



Town of Wareham, MA

Community Compact Cabinet (CCC)
Best Practices Program

Economic Development Projects:

- **Route 28 Economic Development Study (2016)**
- Introduction to Chapter 43D Presentation (2017)
- Chapter 43D Application (2018)

Town of Wareham Route 28 Economic Development Study

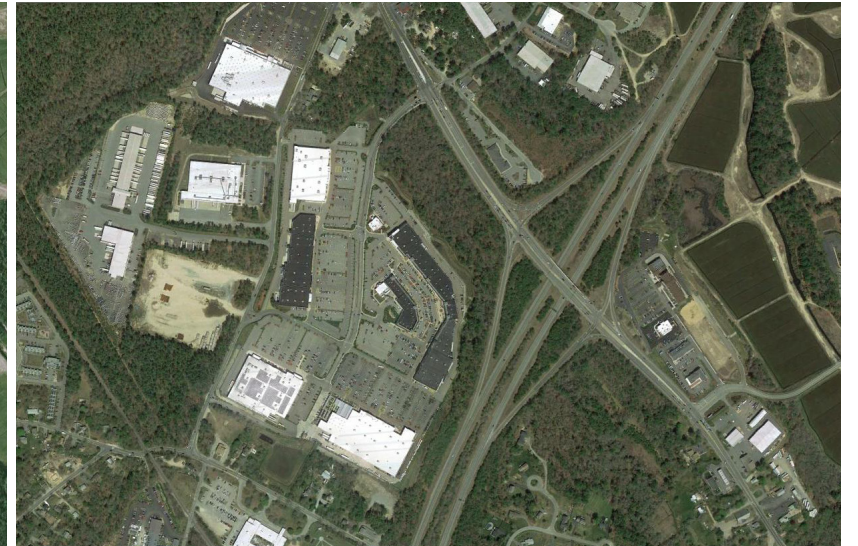
December 2016



Wareham Crossing and Rosebrook Business Park, 2005



Wareham Crossing and Rosebrook Business Park, 2007



Wareham Crossing and Rosebrook Business Park, 2015

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The preparation of this report has been financed through a grant from the Massachusetts Department of Transportation.

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SRPEDD: Lilia Cabral, Title VI / Nondiscrimination Coordinator, 88 Broadway, Taunton MA, 02780, (508) 824-1367

MCAD: One Ashburton Place, 6th Floor, Boston MA, 02109, (617) 994-6000, TTY: (617) 994-6196

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.

ACKNOWLEDGEMENTS

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The Town of Wareham Planning Board and Board of Selectmen
Derek Sullivan, Town of Wareham Town Administrator
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I. INTRODUCTION

The town of Wareham applied for and received a FY16 DLTA grant to explore Route 28, also known as Cranberry Highway, for potential economic development opportunities. The intent of this report is to build upon recent successes in the study area (including Rosebrook Business Park and Wareham Crossing, pictured on the cover) by identifying potential development sites and the possible character and scale of that development. The report identifies five (5) potential sites through an extensive existing conditions analysis, site visits, and discussions with town officials. In general, these sites (1) are vacant or underutilized, (2) lack environmental constraints (such as extensive wetlands), (3) have access to necessary infrastructure, and (4) are adjacent to existing commercial developments.

II. EXISTING CONDITIONS ANALYSIS

SRPEDD conducted a thorough existing conditions analysis along the corridor. The existing conditions include a series of mapped data layers including study area orthophotography, parcels, land use, zoning, PDA and PPA designations, economic development assets, water resources and wetlands, habitat areas, and crash data. This data was compiled to assist the town in making informed decisions on the best locations for potential new development and/or redevelopment opportunities along the corridor. For detailed information, see the Existing Conditions Analysis on pages 1 to 10.

Map 1: Study Area

Map 1 depicts the study area boundary as established by the Town and SRPEDD. Centered on Route 28, the study area is defined on its north by I-495 and Route 25, on its east by Tihonet Road, on its south by an active railroad right of way, and on its west by the town of Rochester. It contains approximately 720 parcels of land that account for 1,749 acres or roughly 2.74 square miles of land.

The Weweantic River and several of its tributaries run through and adjacent to the study area.

The seasonal (summer) MBTA Capeflyer train service to Cape Cod runs on the active rail lines making the area’s southern border.

Town of Wareham

Route 28 Economic Development Study

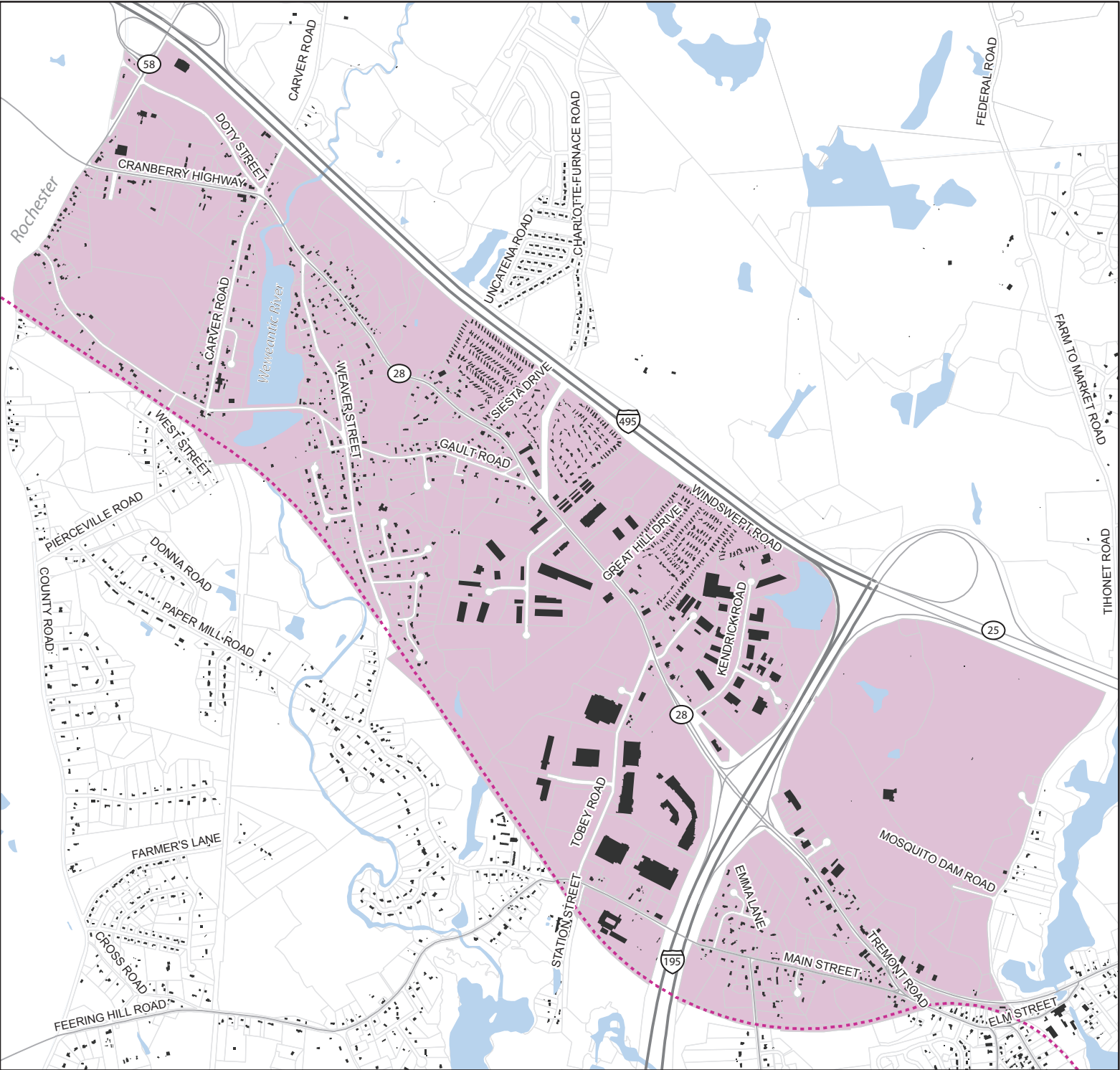
Map 1: Study Area

- Study Area Parcels (2.74 square miles or 1,749 acres.
- Other Parcels
- Buildings
- Interstates
- Arterials and Collectors
- Capeflyer MBTA Line
- Water

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

May 2016

0.5 mile



Map 2: Land Use

Study area parcels are portrayed here with conventional land use colors.

Parcels classified as residences make up roughly a quarter of the corridor's land area; however, the majority of these uses are situated away from Route 28, which has significant business and industrial uses on its frontage. These commercial, office, and industrial uses give the study area its predominant character and combine to total 19% of the land area and 66% of its built area (approximately 3 million s.f. out of a total of 4.5 million s.f.).

Institutional land uses (owned by entities such as the Town, the MBTA, the USPS, or conservation organizations) and vacant parcels each make up 16% of the area.

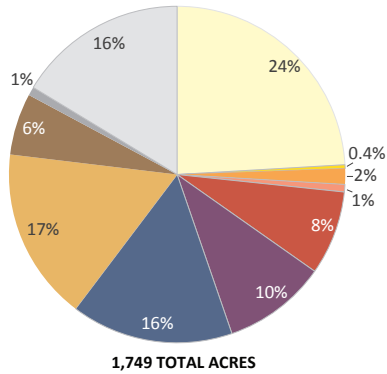
Please note that these records date from FY12 (most recent available), and therefore did not contain information on the Rosebrook development and the new Walmart; these well known changes have been manually added to the data and mapping. Please also note that the A.D. Makepeace holding in the eastern part of the area is changing to more intensive uses such as a medical and senior living facility.

Town of Wareham

Route 28 Economic Development Study

Map 2: Land Use (MassDOR 2-Digit Codes)

- Residences ≤ 3 units
- Apartments ≥ 4 units
- Multiple-Use (Com/Res or Com/Ag)
- Office
- Commercial
- Industrial
- Institutional
- Agriculture (some Residential)
- Agriculture
- Transportation and Utilities
- Vacant
- Buildings
- Water

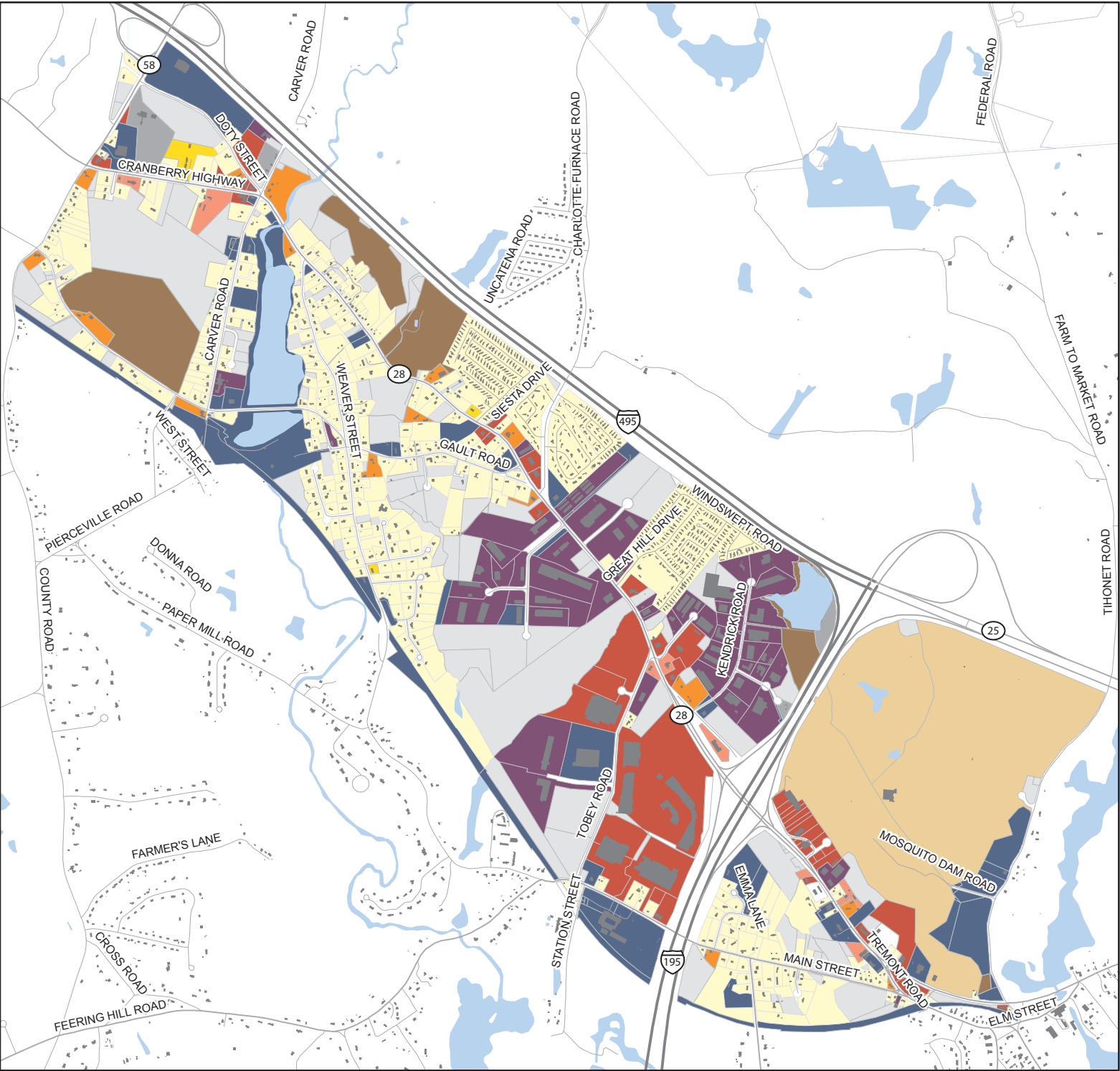


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Map 3: Zoning

Business-friendly zoning covers the eastern portion of the study area.

Site visits revealed that certain “strategically located” areas could benefit from more cohesive zoning. For example, the “star-shaped” intersection at Route 28, Carver Road, and Doty Street could be rezoned similar to the Wareham Village to allow for a mix of neighborhood-scale businesses; or the cluster of vacant and underutilized commercial properties centered on the intersection of Route 28 and Great Hill Drive could be changed to incentivize more general commercial uses.

Town of Wareham
Route 28 Economic
Development Study
Map 3: Zoning

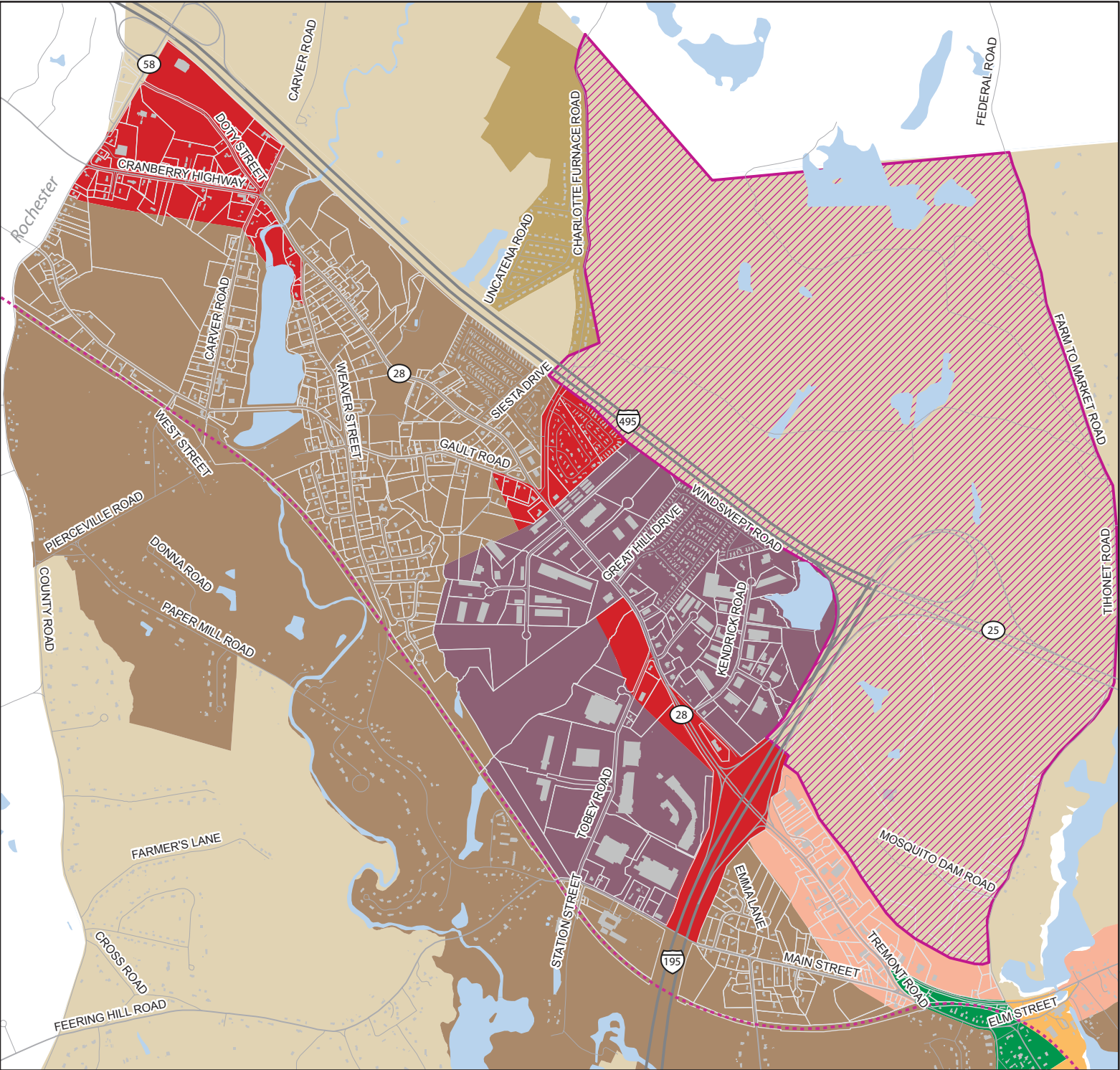
- Commercial General
- Commercial Strip
- Industrial
- Residence 60
- Residence 30
- Multiple Residence 30
- Wareham Village 1
- Wareham Village 2
- Business Overlay District

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

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Map 4: 2013 Priority Development Areas (PDAs) and Priority Protection Areas (PPAs)

In 2013, Wareham updated its community PDAs and PPAs as part the land use planning associated with the South Coast Rail project. These sites are basic designations of where the community would like to encourage growth (PDAs) and conservation (PPAs). For more information, please see www.srpedd.org/scr-update.

The Weweantic River Basin PPA (310-11) was broadly designated to include the entire basin in order to suggest that any further development in the area should be limited or - at a minimum - sensitive to its impacts on the river. This PPA also received regional and state status based on an extensive screening process detailed at the website referenced above.

The Tobey Road Industrial Area (310-05) and Business Development Overlay District (310-01) PDAs identified areas for further business growth. In 2015, they contained 103 firms and 1,941 jobs (these figures do not include the recent Walmart or Rosebrook developments); this accounts for 17.1% (103/601) of Wareham's businesses and 23.8% (1,941/ 8,157) of its jobs.

Town of Wareham

Route 28 Economic Development Study

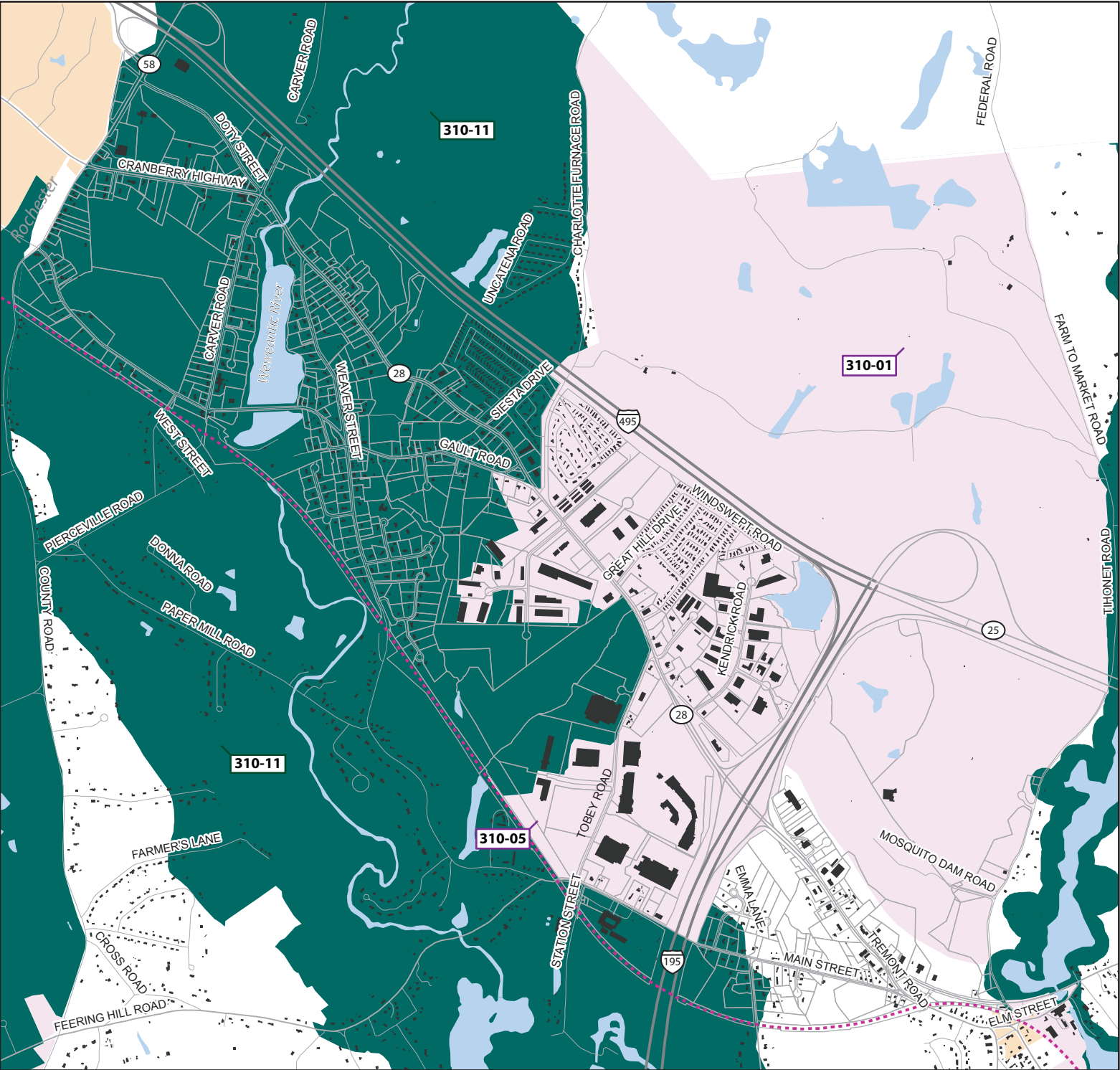
Map 4: Priority Development Areas (PDAs) and Priority Protection Areas (PPAs)

- Study Area Parcels (2.74 square miles or 1,749 acres.)
- Local, Regional, and State PPA
- Local PDA
- Local Combined PDA/PPA
- Buildings
- Interstates
- Arterials and Collectors
- Local Roads
- Capeflyer MBTA Line
- Water

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May 2016

0.5 mile



Map 5: Economic Development Assets

The study area is served by Greater Attleboro-Taunton Regional Transit Authority (GATRA) fixed route bus service on Route 28.

The main industrial areas appear to have municipal sewer service (based on 2012 sewer information prepared by the Buzzards Bay Coalition).

The entire community is part of the Wareham/Buzzards Bay Economic Target Area as designated by EOHED; it contains three Economic Opportunity Areas (EOAs) as identified by the Town. Wareham has yet to opt into the Chapter 43D Expedited Permitting program or to designate any Chapter 43D sites.

Town of Wareham

Route 28 Economic Development Study

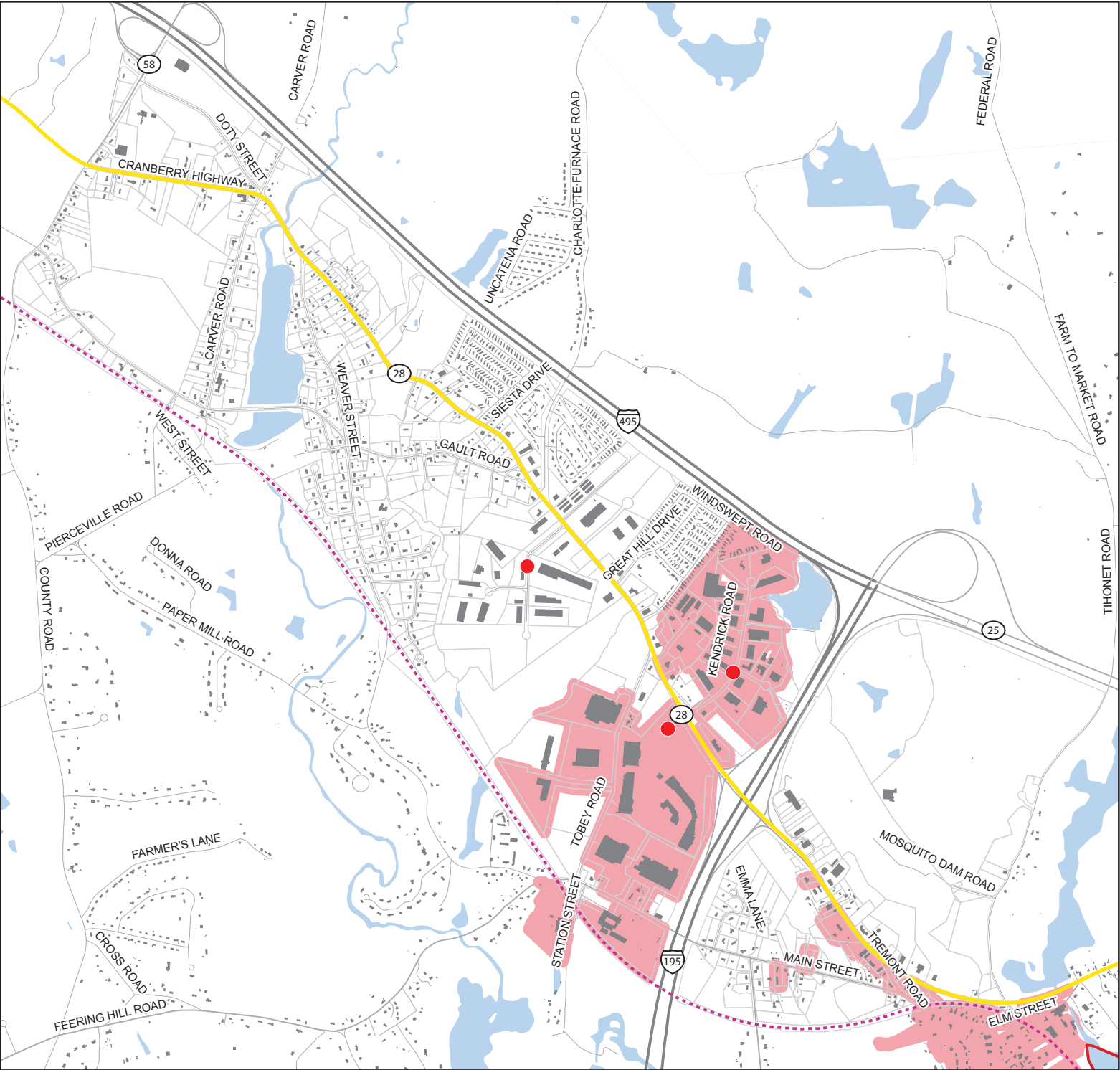
Map 5: Economic Development Assets

- Study Area Parcels (2.74 square miles or 1,749 acres).
- Sewered Areas (BBC 2012)
- Economic Opportunity Areas (EOAs)
- GATRA Bus Service
- Buildings
- Interstates
- Arterials and Collectors
- Capeflyer MBTA Line
- Water

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Map 6: Water Resources

Future infrastructure investments and developments should protect the Weweantic River, its tributaries, and a nearby aquifer by including low impact development (LID) features and MS4 stormwater management practices.

Town of Wareham

Route 28 Economic Development Study

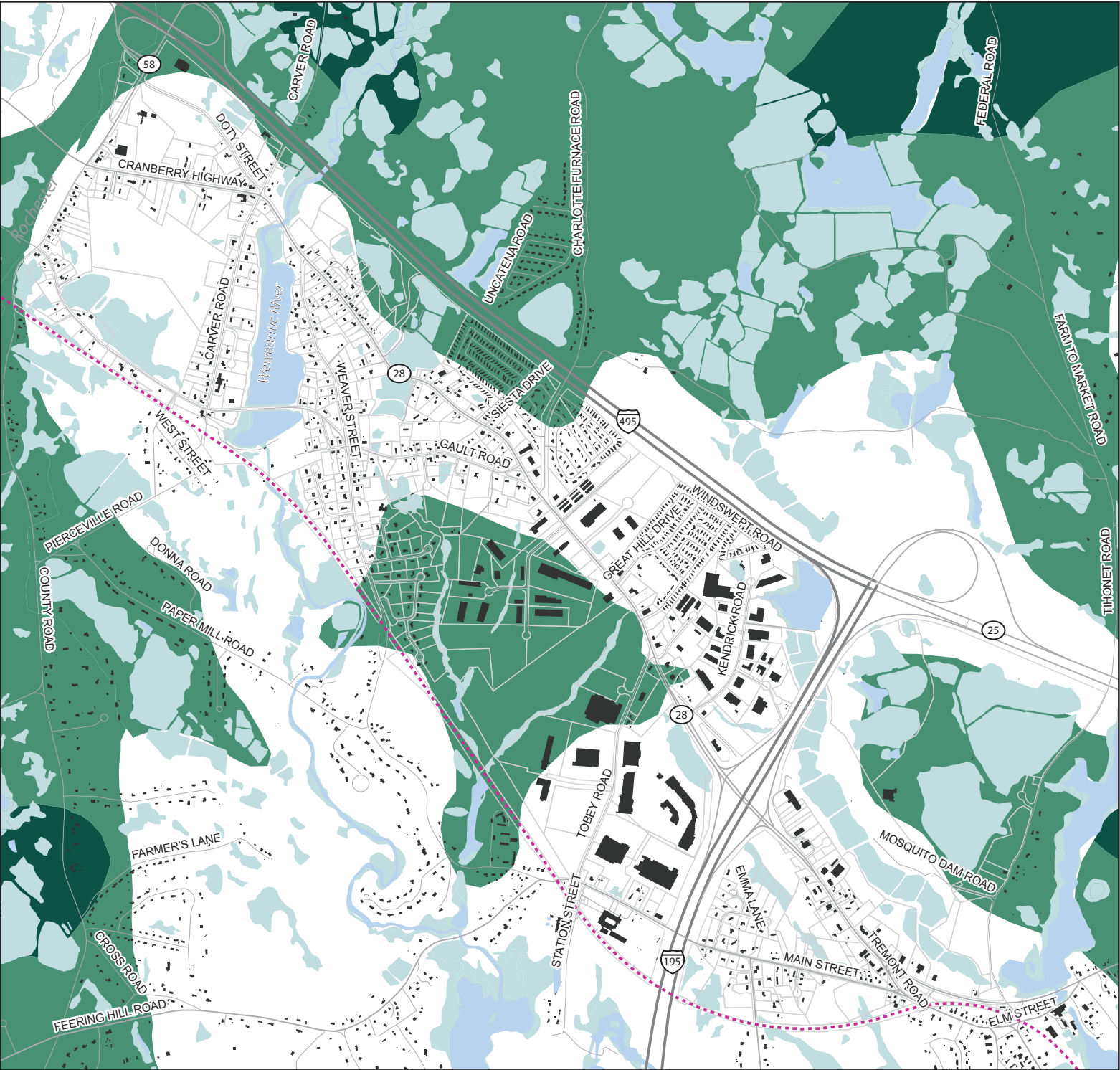
Map 6: Water Resources

- Study Area Parcels (2.74 square miles or 1,749 acres.)
- MassDEP High-Yield Aquifer
- MassDEP Medium-Yield Aquifer
- MassDEP Wetland Body
- Buildings
- Interstates
- Arterials and Collectors
- Local Roads
- Capeflyer MBTA Line
- Water

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Map 7: Natural Resources

Similar to water resource considerations, future infrastructure investments and developments should take habitat areas into account. While there are no BioMap2 habitats or landscapes in the area, NHESP habitats and the known rainbow smelt population in the Weweantic River deserve efforts to minimize adverse impacts.

Town of Wareham

Route 28 Economic Development Study

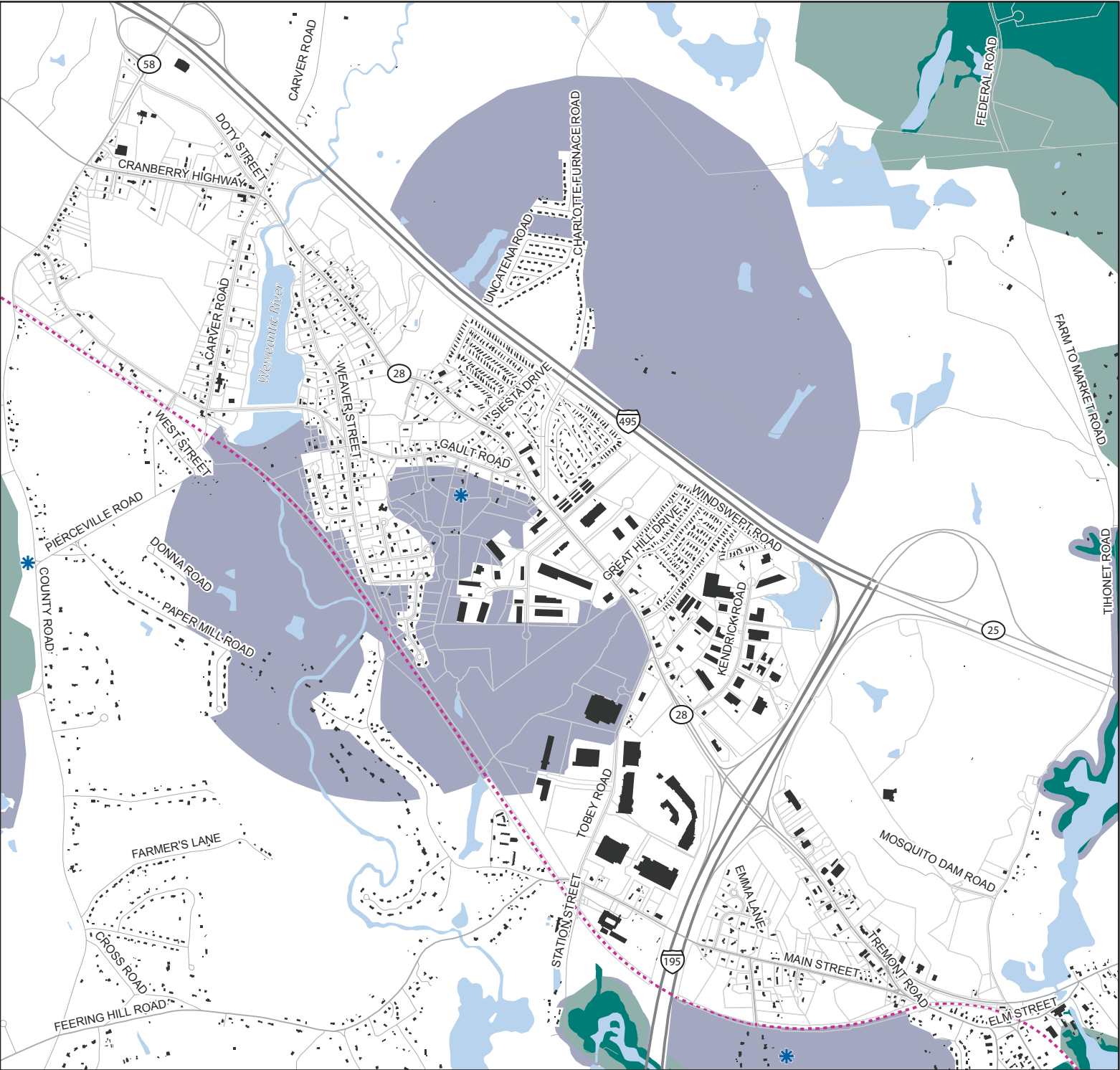
Map 7: Natural Resources

- Study Area Parcels (2.74 square miles or 1,749 acres.)
- BioMap2 Core Habitat
- BioMap2 Critical Landscape
- NHESP Priority Habitat
- NHESP Certified Vernal Pool
- Buildings
- Interstates
- Arterials and Collectors
- Local Roads
- Capeflyer MBTA Line
- Water

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Map 8: Environmental Justice

There is an environmental justice block group, as designated by MassEOEEA, in the western portion of the study area. The median household income in this block group is \$39,181; this compares to \$62,560 in Wareham as a whole and \$67,846 in Massachusetts. The block group also has a relatively high median age of 53.1; this compares to 46.1 in Wareham and 39.3 in Massachusetts. There is a high concentration of mobile home parks in the area, with over 400 such units in the study alone.

Impacts of future development on this population should be minimized and, wherever possible, there needs and opinions should influence future plans.

Town of Wareham

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Map 8: Environmental Justice (EJ)

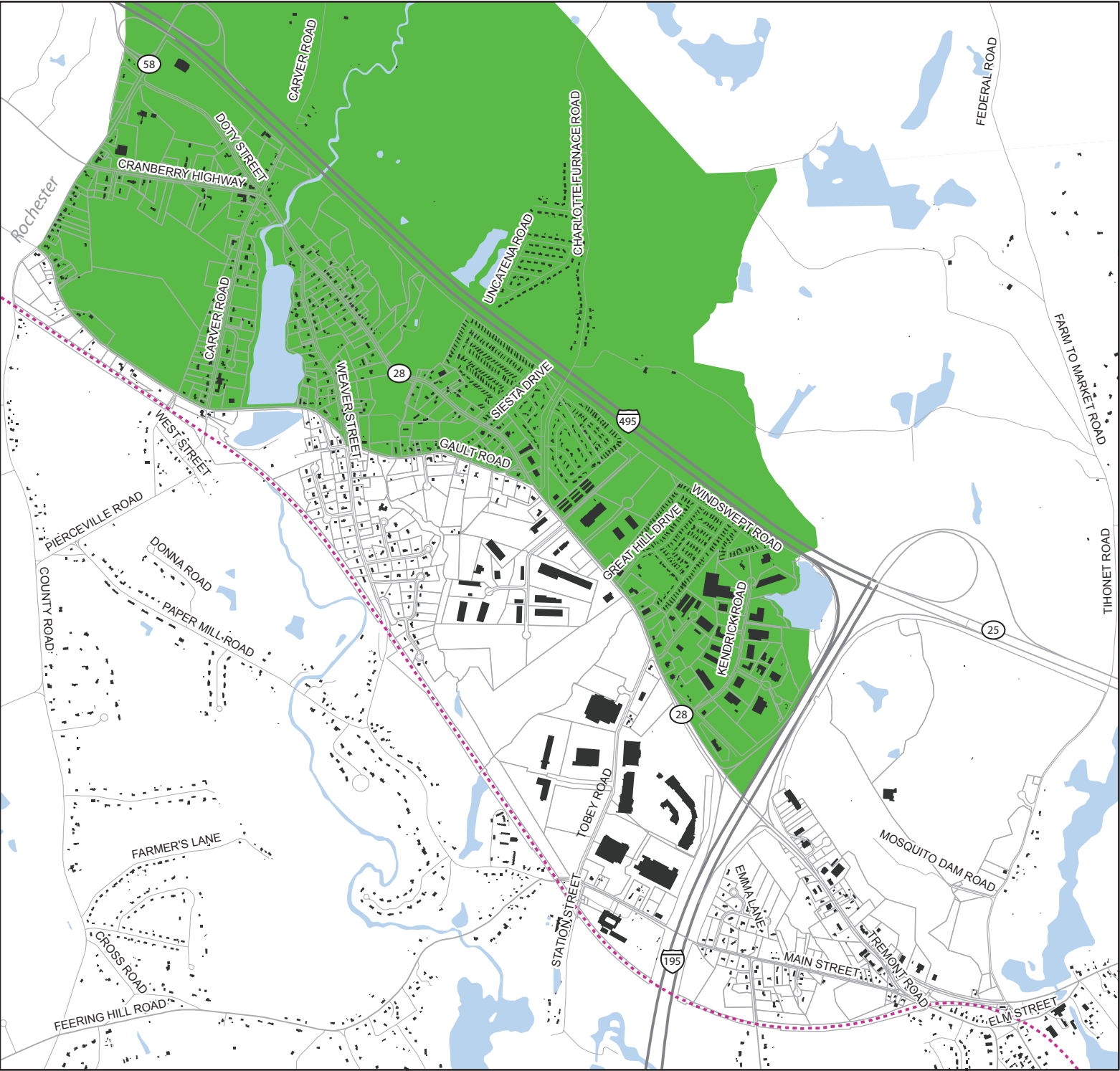
- Study Area Parcels (2.74 square miles or 1,749 acres).
- MassEOEEA EJ Block Groups (Low Income)
- Buildings
- Interstates
- Arterials and Collectors
- Local Roads
- Capeflyer MBTA Line
- Water

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Map 9: Crashes and Roadway Conditions

Map 10 depicts three years of crash data, 2011- 2013. In the period from 2011 to 2013, the annual crashes per million vehicle miles travelled rate on Route 28 west of the I-195 Interchange was 2.19. It was 3.04 east of the I-195 Interchange. These figures compare to the most recent standard rate for a urban minor arterial (such as RTE 28) at 3.65. While crash rates are below average, any future economic development should consider its impact on traffic safety.

Traffic and roadway conditions along RTE 28 are generally good. Thanks to a recent MassDOT repaving project, pavement conditions are excellent along the entire corridor. The average daily traffic (ADT) on Route 28 ranges from approximately 6,100 near the Rochester Town Line to approximately 15,300 near the I-195 interchange. The intersections’ operations (expressed in Level-of-Service or “LOS”) range from LOS C (RTE 28 & Tobey Rd. and Main St. & Tobey Rd.) to LOS D (RTE 28 & Kendrick Rd.). Taken as a whole, it is unlikely that any moderate economic development activities will adversely affect the corridor.

Town of Wareham
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Map 9: Crashes, 2011-2013

- Study Area Parcels (2.74 square miles or 1,749 acres.)

Property Damage Only

Injury

Fatality

Buildings

Interstates

Arterials and Collectors

Capeflyer MBTA Line

Water
- 1 to 5 Crashes

6 to 10 Crashes

11 to 15 Crashes

16 to 20 Crashes

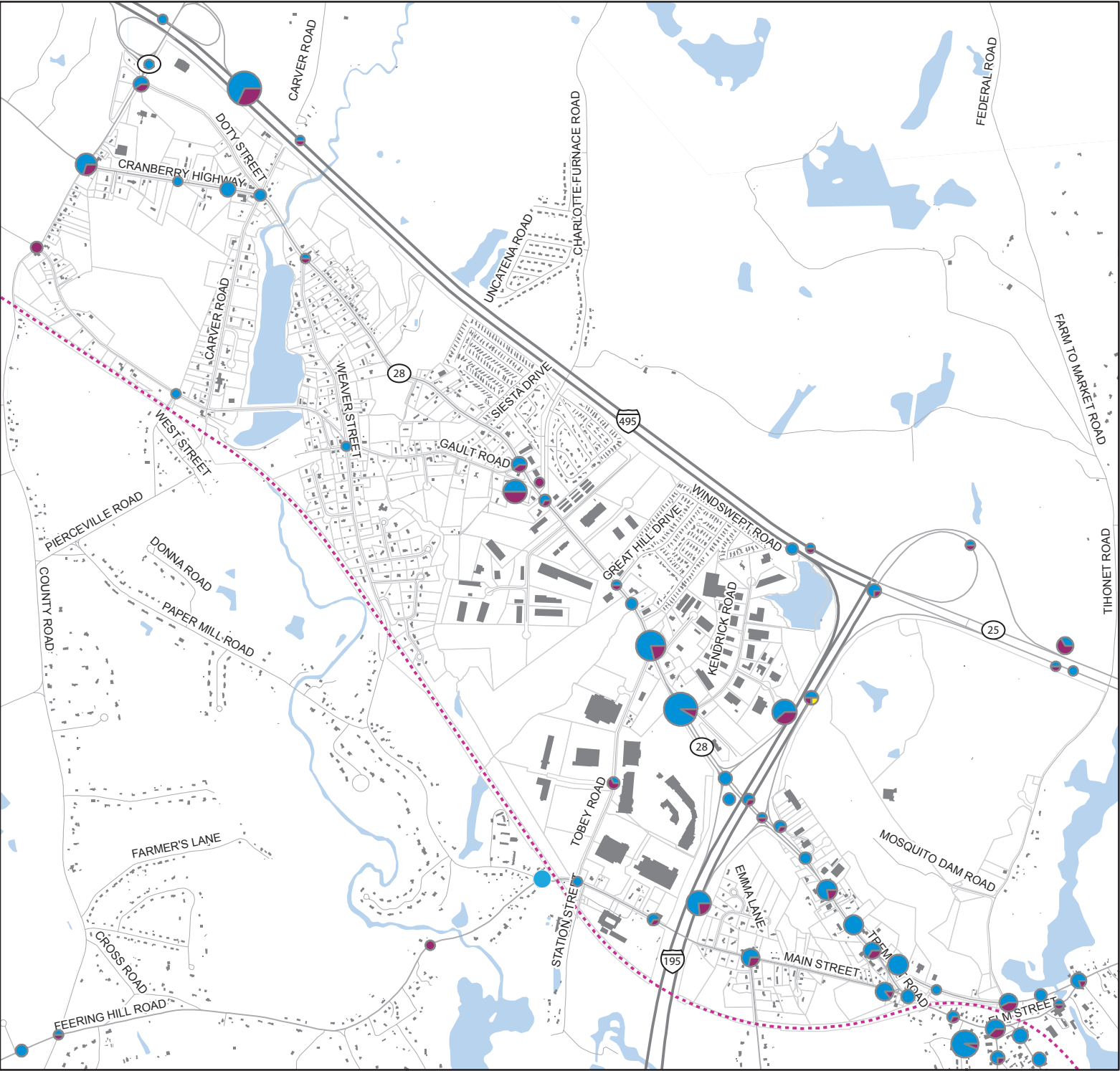
20 to 25 Crashes

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May 2016

0.5 mile

1



Map 10: Proposed Development Areas

The preceding existing conditions analysis - along with site visits and discussions with town officials - identified 5 main sites with good potential for economic development. In general, these sites (1) are vacant or underutilized, (2) lack environmental constraints (such as extensive wetlands), (3) have access to necessary infrastructure, and (4) are adjacent to existing commercial developments. Map 10 depicts these sites and highlights main strategies that are explored in detail in the remainder of this document.

Town of Wareham

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Map 10: Proposed Development Sites

1: Wareham IP 2

Industrial development of vacant parcels.
Chapter 43D Priority Development Site (PDS) designation.
Low Impact Development (LID) within PPA.

2: Tobey Road

Industrial development or Research and Development (similar to Smithers Laboratories) on vacant parcels.
Chapter 43D Priority Development Site (PDS) designation.

3: Corridor Revitalization

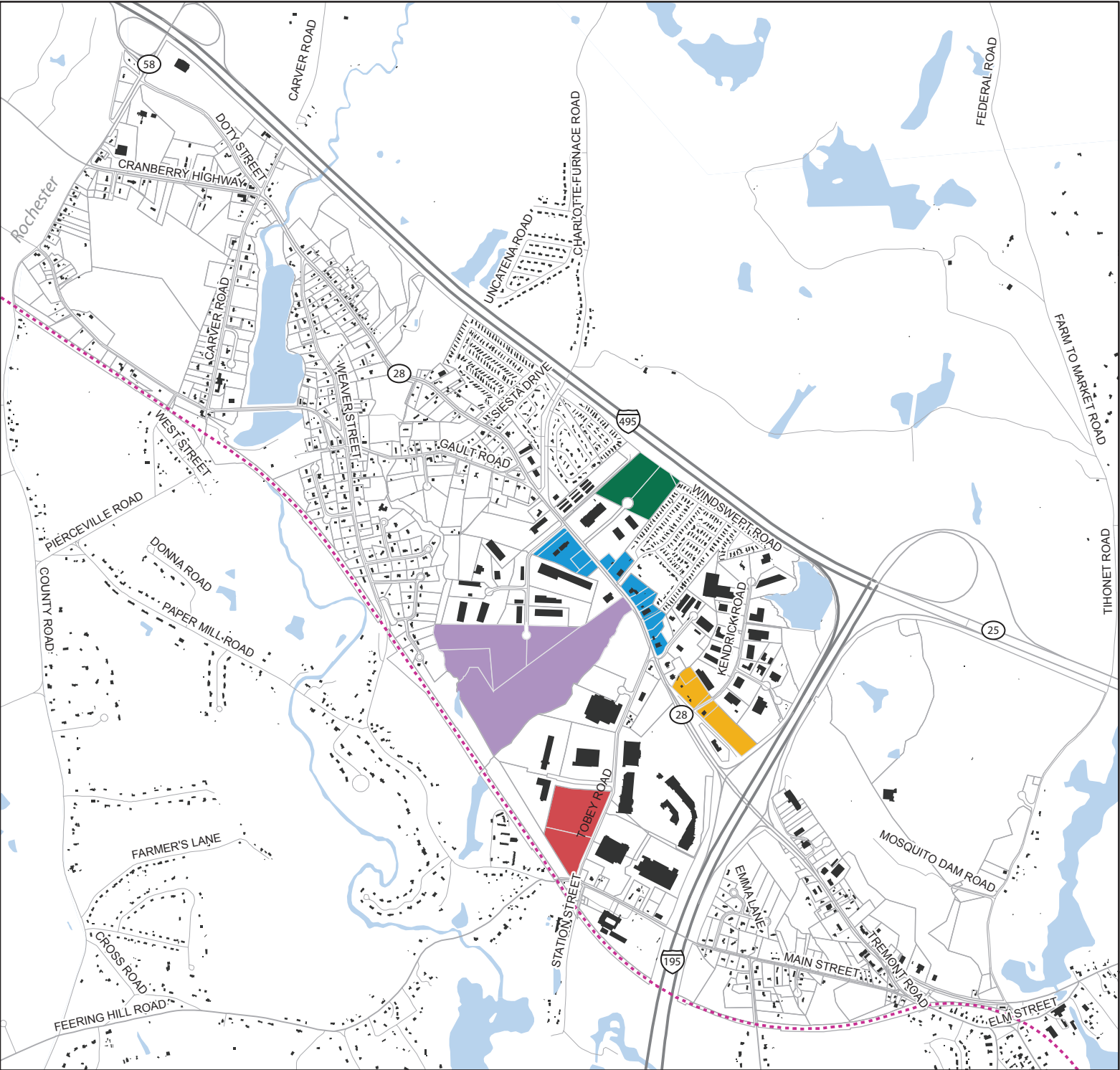
Assemble smaller parcels into larger sites.
Rezoning to allow/incentivize retail and service uses in the emerging commercial corridor.

4: Kendrick Road

Industrial development of vacant parcels.
Site, streetscaping, and branding improvements to the park's entrance.
Chapter 43D Priority Development Site (PDS) designation.

5: Cranberry IP

Industrial development of vacant parcels.
Chapter 43D Priority Development Site (PDS) designation.



Site 1: Wareham Industrial Park 2

Two vacant parcels at the end of Patterson Brook Road present opportunities for redevelopment. The two main parcels (on the cul-de-sac total nearly 21.4 acres and are held under single ownership by the Tremont Enterprise Corp. Additionally, a 5.8-acre landlocked parcel could be assembled with the larger of the 2 Tremont parcels to form one 21-acre development site. In general, these parcels could be sub-divided in order to maximize development potential. Although the sites are designated Economic Target Areas (ETAs), they are also identified as State Priority Protection Areas (PPAs) because they are within the Weweantic River Basin. NHESP habitats are also present. Low impact development and habitat-friendly site planing options should therefore be present in all development; MS4 site planning and green infrastructure alternatives should also be considered within the PPA.

Additionally, the entrance to the industrial park at Patterson Brook Road could be improved. Land controlled by WCED is on either side of Patterson Brook Road driveway; these narrow parcels can be used to provide improvements including a business directory, beautification, roadway improvements, sidewalks, lighting, and wayfinding signage. (This “beautification” strategy is also described in more detail for Area 4.) Parcels in this area are excellent candidates for 43D designation. The town Planning Office should reach out to property owners to initiate program participation. Lastly, a large parcel owned by the Bliss Family Foundation is located south and east of the Tremont Enterprise parcels and to the west of parcels along Tobey Road (Walmart, US Postal Service distribution facility, and Cape Cod Express). This 41.6-acre parcel is vacant and has some frontage on Route 28. Extending Patterson Brook Road could also provide access for development. Similar to the Tremont Enterprises parcels, this site has ETA and PPA designations; appropriate low impact development options should also be considered. Chapter 43D Expedited Permitting designation has significant potential here, pending ownership buy-in.

Site 1: Implementation Actions

Below is a summary of the next steps or actions needed to implement specific strategies identified for Site 1. Wareham Planning and Community Development Office, under the direction of the Town Administrator and Board of Selectmen, should be the responsible parties for these actions.

- 1. Work with the Wareham Conservation Commission to determine what, if any, limitations the presence of NHESP habitats may have on development. Identify appropriate mitigation.
- 2. Secure buy-in and participation from key property owners to designate priority development sites (PDS) under Chapter 43D Expedited Streamlined Permitting;
- 3. Promote and market PDS to attract private investment, encourage new development, create employment opportunities, and generate tax revenue; and
- 4. Leverage projects and private investment to pursue public funding for improvements to Patterson Brook Rd. driveway entrance, amenities and other infrastructure under MassWorks Infrastructure Improvement Program, EDA Public Works, or MassDOT Complete Street Funding Program.

Site 1: Example Development - 24 Patterson Brook Road

In order to explore development potential on each of the proposed development sites, SRPEDD identified example projects to “imitate;” in other words, SRPEDD used the building densities (expressed as Floor Area Ratios, or FAR) of existing projects to estimate what could be built on each site. This straightforward method considers what has been allowed under existing zoning and permitting; it also accounts for real estate market demand by basing its estimates real-world projects adjacent to each site. **According to this estimate, Site 1 can support approximately 399,000 S.F. of development.**



24 Patterson Brook Road, built in 2010.

	A	B	C	D	E	F
Site	Acres	S.F.	Example Building	Example Lot	Example FAR	S.F. Yield
		$A \times 43,560$			C / D	$B \times E$
1	68.84	2,998,670	29,239	219,978	0.13	398,577
2	16.36	712,642	43,800	605,920	0.07	51,515
3	18.81	819,364	6,866	47,916	0.14	117,409
4	9.66	420,790	63,500	158,558	0.40	168,519
5	13.75	598,950	42,446	320,166	0.13	79,406

Site 1 Map:

Four (4) parcels totaling 68.84 acres are contained in Site 1. Two tributaries of the Weweantic River and several wetland networks are on-site - particularly at the site's periphery. While there is significant upland available for development, low impact development (LID) and stormwater management initiatives should be incorporated into all site planning in order to protect nearby water resources.

Town of Wareham

Route 28 Economic Development Study

Site 1: Wareham IP 2
68.84 acres, 4 parcels

- Parcel Lines
- MassDEP Wetland Bodies
- MassGIS 3-meter Contour Lines (elevations are expressed in intervals of approximately 10')

★ Example Development

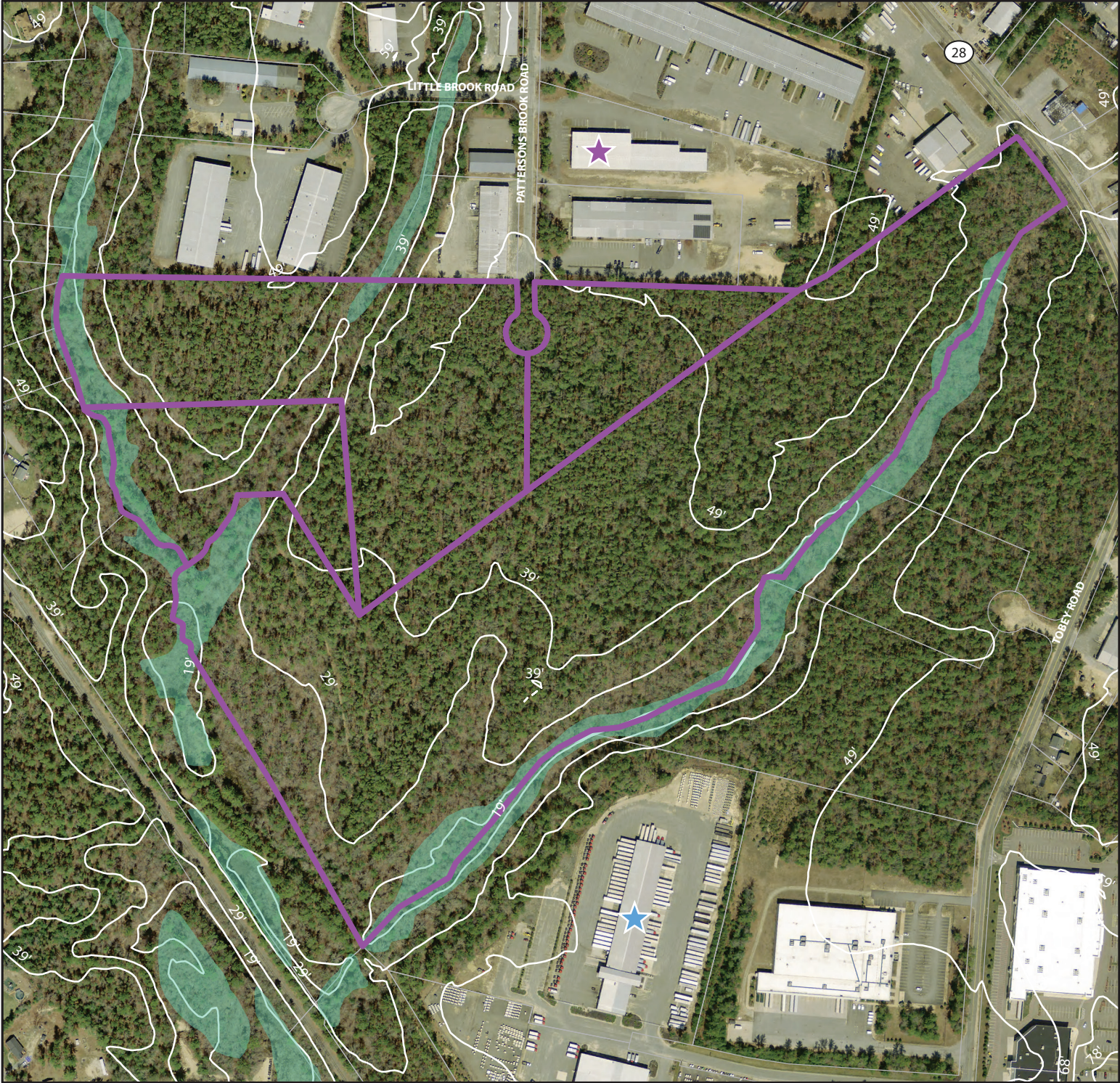


24 Patterson Brook Road

★ Example Development for Site 2

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November 2016
1" = 400'



Site 2: Tobey Road

There are two vacant industrial parcels on the west side of Tobey Road that are controlled by a single owner (Trustees of M. Giancola). These parcels total 16 acres and provide excellent development opportunities along a well-used roadway. The sites are located at the end of the road directly across from Wareham Crossing, north of the intersection of Tobey Road, Main Street, and Station Street. Additionally, a CSX rail line runs just west of the intersection. In the rear of these sites is a successful commercial use; therefore, any new development opportunities should be compatible with these existing activities. Both sites are designated ETAs and local Priority Development Areas (PDAs); these designations, their single-ownership status, and their location make them excellent candidates for further 43D designation. Moreover, their proximity to Smithers Laboratories (located at 13 Station Street) provides the possibility for synergies that could attract ancillary, high-value R&D or related development.

Site 2: Implementation Actions

Below is a summary of the next steps or actions needed to implement specific strategies identified for Site 2. Wareham Planning and Community Development Office, under the direction of the Town Administrator and Board of Selectmen, should be the responsible parties for these actions.

- 1. Secure buy-in and participation from property owner to designate sites as priority development sites (PDS) under Chapter 43D Expedited Streamlined Permitting;
- 2. Promote and market PDS to attract private investment, encourage new development, create employment opportunities, and generate tax revenue; and
- 3. Leverage projects and private investment to pursue public funding for improvements to Tobey Road and other infrastructure under MassWorks Infrastructure Improvement Program, Complete Streets or other programs. *It is important to note that Tobey Road already experiences high traffic and truck volumes; any future large-scale economic development should study its impact on this roadway.*

Site 2: Example Development - 2 Express Drive

In order to explore development potential on each of the proposed development sites, SRPEDD identified example projects to “imitate;” in other words, SRPEDD used the building densities (expressed as Floor Area Ratios, or FAR) of existing projects to estimate what could be built on each site. This straightforward method considers what has been allowed under existing zoning and permitting; it also accounts for real estate market demand by basing its estimates real-world projects adjacent to each site. **According to this estimate, Site 2 can support approximately 52,000 S.F. of development.**



24 Express Drive, built in 2007.

	A	B	C	D	E	F
Site	Acres	S.F.	Example Building	Example Lot	Example FAR	S.F. Yield
		$A \times 43,560$			C / D	$B \times E$
1	68.84	2,998,670	29,239	219,978	0.13	398,577
2	16.36	712,642	43,800	605,920	0.07	51,515
3	18.81	819,364	6,866	47,916	0.14	117,409
4	9.66	420,790	63,500	158,558	0.40	168,519
5	13.75	598,950	42,446	320,166	0.13	79,406

Site 2 Map:

Two (2) parcels totaling 16.36 acres are contained in Site 2. The sites are upland and have ample frontage on Tobey Road. These are highly visible sites on a well traveled roadway

Town of Wareham

Route 28 Economic Development Study

Site 2: Tobey Road
16.36 acres, 2 parcels

- Parcel Lines
- MassGIS 3-meter Contour Lines (elevations are expressed in intervals of approximately 10')

Example Development mapped with Site 1



2 Express Drive - "Cape Cod Express"

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November 2016
1" = 200'



Site 3: Corridor Revitalization on Route 28

This area represents about a ½-mile corridor along both sides of the Route 28 Corridor from Tow Road north to the Cranberry Industrial Park driveway and Patterson Brook Road south to Tobey Road. It contains 14 parcels totaling 18.8 acres of primarily vacant, underutilized, and distressed properties in an industrial zone. Primary redevelopment opportunities exist on the northbound side (map 108, lots 1002D, 1002/B1 and 1002/B2), including a vacant 5,287 SF building (former Wareham Pharmacy). These parcels comprise about 3.5 acres and are controlled by a single owner. In addition, there is an adjacent parcel (map 108, lot A), containing a vacant 7,300 SF building (Nissen Bakery). Collectively, these parcels total nearly 5 acres that could be assembled or separately redeveloped for commercial uses more appropriate to the emerging retail corridor (including Walmart and Wareham Crossing); possible uses include dine-in restaurants, supportive retail, and service activities similar to development in nearby Rosebrook Place.

Additionally, there are two smaller sites that offer opportunities – First, map 108, lots 1, 2, 3 and 4 contain about 4 acres under single ownership. These parcels could be assembled for redevelopment of a similar, higher-value use. The other area contains two contiguous, single-ownership parcels totaling 2.7 acres of currently (under)utilized for storage of construction equipment and materials.

Lastly, limited opportunities exist along the southbound side of Route 28 on two separate vacant parcels (map 90, lots 1040 and 1041) that could be assembled to form a 2-acre site for additional commercial development. The entire area is designated as a Wareham PDA and as an ETA. The town should investigate potential for 43D and for incentives under the Economic Development Incentive Program (EDIP) to attract redevelopment interest.

Site 3: Implementation Actions

- Below is a summary of the next steps or actions needed to implement specific strategies identified for Site 3. Wareham Planning and Community Development Office, under the direction of the Town Administrator and Board of Selectmen, should be the responsible parties for these actions.
- 1. Initiate contact and discussions with key property owners and commercial real estate representatives to secure participation in redevelopment efforts outlined in the report;
 - 2. Secure buy-in and participation of key property owners to designate eligible PDS under Chapter 43D Expedited Streamlined Permitting;
 - 3. Promote and market PDS to attract private investment, encourage new development, create employment opportunities and generate tax revenue; and
 - 4. Leverage project(s) and private investment to pursue public infrastructure improvements along Route 28 Corridor under MassWorks Infrastructure Improvement Program, Complete Streets, or Transportation Improvement Program (TIP).

Site 3 Example Development - 2420 Cranberry Highway (Rockland Trust)

In order to explore development potential on each of the proposed development sites, SRPEDD identified example projects to “imitate;” in other words, SRPEDD used the building densities (expressed as Floor Area Ratios, or FAR) of existing projects to estimate what could be built on each site. This straightforward method considers what has been allowed under existing zoning and permitting; it also accounts for real estate market demand by basing its estimates real-world projects adjacent to each site. **According to this estimate, Site 3 can support approximately 117,000 S.F. of development.**



2420 Cranberry Highway, built in 2006.

	A	B	C	D	E	F
Site	Acres	S.F.	Example Building	Example Lot	Example FAR	S.F. Yield
		$A \times 43,560$			C / D	$B \times E$
1	68.84	2,998,670	29,239	219,978	0.13	398,577
2	16.36	712,642	43,800	605,920	0.07	51,515
3	18.81	819,364	6,866	47,916	0.14	117,409
4	9.66	420,790	63,500	158,558	0.40	168,519
5	13.75	598,950	42,446	320,166	0.13	79,406

Site 3 Map:

Fourteen (14) parcels totaling 18.81 acres are contained in Site 3. The sites are located along both sides of the Route 28 corridor. Many of the parcels are vacant or underutilized. All sites are upland.

Town of Wareham

Route 28 Economic Development Study

Site 3: Corridor Revitalization
18.81 acres, 14 parcels

- Parcel Lines
- MassDEP Wetland Bodies
- MassGIS 3-meter Contour Lines (elevations are expressed in intervals of approximately 10')

★ Example Development



2420 Cranberry Highway - Rockland Trust

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

November 2016
1" = 300'



Site 4: Kendrick Road

This area contains of five (5) parcels totaling 9.66 acres at the entrance to Wareham Industrial Park 1. The industrial park and all the adjacent properties are designated as an ETA and a PDA. Included in this area is a small parcel of less than an acre owned by the Wareham Community and Economic Development Authority (CEDA); it currently houses the Christopher Donovan Center and Day School. The remaining 11.0 acres consists of a 2-parcel area of about 4-acres of mostly vacant and underutilized land to the north of Kendrick Road; the second area is a single 4.8-acre, vacant parcel adjacent to the Donovan School on Recovery Road. Additionally, there is an approximately ½- acre area in the decommissioned MassDOT ROW, fronting Route 28; this island of land can provide significant opportunities to beautify and to “brand” the entry of the industrial park.

The vacant 9 acres could provide new development opportunities for the industrial park. In addition, there has been preliminary discussions regarding disposition of the CEDA property for redevelopment and relocating the Donovan Center. Ownership of the decommissioned MassDOT ROW should be transferred (if it has not already been) to the town of Wareham to provide space for significant improvements to the entrance of the industrial park: (1) a business directory/kiosk designed with a turn-in to improve the industrial park’s visibility; (2) an entrance and driveway including beautification; (3) landscaping; and (4) other features (such as stonewalls, split rail fencing, plantings, and lighting) that add value and visibility to the park. Additionally, infrastructure improvements to Kendrick Road (roadway, drainage, sidewalks, street lighting, and signage) may be appropriate here. Wareham could provide development incentives under Chapter 43D Expedited Permitting and leverage new private investment from the development of the identified sites to secure funding to address improvements. Additionally, the town should also investigate potential funding for these improvements.

Site 4: Implementation Actions

Below is a summary of the next steps or actions needed to implement specific strategies identified for Site 4. Wareham Planning and Community Development Office, under the direction of the Town Administrator and Board of Selectmen, should be the responsible parties for these actions.

- 1. Determine status of decommissioned MassDOT ROW and finalize transfer to the Town of Wareham;
- 2. Obtain consensus on disposition of the WEDC property on Recovery Rd. for future redevelopment;
- 3. Secure buy-in and participation from key property owners to designate eligible PDS under Chapter 43D Expedited Streamlined Permitting;
- 4. Promote and market PDS to attract private investment, encourage new development, create employment opportunities, and generate tax revenue; and
- 5. Leverage project(s) and private investment to pursue public funding for improvements to Kendrick Rd. driveway entrance, amenities and other infrastructure under MassWorks Infrastructure Improvement Program, EDA Public Works, or Complete Streets.

Site 4 Example Development - 8 Kendrick Road

In order to explore development potential on each of the proposed development sites, SRPEDD identified example projects to “imitate;” in other words, SRPEDD used the building densities (expressed as Floor Area Ratios, or FAR) of existing projects to estimate what could be built on each site. This straightforward method considers what has been allowed under existing zoning and permitting; it also accounts for real estate market demand by basing its estimates real-world projects adjacent to each site. **According to this estimate, Site 4 can support approximately 169,000 S.F. of development.**



8 Kendrick Road, built in 1997.

	A	B	C	D	E	F
Site	Acres	S.F.	Example Building	Example Lot	Example FAR	S.F. Yield
		$A \times 43,560$			C / D	$B \times E$
1	68.84	2,998,670	29,239	219,978	0.13	398,577
2	16.36	712,642	43,800	605,920	0.07	51,515
3	18.81	819,364	6,866	47,916	0.14	117,409
4	9.66	420,790	63,500	158,558	0.40	168,519
5	13.75	598,950	42,446	320,166	0.13	79,406

Site 4 Map:

Five (5) parcels totaling 9.66 acres are contained in Site 4. The sites are located on either side of Kendrick Road. Apart from the Donovan School, the parcels are vacant or underutilized. The large parcel on Recovery Road has moderate wetland considerations away from the roadway frontage.

Town of Wareham

Route 28 Economic Development Study

Site 4: Kendrick Road
9.66 acres, 5 parcels

- Parcel Lines
- MassDEP Wetland Bodies
- MassGIS 3-meter Contour Lines (elevations are expressed in intervals of approximately 10')

★ Example Development



8 Kendrick Road

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

November 2016
1" = 200'



Site 5: Cranberry Industrial Park (Rear)

Cranberry Industrial Park is a small, 5-lot industrial subdivision containing about 30 acres supporting approximately 96,300 square feet of industrial space with nearly half of the park developed. The rear portion of the property contains 3 vacant parcels totaling just over 15.2 acres (including a small 10,000 square foot lot). Most of the property remained vacant until recent development in 2013/14 on the 7.4-acre parcel (1001B, used as the example development) with two 20,000 S.F. distribution buildings. The industrial park is privately owned under a single ownership. The site is designated as an ETA and a PDA; as such it should be evaluated for designation under Chapter 43D as a priority development site to attract additional development activity, private investment, and increased employment – as well as providing funding opportunities to improve access and visibility for the site.

Site 5: Implementation Actions

Below is a summary of the next steps or actions needed to implement specific strategies identified for Site 5. Wareham Planning and Community Development Office, under the direction of the Town Administrator and Board of Selectmen, should be the responsible parties for these actions.

- 1. Secure buy-in and participation from property owner to designate sites as PDS under Chapter 43D Expedited Streamlined Permitting;
- 2. Promote and market PDS to attract private investment, encourage new development, create employment opportunities, and generate tax revenue; and
- 3. Leverage project(s) and private investment to pursue public funding for improvements to Cranberry Industrial Park Dr., entrance, amenities, and other improvements under MassWorks Infrastructure Improvement Program or other programs.

Site 5 Example Development - 2384 Cranberry Highway

In order to explore development potential on each of the proposed development sites, SRPEDD identified example projects to “imitate;” in other words, SRPEDD used the building densities (expressed as Floor Area Ratios, or FAR) of existing projects to estimate what could be built on each site. This straightforward method considers what has been allowed under existing zoning and permitting; it also accounts for real estate market demand by basing its estimates real-world projects adjacent to each site. **According to this estimate, Site 5 can support approximately 79,000 S.F. of development.**



2384 Cranberry Highway, built in 2013.

	A	B	C	D	E	F
Site	Acres	S.F.	Example Building	Example Lot	Example FAR	S.F. Yield
		$A \times 43,560$			C / D	$B \times E$
1	68.84	2,998,670	29,239	219,978	0.13	398,577
2	16.36	712,642	43,800	605,920	0.07	51,515
3	18.81	819,364	6,866	47,916	0.14	117,409
4	9.66	420,790	63,500	158,558	0.40	168,519
5	13.75	598,950	42,446	320,166	0.13	79,406

Site 5 Map:

Five (3) parcels totaling 13.75 acres are contained in Site 5. The sites are located at the rear of Cranberry Industrial park. They are upland, rising to a hill that backs into I-495.

Town of Wareham

Route 28 Economic Development Study

Site 1: Cranberry IP (Rear)
13.75 acres, 3 parcels

- Parcel Lines
- MassGIS 3-meter Contour Lines (elevations are expressed in intervals of approximately 10')

Example Development



2384 Cranberry Highway

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

November 2016
1" = 200'





Town of Wareham, MA

Community Compact Cabinet (CCC)
Best Practices Program

Economic Development Projects:

- Route 28 Economic Development Study (2016)
- **Introduction to Chapter 43D Presentation (2017)**
- Chapter 43D Application (2018)

Introduction to Chapter 43D Local Expedited Permitting Program



Wareham's 2017 District Local Technical Assistance
(**DLTA**) Project

May 1, 2017

Wareham Town Hall
54 Marion Road
Wareham, MA 02571

Don Sullivan,
Director of Community and Economic Development, SRPEDD

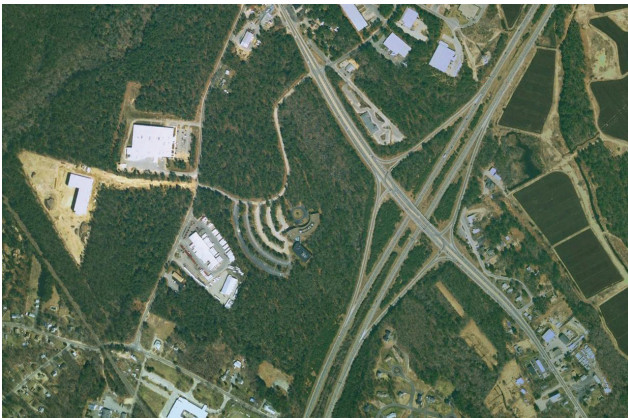
Grant King, AICP
Principal Planner, SRPEDD

What is Chapter 43D?

- A tool for targeted economic development that promotes **commercial, industrial or mixed-use development on pre-designated parcels.**
- A voluntary, local option.
 - In other words, **towns must “opt-in” through town meeting** and **property-owners must “opt-in” through written approval.**
- Sponsored by the Massachusetts Permit Regulatory Office (MPRO).
- A tool to implement the **2016 Route 28 Economic Development Study** (cover pictured below)

Town of Wareham Route 28 Economic Development Study

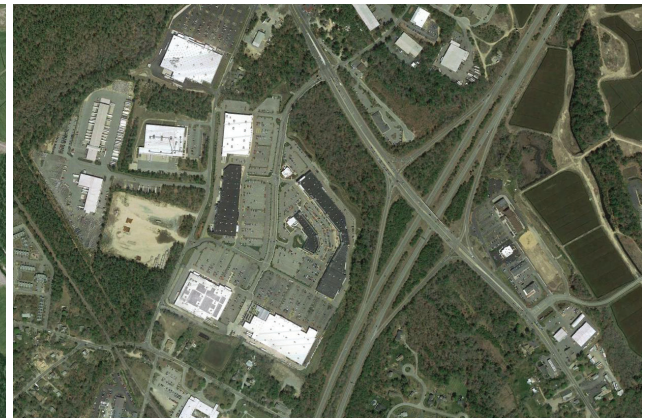
December 2016



Wareham Crossing and Rosebrook Business Park, 2005



Wareham Crossing and Rosebrook Business Park, 2007



Wareham Crossing and Rosebrook Business Park, 2015

What does 43D do?

- Provides for a streamlined permitting process that ***promotes transparency and predictability*** for the development process.
- Guarantees permitting decisions - ***“Yes” or “No”*** - on priority development sites (PDS) within 180 days.
 - In other words, ***you’re promising to respond in a timely fashion - not to say “Yes.”***
- Increases the visibility of PDS through ***MassEcon*** site finder.

The screenshot displays the MassEcon website interface. At the top, there's a navigation bar with links like 'Contact', 'Site Map', and a phone number. Below this is a map of Massachusetts with various regions highlighted. A sidebar on the left contains logos for 'ReadyMass 100', 'DACON CORPORATION', and 'DAC design.architect'. The main content area shows a detailed listing for a property in Wareham, MA. The listing includes a satellite image, a table of property details, a table of utilities, a table of access information, and a table of contact information.

MassEcon
Location is everything.

Contact | Site Map | 617.924.4600 | Google Custom Search

About Us | Members | MA Advantage | Services | Business Resources | Data Center | News & Events

ReadyMass 100

DACON CORPORATION

DAC design.architect

SELECT A REGION
The boundaries West North Central Greater Worcester Northeast 400-Mans/West Greater Boston Southeast SouthCoast Massachusetts

SouthCoast
Breakthroughs in clean energy and marine science happen here.

Custom Search | On-line Search | List Property | Success Stories | Sponsor

Region	Type	Site Name	Address	City	Size	Use
SouthCoast	Land	SouthCoast Life Science & Technology Park at Fall River	Innovation Way, Fall River, MA	Fall River	300.00 Acres	Industrial/Spec R&D

Property Details

Site/Building Name	Rosebrook Business Park
Street Address	100 Rosebrook Way
City	Wareham
County	Plymouth County
Zip Code	02571
Type of space	Office
Min Size	9.55 acres
Max Size	9.55 acres
Last Updated	9/22/2015
Market Ready Certified	Yes
Featured Site Description	Market Ready

Utilities

Electricity	Yes
Electricity Provider	NStar
Natural Gas	Yes
Gas Provider	NStar
Sewer	Yes
Sewer Provider	Town of Wareham
Municipal Water	Yes
Appropriate Water Supply for Biomanufacturing	Yes
Municipal Sewer Connection	Yes

Access

Distance to Major Interstate	1/2 mile miles
Distance to major commercial airport	30 miles miles

Contact Information

Company	A.D. Makepeace Co.
Contact Name	Jim Kane
Address	158 Tihonet Rd
City	Wareham
State	Massachusetts
Phone	(508) 295-1000
Email	JKane@admakepeace.com
Website	http://admakepeace.com/

Exclusive Broker or Owner Contact Information

Contact Name	Jim Kane
Contact Email	jkane@admakepeace.com
Contact Company	A.D. Makepeace Company
Contact Address	158 Tihonet Road
Contact City	Wareham
Contact State	MA
Contact Zip	02571


MassEcon Contact

Company	MassEcon
Contact Name	Dore Kallham

Please note that the images here are from a similar MassEcon property database.

What does 43D do (continued)?


- Gives the PDS **priority consideration** for MassWorks, brownfields remediation assistance, and other financing programs.
- Guides municipal planning and permitting with a **permitting guide**.
- Allows for the **collection of special fees** for PDS applications.



REHOBOTH PERMITTING GUIDE


Overview of Permitting	1-2
Alcohol Licenses	3
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Site Plan Approval	7
Special Permits	8
Subdivisions: Overview	9
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Subdivisions: Preliminary Plans	11
Subdivisions: Definitive Plans	12
Variances	13
Wetlands	14-15
Zoning Appeals	16


www.town.rehoboth.ma.us
148 Peck Street Rehoboth, MA 02769 (508) 252-6502
Office Hours: Monday - Thursday 8:00am to 4:00pm, Friday 8:00am to 12:00 noon





SPECIAL PERMITS

Rehoboth PERMITTING GUIDE


 **What is a Special Permit?**
A Special Permit is a permit for a use or structure that is not allowed as a matter of right in a particular zoning district, but is permitted if certain special conditions defined in the zoning bylaw are met.

 **Who needs a Special Permit?**
Typical uses requiring a special permit in certain districts include affordable housing subdivisions, multifamily housing, wind and solar energy facilities, common driveways, expansion or alteration of a pre-existing nonconforming building, certain activities within the Groundwater Protection District, mobile homes, adult bookstores, medical/recreational marijuana facilities, gas stations, motels, and drive-thrus. Special Permit uses are noted in Article 8.0 as well as in other sections of the zoning bylaw.

 **Who oversees the Special Permit process?**
The Zoning Board of Appeals (ZBA), as well as the Planning Board are the special permit granting authority. In either case, the special permit granting authority reviews, approves or denies special permit applications.

 **How do I file a Special Permit application?**

1. Consultation: Before filing an application, you are encouraged to stop by the Planning Department to inquire if you need to submit an application with the Planning Board or the ZBA.
2. Application: File the application, copies of your site plan, certified list of abutters, and application fee with the Town Clerk. (Applications can be found on the town website, Planning Department page)
3. Public Hearing: Upon filing, you will be provided with a date for your public hearing. This is your opportunity to present your application to the ZBA or PB, and any interested neighbors, as well as receive feedback on your proposal and answer questions.

 **What is the time frame for a decision?**
The ZBA or PB must conduct the public hearing within 65 days of the filing date of the petition and must render a decision within 90 days from the close of the public hearing. The timeframe may be extended upon your written mutual agreement with the board. If not exercised within one year of issuance, most special permits will lapse.

Contact Leeann Bradley, Town Planner; 508-252-6891 - ext. 3108 LBradley@town.rehoboth.ma.us
Reference Zoning Bylaw Article 8.0 Last updated March 20, 2017

Please note that the Permitting Guide depicted here is a general guide from the town of Rehoboth. The 43D permitting guide will have similar (but more specialized) content and graphic polish.

What are 43D's requirements?

- PDS property-owners must ***commit - in writing - to opt-in***.
- PDS must be zoned ***commercial, industrial, or mixed-use***.
- PDS must be eligible for ***50,000 s.f. of (re)development***.
- PDS must be ***approved by MPRO's Interagency Permitting Board*** (within 60 days of a 43D PDS application).
- Both the PDS and the provisions of Chapter 43D must be ***approved by Town Meeting*** (or City Council) vote.
- Within ***120 days*** of opt-in, the town must¹:
 - appoint a single point of contact for all things 43D,
 - amend local rules, regulations, and bylaws (if needed and only for 43D PDS) to comply with the 180-day permit timeline,
 - determine and provide the requirements for applicable permits,
 - establish procedures for identifying necessary permits, and
 - establish procedures for determining completeness or required submissions.

¹ Please note that all this information must be included a packet given to any applicant. In the past, many towns have chosen to include these items in the permitting guide.

What local permits are affected by 43D?

- ***Planning Board***

- Special Permits and Site Plan Review

- ***ZBA***

- Special Permits

- ***Conservation Commission***

- Order of Conditions and Wetland Decisions

- ***Board of Health***

- Title V

- ***Fire Chief***

- Flammable Materials License

- ***Historic Districts***

What PDS are you considering? (*Let's open to page 10 and discuss.*)

Town of Wareham

Route 28 Economic Development Study

Map 10: Proposed Development Sites

1: Wareham IP 2

Industrial development of vacant parcels.

Chapter 43D Priority Development Site (PDS) designation.

Low Impact Development (LID) within PPA.

2: Tobey Road

Industrial development or Research and Development (similar to Smithers Laboratories) on vacant parcels.

Chapter 43D Priority Development Site (PDS) designation.

3: Corridor Revitalization

Assemble smaller parcels into larger sites.

Rezoning to allow/incentivize retail and service uses in the emerging commercial corridor.

4: Kendrick Road

Industrial development of vacant parcels.

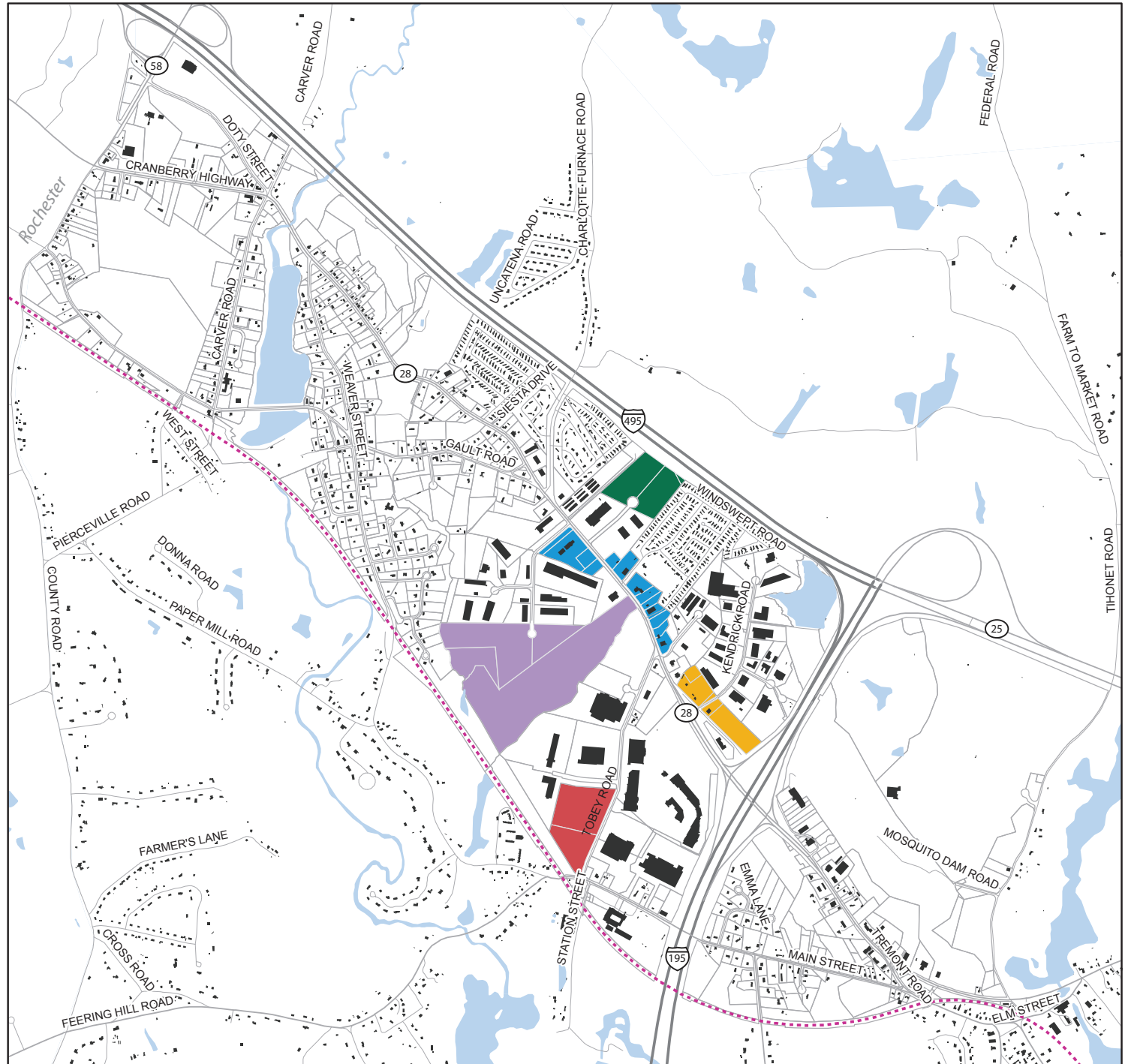
Site, streetscaping, and branding improvements to the park's entrance.

Chapter 43D Priority Development Site (PDS) designation.

5: Cranberry IP

Industrial development of vacant parcels.

Chapter 43D Priority Development Site (PDS) designation.





Town of Wareham, MA

Community Compact Cabinet (CCC)
Best Practices Program

Economic Development Projects:

- Route 28 Economic Development Study (2016)
- Introduction to Chapter 43D Presentation (2017)
- **Chapter 43D Application (2018)**

INTERAGENCY PERMITTING BOARD

CHAPTER 43D APPLICATION

PART I: MUNICIPAL APPLICANT

Municipality: Town of Wareham

Name of Individual who prepared this application: Don Sullivan

Chapter 43D requires that a single person be designated to serve as the municipal point of contact on Priority Development Sites. The individual must be a municipal employee or an employee of a quasi-municipal agency who will be charged with responding to inquiries about the site, providing and accepting permit applications, communicating decisions to applicants, etc. It is recommended that the designated Point of Contact be a staff member and not an elected official.

Point of Contact, as designated by the governing body:

Name: Kenneth Buckland, AICP

Title: Director of Planning

Address: 54 Marion Road, Wareham, MA 02571

Telephone: 508.291.3100 Fax: 508.291.3116

Email: kbuckland@wareham.ma.us

Please check the box corresponding to the Technical Resource Providers that assisted you with this program:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Regional Planning Agency | <input type="checkbox"/> MassDevelopment |
| <input type="checkbox"/> Mass Office of Business Development | <input type="checkbox"/> Mass Alliance for Economic Development |
| <input type="checkbox"/> Permit Regulatory Office (EOHED) | |

Chapter 43D requires a majority vote of the local governing body for each Priority Development Site being submitted by the municipality. Applications must be accompanied by a true attest certified copy of the municipal vote – stamped by Clerk.

Please identify the body that approved the submission of this application:

- | | |
|---------------------------------------|--|
| <input type="checkbox"/> City Council | <input type="checkbox"/> Town Meeting |
| <input type="checkbox"/> Town Council | <input checked="" type="checkbox"/> Other: BOS |

I hereby certify under the pains and penalties of perjury that the answers submitted in this application and the documentation submitted in support are accurate and complete.

Name: Don Sullivan Date: January 17, 2018

Signature: 

Title: Community and Economic Development Director, SRPEDD

Signature of Clerk:  Date: 1/17/18

For Internal Use Only

Received by: _____ Date: _____

<input type="checkbox"/> Municipal Contact Information	<input type="checkbox"/> Certified Vote	<input type="checkbox"/> Land Owner Signatures
<input type="checkbox"/> Grant Application	<input type="checkbox"/> Electronic Copy Received	<input type="checkbox"/> Self-Assessment Checklist
<input type="checkbox"/> Required Maps	<input type="checkbox"/> Maps sent to EEA	IPB Meeting:

PART II: PRIORITY DEVELOPMENT SITE (PDS)

Submit a separate Part II for each Priority Development Site.

Site Location (including street address and map and parcel numbers):

PDS 1: Rosebrook Way: Map 109, Parcel 2

PDS 2: 8 Elm Street: Map 132, Parcel 1A

Please list any abutting communities to PDS: Not applicable

Have these communities been notified of your proposal? ☐ Yes ☐ No

Number of parcels in your proposed site: 2 sites, 2 parcels **Total Acreage of PDS:** 12.4

Ownership: X Private X Public

Is the site eligible under current zoning for the construction or redevelopment of at least 50,000 sq feet of commercial, housing or industrial space? X Yes ☐ No

Chapter 43D requires a PDS to be zoned for commercial, industrial, mixed-use development or housing. If PDS represents a combination of zoning, please explain. Please check all of the following boxes that apply to the PDS, including the means by which a proponent may permit on this site (i.e. special permit?).

PDS Zoning: Commercial (BDOD Overlay), and Mixed-Use (Wareham Village 1)

☐ By-right ☐ Special Permit ☐ Site Plan Review
X Commercial ☐ Industrial ☐ Residential X Mixed Use

After reviewing the definitions set forth in 400 CMR 2.00 respond to the following questions:

1. Is the site located within .5 miles of existing development? X Yes ☐ No

Locations within or adjacent to existing development are preferred such as downtowns or village centers with a diverse mix of civic/cultural, residential, service, business, and other uses; municipal services (school, library, fire, police, city/town hall, parks, etc.); and/or a available labor.

Explanation: PDS 1: Rosebrook Way parcel is located off the Rte. 28 corridor just southeast of the I-195 interchange, Exit 21. The parcel is located in Rosebrook Business Park, adjacent to existing including medical, office, and assisting living developments.

PDS 2: Elm Street (Tremont Nail site) is a municipally controlled site, located at the northeastern end of Wareham's Village Center and the downtown central business district. It has direct access to the Rte. 28 commercial corridor (See PDS map series).

2. Is the site served by existing infrastructure? If not, how far must service be extended?

Locations with existing utility service – gas, electric, telecommunications, etc. – as well as water and wastewater systems with sufficient water supply/treatment capacity and pipe condition/capacity adequate to deliver fresh water and remove wastewater are preferred.

X Water

X Sewer

X Utilities

Explanation: Both PDS's have good highway and site access supported by roadway, municipal water and sewer, and utilities (electric, telecommunication and other). Wareham may leverage future development opportunities to request public funding for improvement and upgrade of existing infrastructure.

3. Is the site located close to appropriate transportation facilities, including transit?

Locations served by adequate transit (within .5 miles of a bus stop, subway, train, or ferry stop), close to existing major transportation and freight routes—e.g. existing highway interchanges, heavily developed commercial corridors, rail lines, etc., and accessible by bike or on foot are preferred.

X Transit

X Access Roads

X Pedestrian/Bike Access

Explanation: Both proposed PDS's are located along the Rte 28 commercial corridor that is served by transit through Greater Attleboro-Taunton Regional Transit Authority (GATRA). PDS 1: Rosebrook Way are located within .5 mile of the I-195/Rte 28 interchange as well as the adjacent Wareham Crossing. In addition, the Elm Street PDS is located within Wareham's Village Center and has direct access to the Rte 28 commercial corridor offering transit service provided by GATRA as well as MBTA rail service from Hyannis to Boston via the Lakeville Commuter Rail Station, Middleborough line (see map series).

Does the site include underutilized buildings or facilities? X Yes X No

Previously developed brownfield or greyfield sites & buildings - abandoned or underutilized shopping centers, institutions, big-box stores, mills or industrial sites, former military bases, etc. - are preferred locations.

Explanation: PDS 2: Elm Street is the site of the former Tremont Nail factory. This 7-acre, municipal owned site comprises a number of vacant facilities totaling about 40,000 SF and has limited contamination verified through assessment funded by the MassDevelopment Brownfield Site Assessment Fund. Additionally, Wareham recently completed a feasibility study determining mixed-use redevelopment including residential, retail, museum, arts, cultural, restaurant and waterfront activities as viable re-use options (see map series). The other PDS site does not include underutilized buildings.

4. Will sensitive or rare natural resources on or near the site be impacted?

☐ Yes X No

Sites that are flat, dry, and otherwise suitable for development (no sensitive natural resources; not identified as a conservation priority for habitat, water supply, agriculture, or other purpose) are preferred.

5. Has the municipality applied for or received other state grants for this site? Does the municipality anticipate applying for additional state funding? Yes

If yes, please identify the program(s), dates applied for and/or received, and describe the project(s): On PDS 2: Elm Street (Tremont Nail) the Town of Wareham has received MassDevelopment Brownfield Site Assessment and Site Readiness funds to assess the extent of contamination on the site and to prepare a feasibility study to determine redevelopment options for the site. The Town of Wareham may apply for future funding to improve infrastructure (roadway, W&S etc)

If yes, please identify the program(s), dates applied for and/or received, and describe the project(s): On PDS 2: Elm Street (Tremont Nail) the Town of Wareham has received MassDevelopment Brownfield Site Assessment and Site Readiness funds to assess the extent of contamination on the site and to prepare a feasibility study to determine redevelopment options for the site. The Town of Wareham may apply for future funding to improve infrastructure (roadway, W&S etc) for these sites in support of economic development opportunities including new development, private invest, job creation and increased tax revenues.

Total Potential Build-Out of PDS: Both PDS's at a minimum have an estimated build-out potential of about 130,000 square feet including PDS 1: 80,000 SF and PDS 2: 50,000SF

Is there a project proposal before the town for this site? ☒ Yes ☐ No

If yes, briefly describe the project below:

PDS 2: The master plan for the site includes rehabilitation of the historic buildings and construction of new residential development.

PART III: PROPERTY OWNER'S PERMISSION

Chapter 43D requires that 100% of property owners endorse this application for PDS designation. Identify every parcel included in the PDS by map and parcel number. Use Attachment A if additional space is required.

I hereby certify under the pains and penalties of perjury that I am the legal owner of the property outlined herein and I approve the inclusion of my property in the proposed Priority Development Site nominated herein.

Parcel: WAREHAM ASSESSOR'S MAP 109, PARCEL 2 PDS 1

Signature of legal owner: Jan F Kane Sr VP

Parcel: _____

Signature of legal owner: _____

Parcel: _____

Signature of legal owner: _____

Parcel: _____

Signature of legal owner: _____

Parcel: _____

for these sites in support of economic development opportunities including new development, private invest, job creation and increased tax revenues.

Total Potential Build-Out of PDS: Both PDS's at a minimum have an estimated build-out potential of about 130,000 square feet including PDS 1: 80,000 SF and PDS 2: 50,000SF

Is there a project proposal before the town for this site? X Yes ☐ No

If yes, briefly describe the project below:

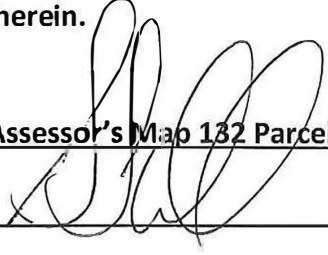
PDS 2: The master plan for the site includes rehabilitation of the historic buildings and construction of new residential development.

PART III: PROPERTY OWNER'S PERMISSION

Chapter 43D requires that 100% of property owners endorse this application for PDS designation. Identify every parcel included in the PDS by map and parcel number. Use Attachment A if additional space is required.

I hereby certify under the pains and penalties of perjury that I am the legal owner of the property outlined herein and I approve the inclusion of my property in the proposed Priority Development Site nominated herein.

Parcel: PDS 2: Wareham Assessor's Map 182 Parcel 1A

Signature of legal owner: 

Parcel: _____

Signature of legal owner: _____

Parcel: _____

Signature of legal owner: _____

Parcel: _____

Signature of legal owner: _____

Parcel: _____

Signature of legal owner: _____

Parcel: _____

Signature of legal owner: _____

Parcel: _____

Signature of legal owner: _____

Parcel: _____

Signature of legal owner: _____

Parcel: _____

Signature of legal owner: _____

APPLICATION CHECKLIST	
Check off completed items – only submit application if <u>all</u> items are checked	
MUNICIPAL CONTACT INFORMATION	
PREPARER OF APPLICATION'S SIGNATURE AND DATE (PAGE 1)	✓
CLERK'S SIGNATURE, DATE AND/OR TOWN SEAL ON (PAGE 1)	✓
CERTIFIED VOTE WITH CLERK'S SIGNATURE AND TOWN SEAL	✓
LAND OWNER'S ORIGINAL SIGNATURE (IN BLACK OR BLUE INK) FOR EVERY PARCEL, PUBLIC OR PRIVATE, INCLUDED IN A PRIORITY DEVELOPMENT SITE	✓
TOTAL POTENTIAL BUILD-OUT IN SQUARE FEET (PAGE 3)	✓
CITY/TOWN WIDE MAP IN THE FORM OF AN ORTHOPHOTO OF MUNICIPALITY INDICATING LOCATION OF PDS(S) –SIZE 11 x 17	✓
A SEPARATE SITE MAP OF EACH PROPOSED PDS IN THE FORM OF AN ORTHOPHOTO, SIZE 11 x 17	✓
MAPS SENT TO THE EXECUTIVE OFFICE OF ENERGY AND ENVIRONMENTAL AFFAIRS, KURT.GAERTNER@STATE.MA.US	✓

Completed Chapter 43D Applications should be mailed to:

Massachusetts Permit Regulatory Office
Executive Office of Housing and Economic Development
1 Ashburton Place, Room 2101
Boston, Massachusetts 02108



**TOWN OF WAREHAM
54 MARION ROAD
WAREHAM, MASSACHUSETTS 02571**

TOWN CLERK

OCTOBER 24, 2017

I hereby certify the following to be the vote on **ARTICLE TWELVE** of the **FALL ANNUAL TOWN MEETING** convened, voted and dissolved on October 23, 2017:

ARTICLE: 12

To see if the town will vote to accept the provisions of Chapter 43D Expedited Permitting, of the MA General Laws as amended pursuant to Section 11 of Chapter 205 of the Acts of 2006, and to approve the filing of an application with the Interagency Permitting Board for the designation of land at Patterson's Brook Road (Map 89, Parcels 1005 and 1007), Rosebrook Way (Map 109, Parcel 2), and Elm Street (Map 132, Parcel A1) as Priority Development Sites, or take any other action relative thereto.

Inserted by the Board of Selectmen at the request of the Town Administrator.

MOTION: Dominic Cammarano

I move that the Town vote to approve this article as printed in the warrant. Second

VOTE: UNANIMOUS – FAVORABLE ACTION

A TRUE COPY, ATTEST:

**MARY ANN SILVA
TOWN CLERK**


Town of Wareham Proposed Chapter 43D Priority Development Site 1:

Rosebrook Way


Map 109, Parcel 2

 MassDEP Wetland Bodies

 MassDEP Water Bodies

 Proposed Chapter 43D PDS

 Parcel Lines

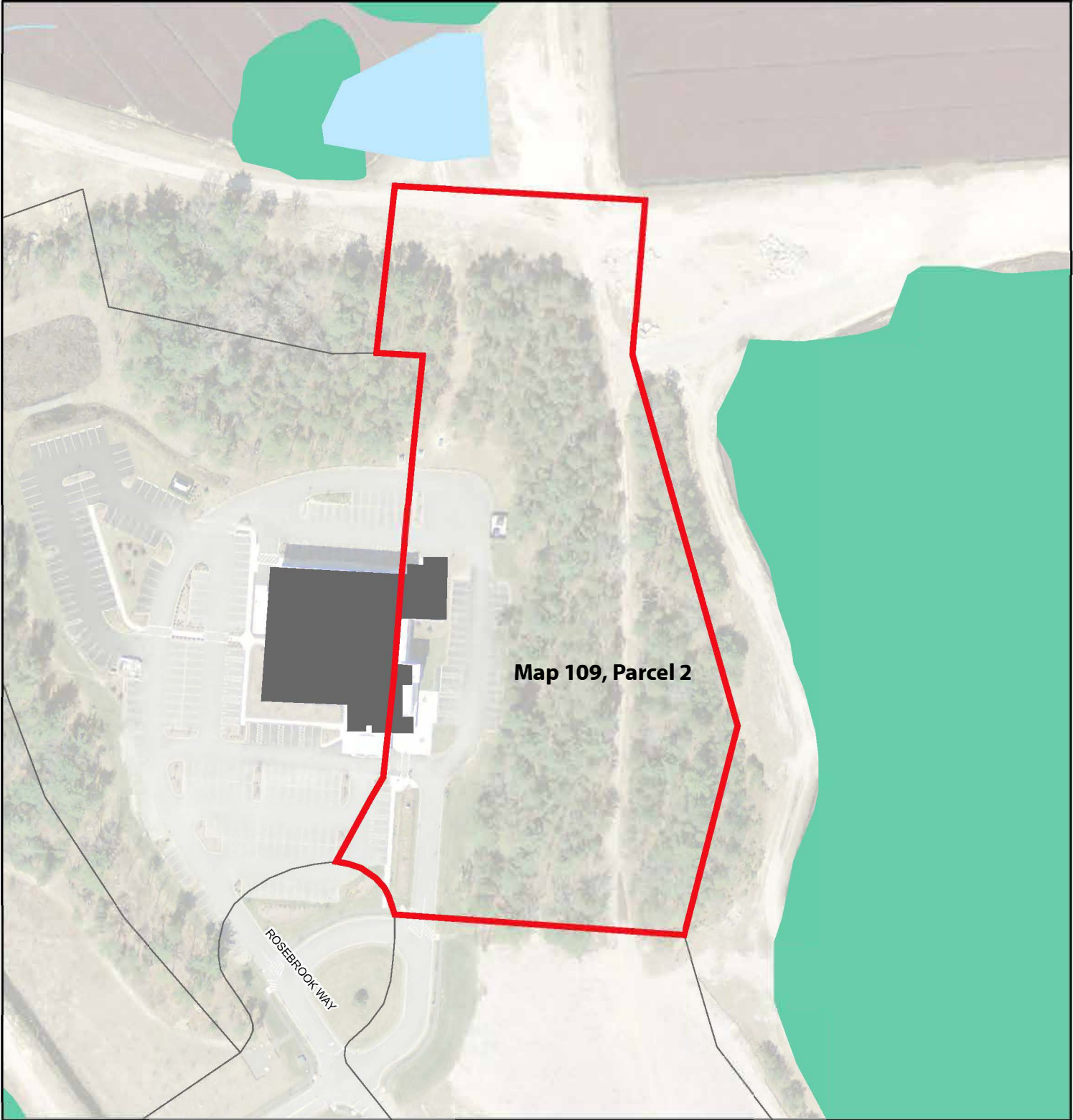
 Existing Structures

 1" = 150'





Map 109, Parcel 2

ROSEBROOK WAY



Town of Wareham Proposed Chapter 43D Priority Development Site 1:

Rosebrook Way
Map 109, Parcel 2








-  Proposed Chapter 43D PDS
-  Parcel Lines



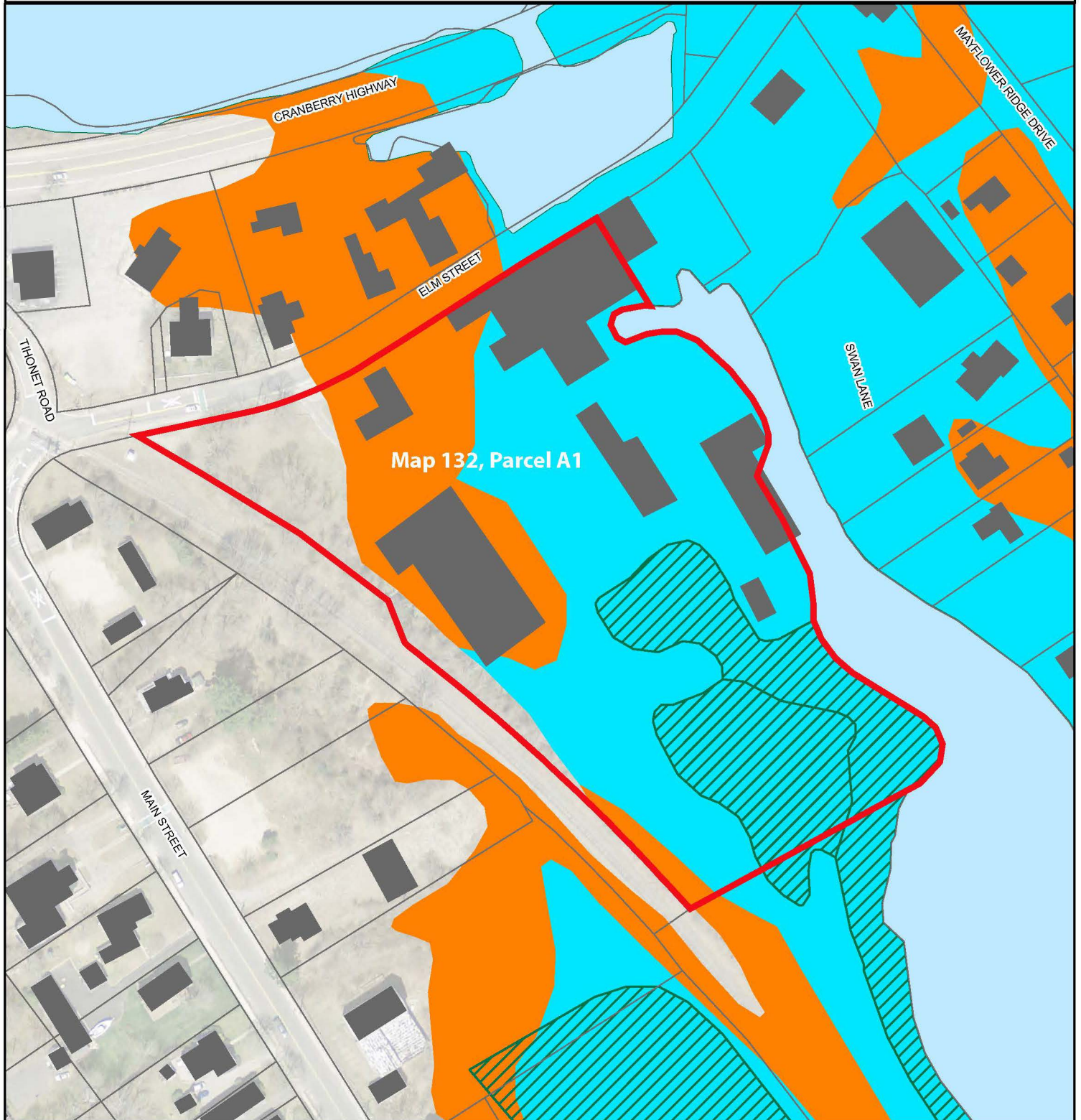
Town of Wareham Proposed Chapter 43D Priority Development Site 2:

Elm Street

Map 132, Parcel A1

- | | |
|--|--|
|  FEMA 100-Year Flood Zone (AE with BFE) |  Proposed Chapter 43D PDS |
|  FEMA 500-Year Flood Zone (X) |  Parcel Lines |
|  MassDEP Wetland Bodies |  Existing Structures |
|  MassDEP Water Bodies | |


1" = 150'



Town of Wareham Proposed Chapter 43D Priority Development Site 2:

Elm Street

Map 132, Parcel A1

 Proposed Chapter 43D PDS

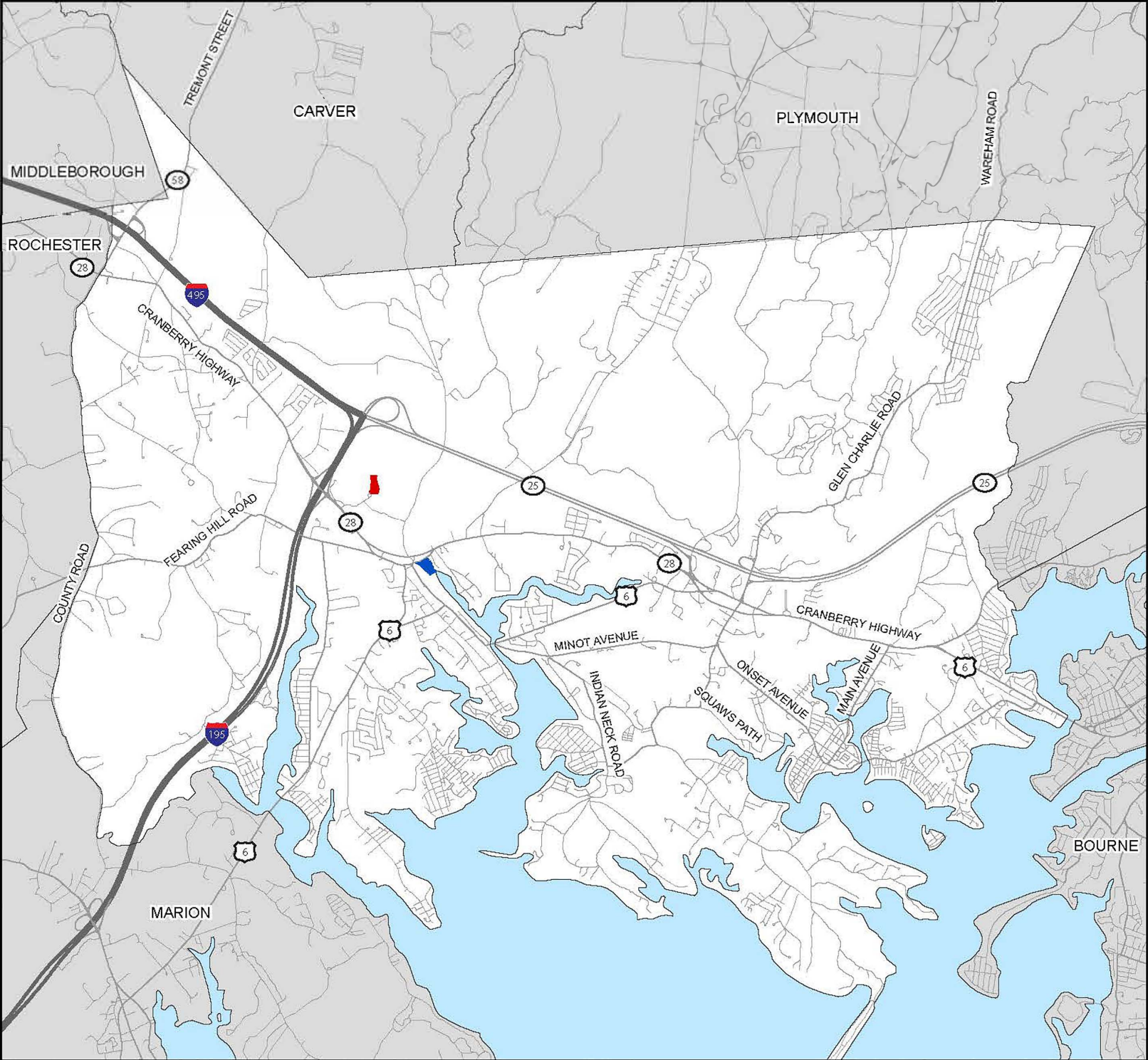
 Parcel Lines

 1" = 150'



**Town of Wareham
Proposed Chapter 43D
Priority Development Sites
(PDS)**

- PDS 1: Rosebrook Way
- PDS 2: Elm Steet



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

April 2017

