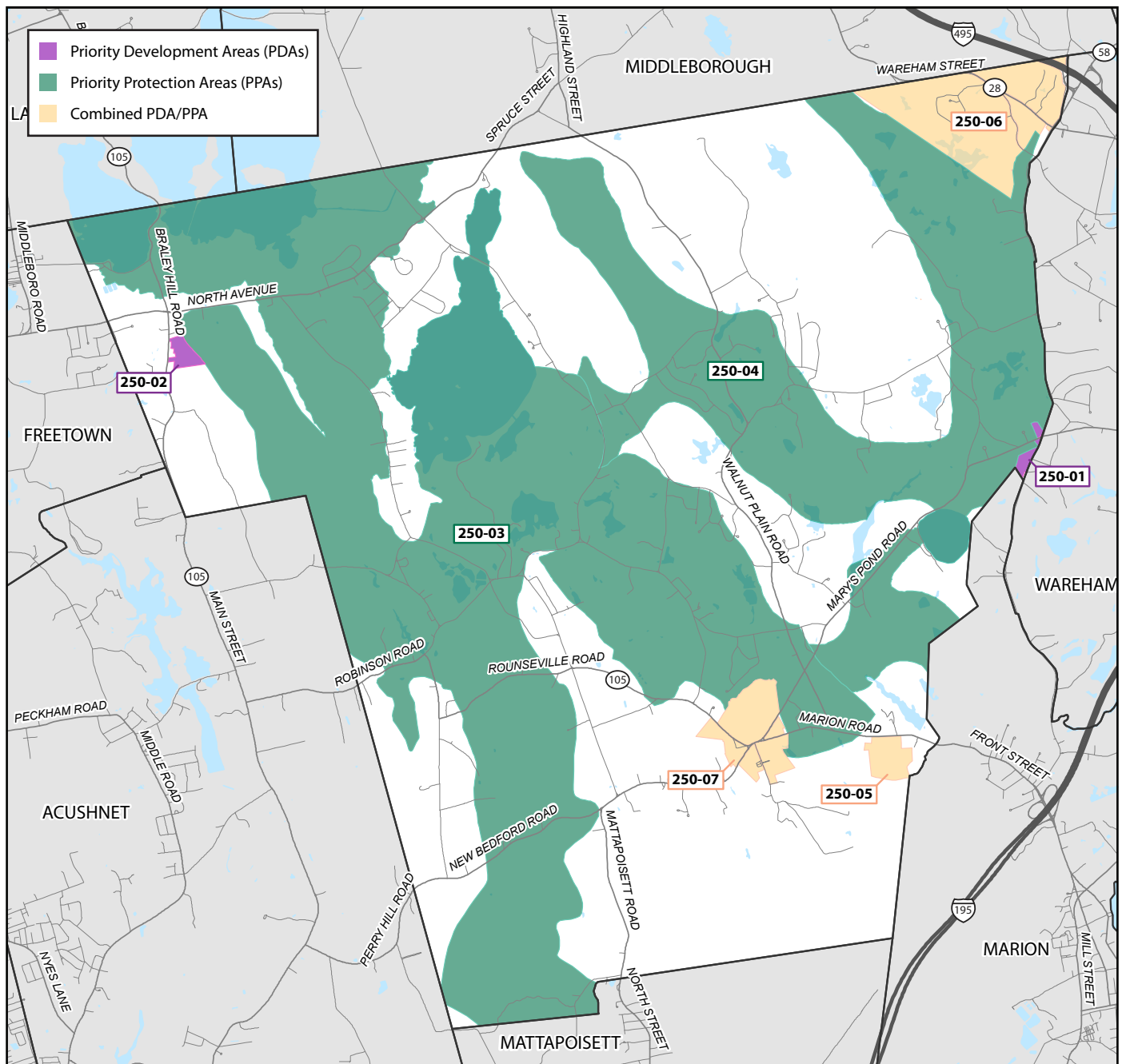


South Coast Rail Corridor Plan

Five-Year Update of Community Priority Areas

Rochester



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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.

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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

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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.

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Jean Fox, South Coast Rail Manager

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Secretary Greg Bialecki
Victoria Maguire, State Permitting
Ombudsman

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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 Rochester Community Priority Area List

ID Number	Name	Type	Acres
250-01	Four Corners	Development	17.47
250-02	Northwest Rochester General Store Opportunity	Development	25.41
250-03	Mattapoisett River and Snipatuit Pond Water Resources	Protection	8,261.02
250-04	Sippican River Area Aquifer	Protection	3,763.61
250-05	Former Airfield	Combined	61.68
250-06	Northeast Rochester Industrial District	Combined	551.58
250-07	Village Center	Combined	198.02

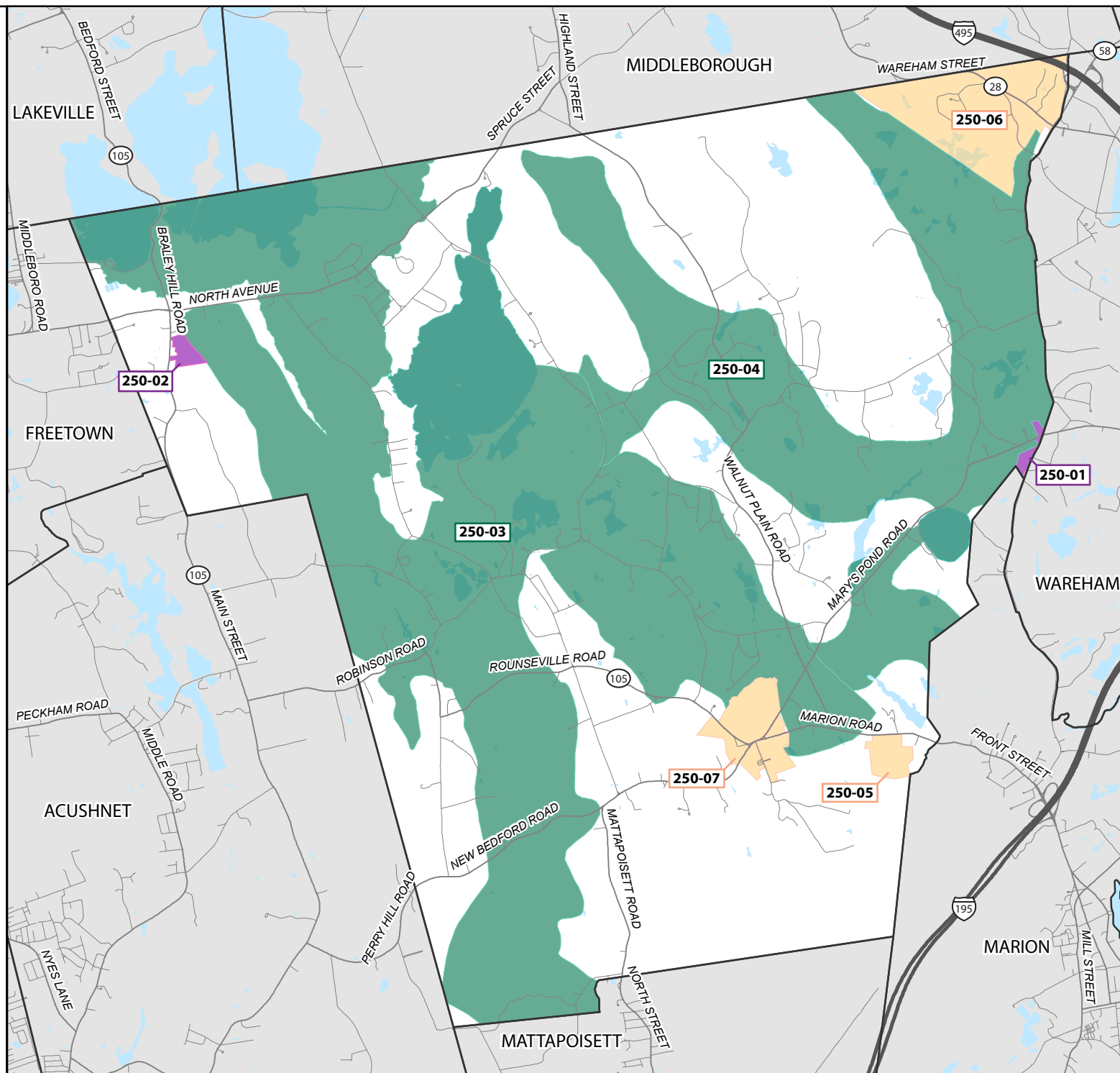
Town of Rochester Community Priority Areas, 2013

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

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



1 mile



TOWN OF ROCHESTER
SOUTH COAST RAIL CORRIDOR PLAN
PRIORITY DEVELOPMENT & PROTECTION AREAS FIVE-YEAR UPDATE

INTRODUCTION

This report presents the updated Priority Development Areas (PDAs) and Priority Protection Areas (PPAs) in the town of Rochester. 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 Map) through state agency actions and investments. The Executive Order calls for state investments to be consistent with the 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 of 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.

TOWN OF ROCHESTER RESULTS

On January 7, 2013, SRPEDD staff met with the Board of Selectmen (BOS) to re-introduce the Priority Area planning exercise. The BOS designated the Town Planner, John Charbonneau, as the contact person for this work. The preliminary municipal meeting was held on March 28, 2013 at the Rochester Police Station. 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 Town of Rochester held a public meeting to seek input from town residents on the revisions recommended by the municipal representatives on May 15, 2013 at Town Hall. No revisions were requested for the priority areas. 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 Rochester 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

Four Corners [250-01]

Purpose: To provide for general business development at the intersection of Mary's Pond Road/Feering Hill Road and County Road.

Boundaries: Boundaries correspond to three selected developable parcels at the intersection of Mary's Pond Road/Feering Hill Road and County Road.

Changes from 2008: In 2008, this PA was part of the Lower County Road Combined PDA/PPA. Community representatives renamed this PA in order to more clearly describe its location and altered its boundaries to more clearly follow parcel lines. Representatives also changed this priority designation from Combined PDA/PPA to PDA in order to emphasize development opportunities.

Northwest Rochester General Store Opportunity (2013) [250-02]

Purpose: To provide for neighborhood scale, general store-type retail to serve the surrounding areas.

Boundaries: Boundaries correspond to selected developable parcels with frontage on Braley Hill Road, excluding areas covered by the Mattapoisett River and Snipatuit Pond Water Resources PPA.

PRIORITY PROTECTION AREAS

Mattapoisett River and Snipatuit Pond Water Resources [250-03]

Purpose: To preserve water resources.

Boundaries: Boundaries expanded to include all DEP Zone II Aquifers, the Assawompsett Pond Outstanding Resource Water designation, and Snipatuit Pond, excluding the Village Center Combined PDA/PPA

Changes from 2008: In 2008, this PA was called Mattapoisett River, Snipatuit Pond, and Snow's Pond. Community representatives renamed this PA in order to more clearly describe its purpose and also altered its boundaries to more clearly follow designated resource areas.

Sippican River Area Aquifer [250-04]

Purpose: To preserve water resources.

Boundaries: Boundaries include all DEP Medium- and High-Yield Aquifers, excluding the Northeast Rochester Industrial District Combined PDA/PPA and the Four Corners PDA

Changes from 2008: In 2008, this PA was called Sippican River. Community representatives renamed this PA in order to more clearly describe its purpose and also altered its boundaries to more clearly follow designated resource areas.

COMBINED PRIORITY AREAS

Former Airfield [250-05]

Purpose: To encourage rural village and mixed-use development/redevelopment while respecting natural resources, scenic character, and surrounding neighborhoods (property owner has expressed desire to develop the property).

Boundaries: The boundary corresponds to the selected parcel lines.

Changes from 2008: Community representatives altered boundaries to more clearly follow proposed Village Center Overlay District and parcel lines. Community representatives chose to change this priority designation from PPA to Combined PDA/PPA in order to emphasize context-sensitive development opportunities.

Northeastern Rochester Industrial Area [250-06]

Purpose: To allow for currently-zoned business and industrial uses to continue and to expand in a manner that acknowledges surrounding water resources and development limitations.

Boundaries: Boundaries correspond to Industrial District and General Commercial District Zoning boundaries as well as eight small transitioning parcels (average lot size 0.93 acres)

Changes from 2008: In 2008, this PA was called Northern Rochester Mixed-Use Area. Community representatives renamed this PA in order to more clearly describe its purpose and also altered its boundaries to more clearly follow zoning districts and parcel lines.

Village Center Mixed-Use Area [250-07]

Purpose: To allow rural village and mixed-use development/redevelopment while preserving the historic integrity and village character of the area.

Boundaries: Boundaries correspond to parcels covered by the proposed Village Center Overlay District bylaw.

Changes from 2008: In 2008, this PA was called Rochester Center Mixed-Use Area. Community representatives renamed this PA in order to more clearly describe its purpose and location. They also altered its boundaries to more clearly follow proposed zoning districts and parcel lines.

SOUTH COAST RAIL CORRIDOR LAND USE AND ECONOMIC DEVELOPMENT PLAN FIVE-YEAR COMMUNITY PRIORITY AREA UPDATE COMMUNITY MEETINGS 06/30/2013				
Community	RPA	Introduction	Preliminary	Public
Acushnet	SRPEDD	1/3/2013	3/26/2013	5/24/2013
Attleboro	SRPEDD	1/15/2013	2/22/2013	5/30/2013
Berkley	SRPEDD	12/5/2012	3/21/2013	5/9/2013
Dartmouth	SRPEDD	12/17/2012	1/17/2013	5/20/2013
Dighton	SRPEDD	12/12/2012	1/24/2013	5/29/2013
Fairhaven	SRPEDD	12/27/2012	2/20/2013	5/20/2013
Fall River	SRPEDD	12/10/2012	3/14/2013	5/9/2013
Freetown	SRPEDD	12/17/2012	3/11/2013	5/21/2013
Lakeville	SRPEDD	1/7/2013	3/6/2013	5/28/2013
Mansfield	SRPEDD	1/16/2013	3/12/2013	5/15/2013
Marion	SRPEDD	12/18/2012	3/12/2013	5/16/2013
Mattapoisett	SRPEDD	12/11/2012	3/10/2013	5/20/2013
Middleborough	SRPEDD	2/4/2013	3/20/2013	6/25/2013
New Bedford	SRPEDD	1/7/2013	2/21/2013	5/13/2013
North Attleborough	SRPEDD	12/6/2012	3/5/2013	5/16/2013
Norton	SRPEDD	12/20/2012	3/5/2013	5/23/2013
Raynham	SRPEDD	12/11/2012	3/19/2013	5/2/2013
Rehoboth	SRPEDD	12/10/2012	2/28/2013	5/1/2013
Rochester	SRPEDD	1/7/2013	3/28/2013	5/15/2013
Seekonk	SRPEDD	12/19/2012	2/27/2013	5/14/2013
Somerset	SRPEDD	1/9/2013	4/25/2013	5/23/2013
Swansea	SRPEDD	1/8/2013	2/6/2013	5/30/2013
Taunton	SRPEDD	1/30/2013	1/19/2013	5/29/2013
Wareham	SRPEDD	1/15/2013	4/17/2013	6/10/2013
Westport	SRPEDD	12/3/2012	3/2/2013	6/4/2013
			4/10/2013	

South Coast Rail Priority Area 5-Year Update

Subregion 7: Rochester, Wareham, Mattapoisett, Marion

Map 1: Community Priority
Area Designations, 2008-09

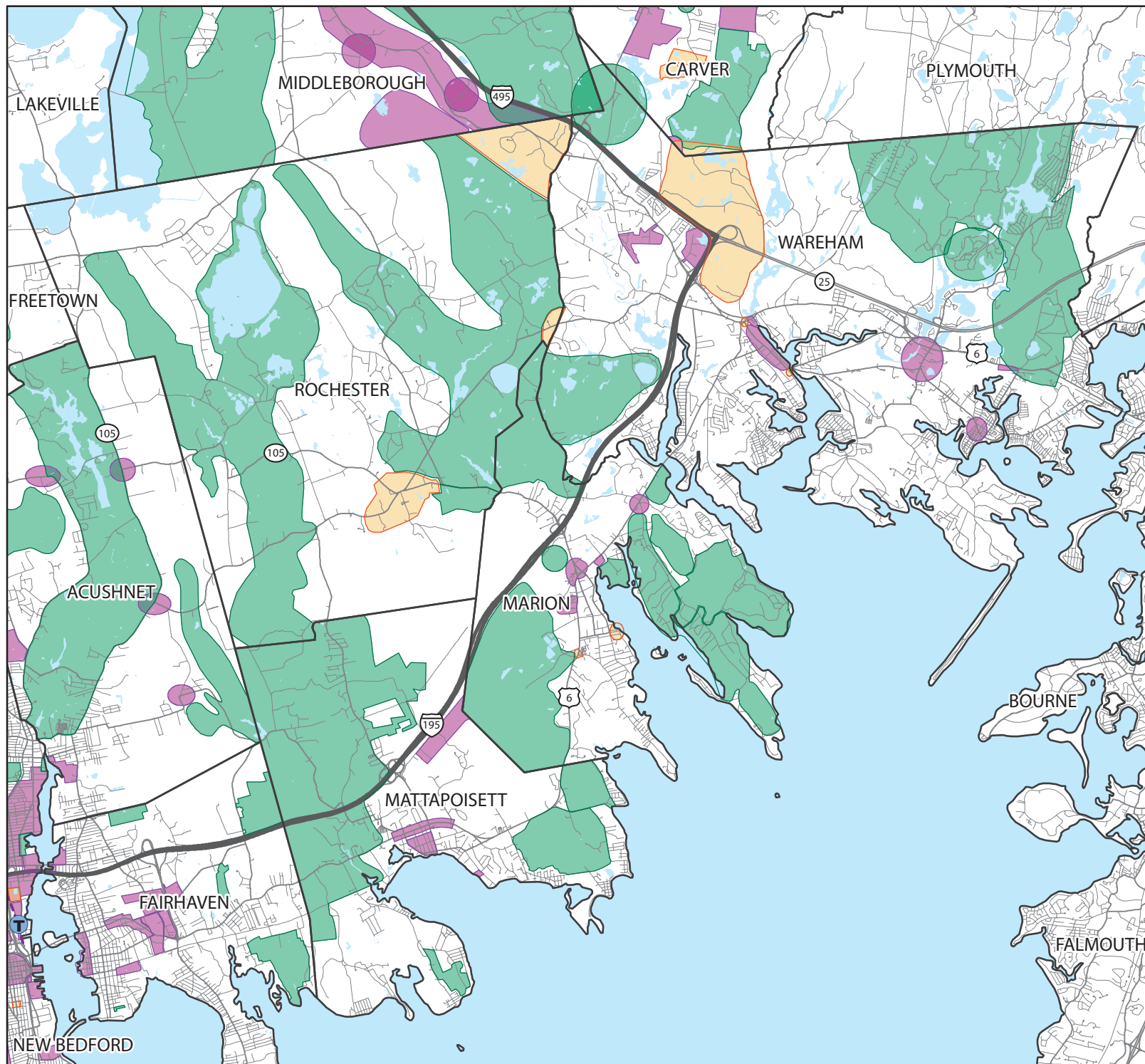
- Priority Development Areas (PDAs)
- Priority Protection Areas (PPAs)
- Combined PDA/PPA
- Overlapping Priority Areas
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Proposed Stations
- MBTA Proposed Rail Lines

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

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South Coast Rail
Priority Area
5-Year Update

Subregion 7: Rochester,
Wareham, Mattapoisett,
Marion

Map 2: Open Space &
Developed Land

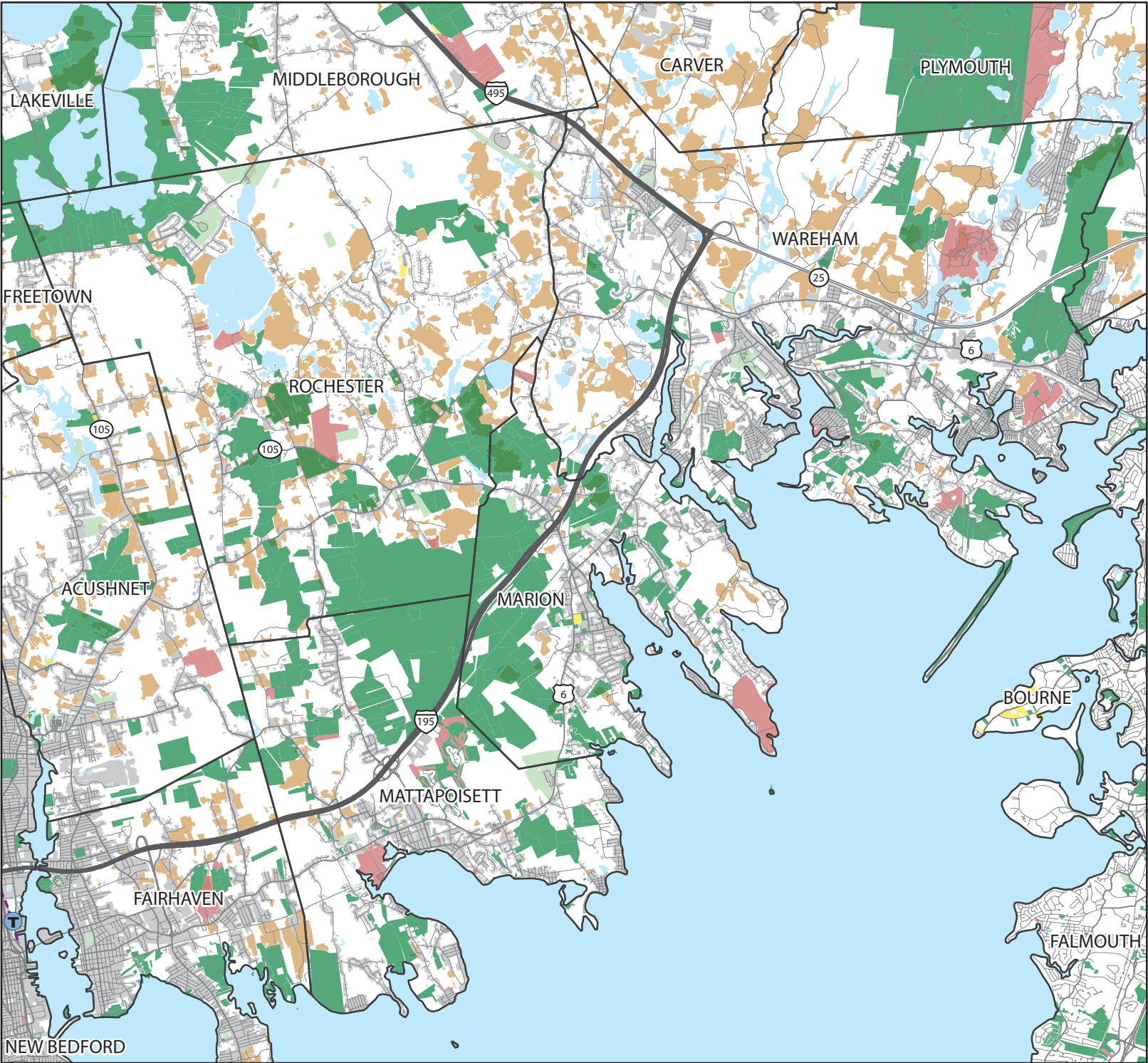
- Developed Land
- Open Space (Protected In Perpetuity)
- Open Space (Limited Protection)
- Open Space (Term-Limited or Unknown)
- Open Space (No Protection)
- Active Agriculture
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Proposed Stations
- MBTA Proposed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

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South Coast Rail
Priority Area
5-Year Update

Subregion 7: Rochester,
Wareham, Mattapoisett,
Marion

Map 3: Economic
Development and
Infrastructure

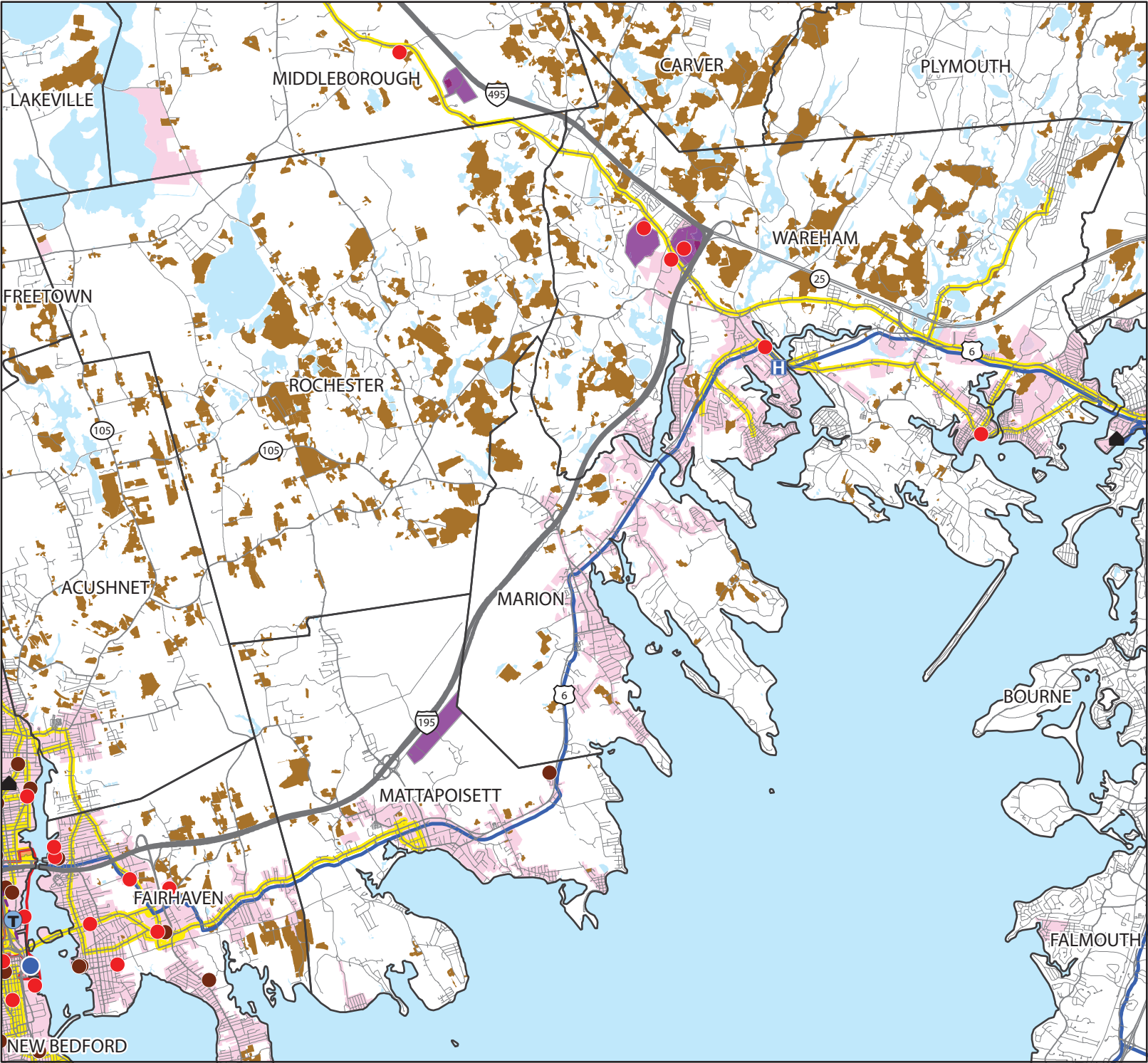
- Colleges and Universities
- Hospitals
- EOHED Growth Districts Initiative
- EOHED Chapter 43D Districts
- EOHED Chapter 40R Districts
- Industrial Parks
- Economic Opportunity Areas (EOAs)
- Seaport
- MassDEP Activity and Use Limitation (AUL) Brownfield Sites
- SRTA/GATRA Fixed Bus Routes
- OpenCape Broadband
- Active Agriculture
- Sewer Service
- Developed Land
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Proposed Stations
- MBTA Proposed Rail Lines

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South Coast Rail
Priority Area
5-Year Update

Subregion 7: Rochester,
Wareham, Mattapoisett,
Marion

Map 4: Water Resources

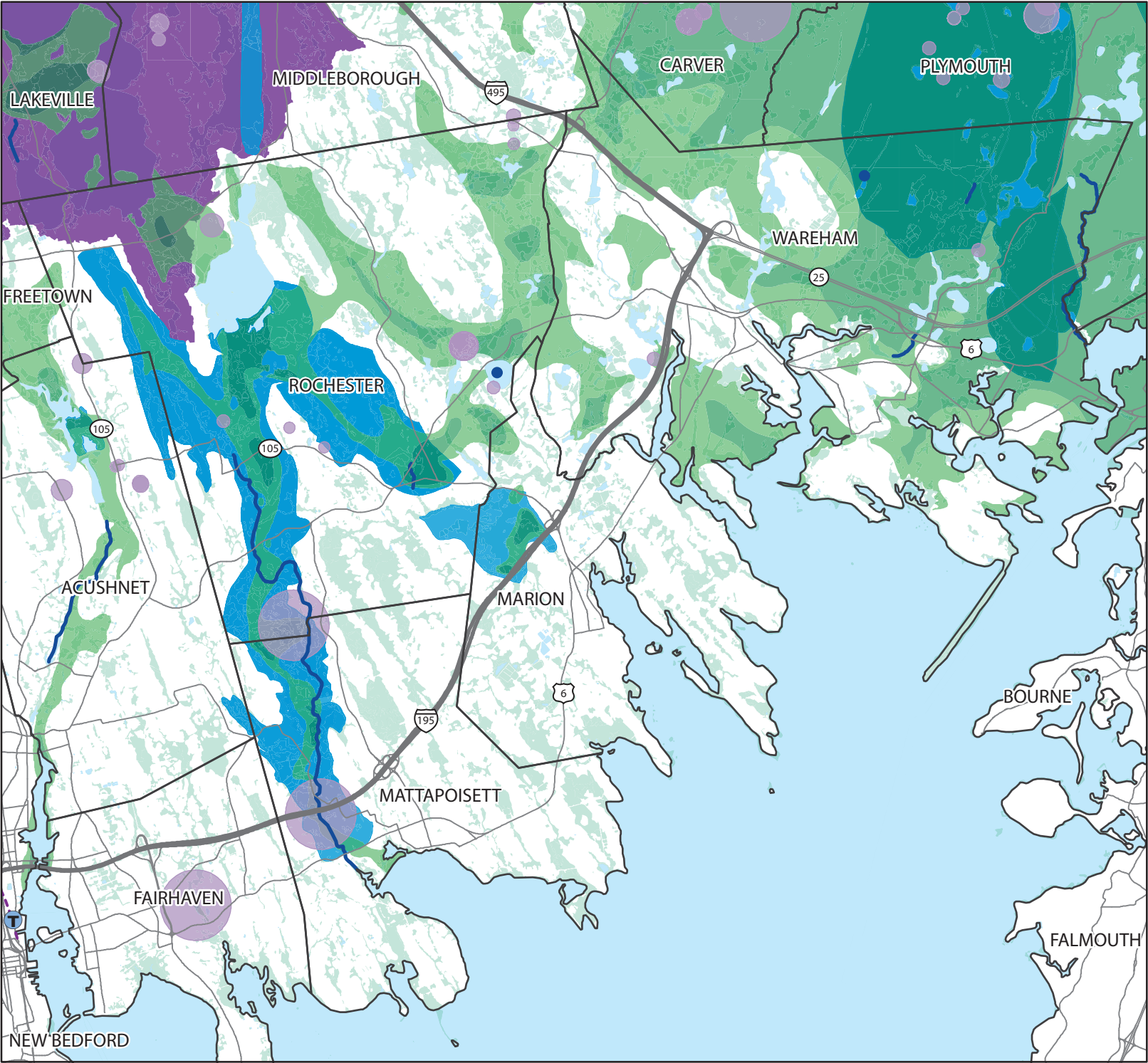
- DEP Approved Zone II Aquifers
- High-Yield Aquifers
- Medium-Yield Aquifers
- Interim Wellhead Protection Areas (IWPA's)
- DEP Outstanding Resource Waters - Public Water Supply Watershed
- DEP Wetland Bodies
- DF&G Coldwater Streams/Fisheries
- DF&G Coldwater Fishery Pond
- Water
- Municipal Boundaries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

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South Coast Rail Priority Area 5-Year Update

Subregion 7: Rochester, Wareham, Mattapoisett, Marion

Map 5: Biodiversity &
Natural Resources

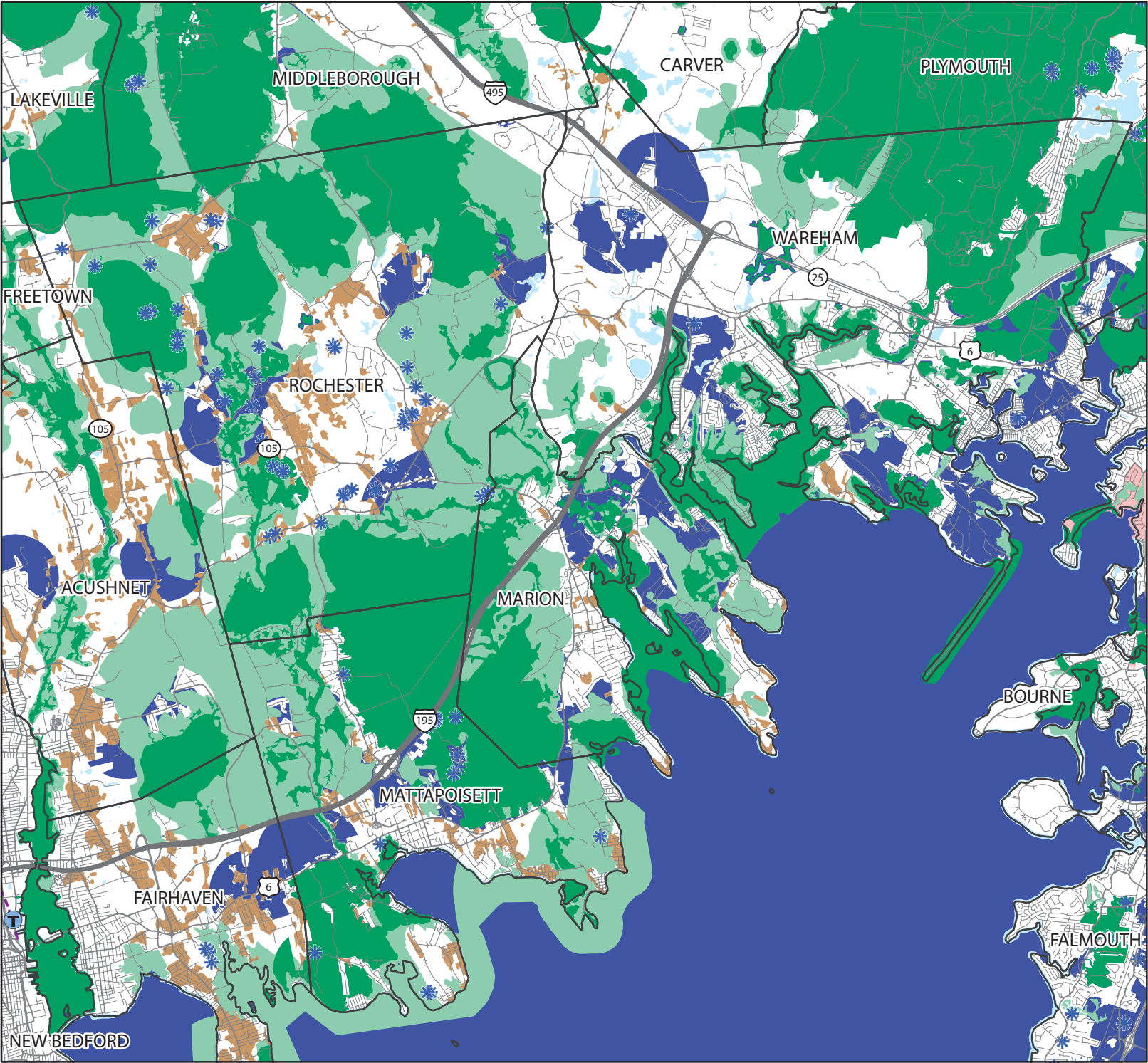
- NHESP Certified Vernal Pool
- All Areas Prime Farmland (NRCS SSURGO-Certified Soils)
- NHESP Priority Habitats
- BioMap2 Core Habitat
- BioMap2 Critical Natural Landscapes
- Area of Critical Environmental Concern (ACEC)
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local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

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February 2013



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South Coast Rail Priority Area 5-Year Update

Subregion 7: Rochester, Wareham, Mattapoisett, Marion

Map 6: Housing and
Environmental Justice (EJ)

- EOEEA 2010 EJ Block Group (Minority)
- EOEEA 2010 EJ Block Group (Income)
- EOEEA 2010 EJ Block Group (Minority and Income)
- EOEEA 2010 EJ Block Group (Minority, Income, and English Isolation)
- SRTA/GATRA Fixed Bus Routes
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- T MBTA Commuter Rail Stations
- MBTA Commuter Rail Lines
- T MBTA Proposed Stations
- MBTA Proposed Rail Lines

HPP Current Housing Production Plan

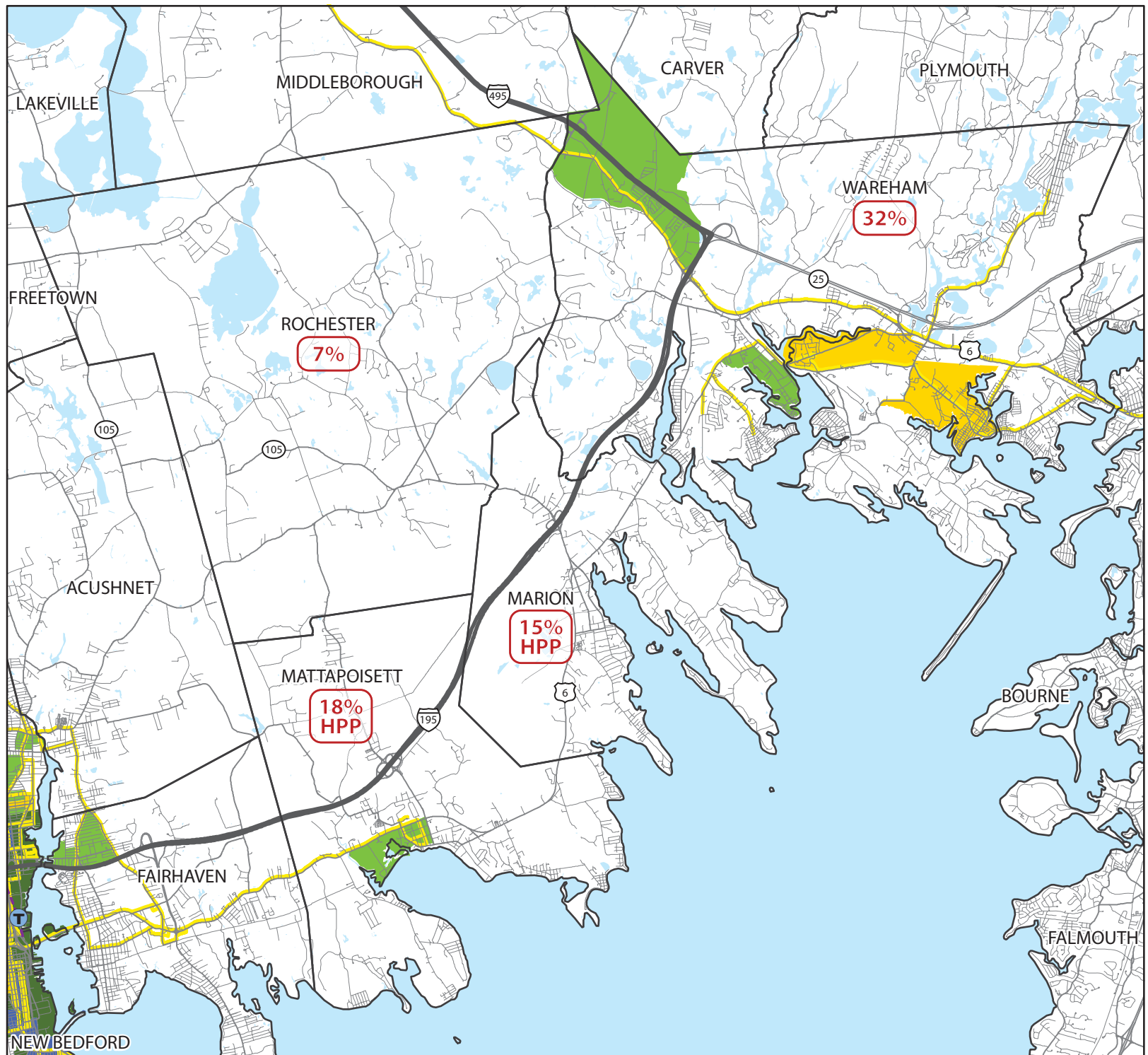
35% Percent of a community's total housing units that are affordable to households with incomes \leq 80% the area median income (AMI). Note: 35% of all housing units in the South Coast Rail region are affordable to these households.

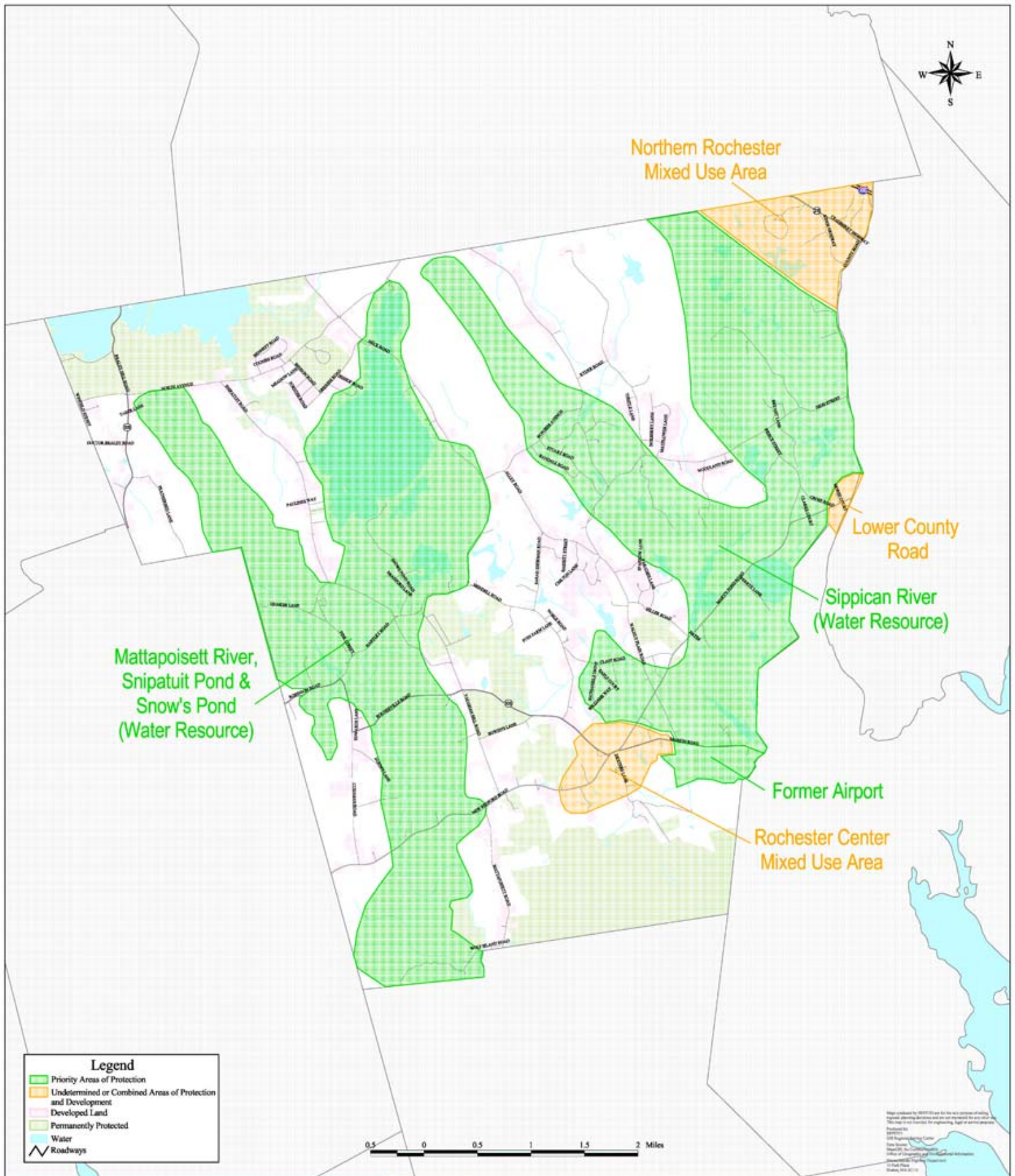
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February 2013



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SOUTH COAST RAIL
Smart Growth
Corridor Plan

Town of Rochester
Priority Development & Protection Areas



Prepared By:
SRPEDO
September 2008