15/2013</td>
</tr>
<tr>
<td>Seekonk</td>
<td>SRPEDD</td>
<td>12/19/2012</td>
<td>2/27/2013</td>
<td>5/14/2013</td>
</tr>
<tr>
<td>Swansea</td>
<td>SRPEDD</td>
<td>1/8/2013</td>
<td>2/6/2013</td>
<td>5/30/2013</td>
</tr>
<tr>
<td>Taunton</td>
<td>SRPEDD</td>
<td>1/30/2013</td>
<td>1/19/2013</td>
<td>5/29/2013</td>
</tr>
<tr>
<td>Wareham</td>
<td>SRPEDD</td>
<td>1/15/2013</td>
<td>4/17/2013</td>
<td>6/10/2013</td>
</tr>
</tbody>
</table>

South Coast Rail Community Priority Areas 15
South Coast Rail
Priority Area
5-Year Update

Subregion 3: Berkley, Dighton, Lakeville, Raynham, Taunton

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
South Coast Rail
Priority Area
5-Year Update

Subregion 3: Berkley, Dighton, Lakeville, Raynham, Taunton

Map 2: Open Space & Developed Land

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

February 2013
South Coast Rail Priority Area 5-Year Update

Subregion 3: Berkley, Dighton, Lakeville, Raynham, Taunton

Map 3: Economic Development and Infrastructure

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

February 2013
South Coast Rail Priority Area 5-Year Update

Subregion 3: Berkley, Dighton, Lakeville, Raynham, Taunton

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
Water
Municipal Boundaries
Interstates
— Arterials and Collectors
— Local Roads
MBTA Commuter Rail Stations
MBTA Commuter Rail Lines
MBTA Proposed Stations
MBTA Proposed Rail Lines

This map is for the sole purpose of aiding regional planning decisions and is not warranted for any other use.
February 2013
South Coast Rail Priority Area 5-Year Update

Subregion 3: Berkley, Dighton, Lakeville, Raynham, Taunton

Map 6: Housing and Environmental Justice (EJ)

EOEEA 2010 EJ Block Group (Minority)
EOEEA 2010 EJ Block Group (Income)
EOEEA 2010 EJ Block Group (English Isolation)
EOEEA 2010 EJ Block Group (Minority and Income)
Municipal Boundaries
SRTA/GATRA Fixed Bus Routes
EOHED Chapter 40R Districts
Interstates
Arterials and Collectors
Local Roads
MBTA Commuter Rail Stations
MBTA Commuter Rail Lines
MBTA Proposed Stations
MBTA Proposed Rail Lines

HPP Current Housing Production Plan
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.

35%

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

February 2013