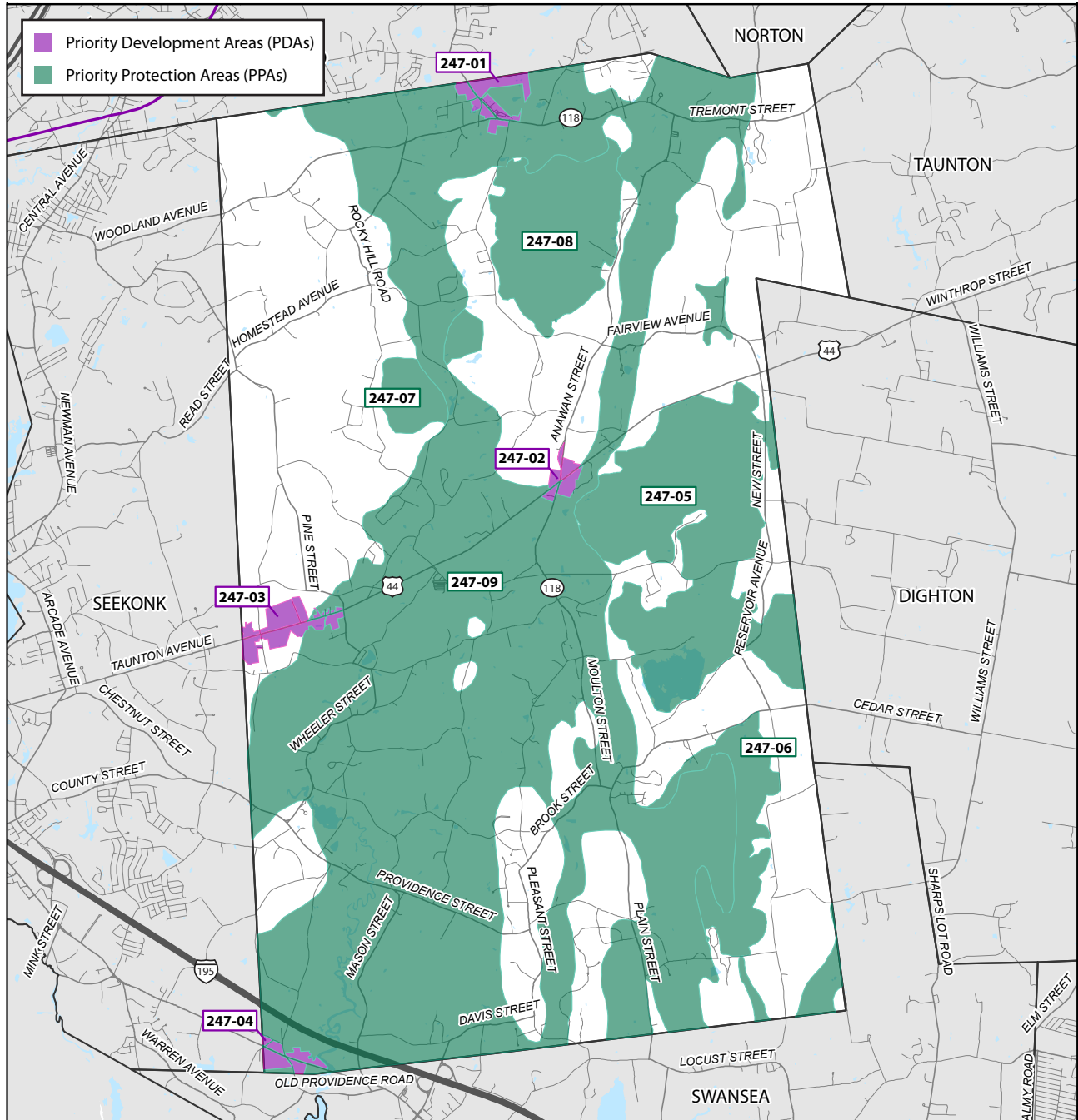


South Coast Rail Corridor Plan

Five-Year Update of Community Priority Areas

Rehoboth



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.

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

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.

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
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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

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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**.

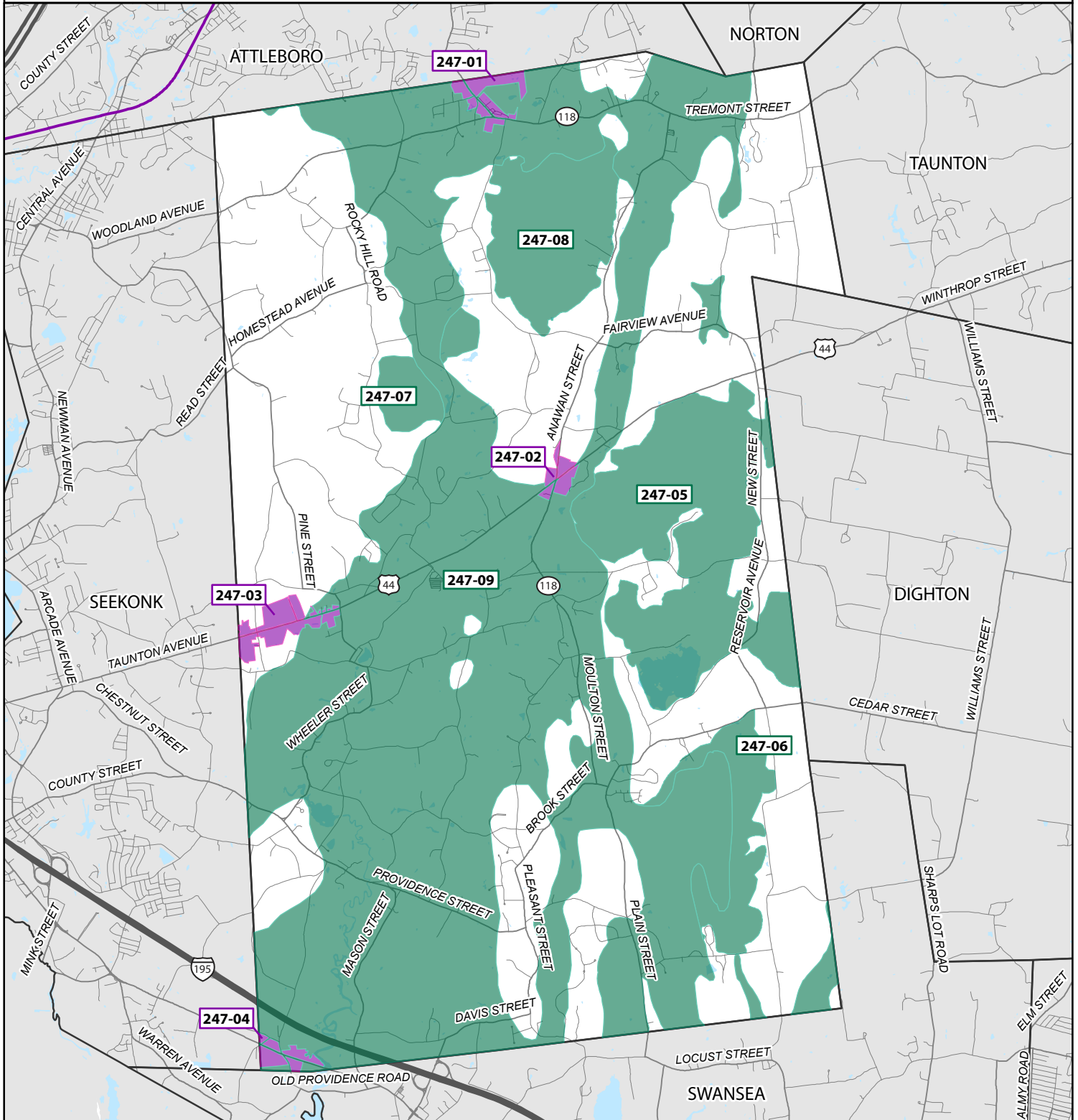
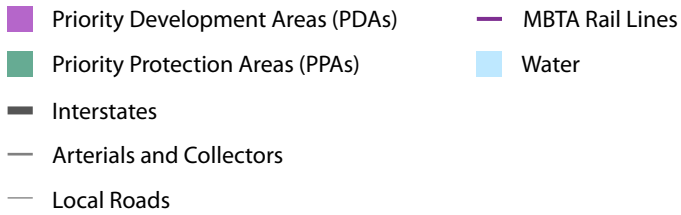
This South Coast Rail Corridor Plan Community Priority Area Five-Year Update was completed with the assistance of SRPEDD, with funds provided by the Commonwealth of Massachusetts, MassDOT South Coast Rail project and with support by EOHED.

2013 Rehoboth Community Priority Area List

ID Number	Name	Type	Acres
247-01	Chartley Node	Development	96.92
247-02	Route 44 and Route 118	Development	2,219.77
247-03	Route 44 West	Development	554.06
247-04	Route 6 Low Impact Development	Development	286.71
247-05	County Street BioMap 2	Protection	51.27
247-06	Munwhauge BioMap 2	Protection	140.87
247-07	Perryville Road BioMap 2	Protection	60.54
247-08	Tremont Street BioMap 2	Protection	991.72
247-09	Water Resource Protection District	Protection	13,661.75

Town of Rehoboth Community Priority Areas, 2013

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



TOWN OF REHOBOTH
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 Rehoboth. 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 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 REHOBOTH RESULTS

On December 10, 2012, SRPEDD staff met with the Board of Selectmen (BOS) to re-introduce the Priority Area planning exercise. The BOS designated the Town Planner/Conservation Agent, Leeann Bradley, as the contact person for this work. The preliminary municipal meeting was held on February 28, 2013 at SRPEDD. 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 Rehoboth held a public meeting to seek input from town residents on the revisions recommended by the municipal representatives on May 1, 2013 at the Rehoboth Town Hall. Three revisions were requested for two of the priority areas. The consensus of the meeting attendees was that, with the noted revisions, the 2013 Priority Area map depicts the boundaries of areas deemed to be priorities for development and for preservation. The result of this work is the 2013 Rehoboth 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

Chartley Node [247-01]

Purpose: Commercial and mixed-use development to compliment surrounding residential uses.

Boundaries: Boundaries correspond to parcels that have frontage on Route 118 and are either partially or completely within the General Business Zoning District.

Changes from 2008: Community representatives altered boundaries to more clearly follow parcel lines and zoning districts.

Future Action: Further study. Potential extension of General Business Zoning District further back from the Route 118 centerline or potential modification to make zoning parcel-specific.

Route 44 and Route 118 [247-02]

Purpose: Commercial and mixed-use development along Route 44 to compliment surrounding residential uses.

Boundaries: Boundaries correspond to parcels that have frontage on Route 44 and Route 118 and are either partially or completely within the General Business Zoning District.

Changes from 2008: In 2008, this PA was called the Village Center District. Community representatives renamed this area in order to more clearly describe its purpose and location. Community representatives also altered boundaries to more clearly follow parcel lines and zoning districts.

Future Action: Further study. Potential extension of General Business Zoning District further back from the Route 44 and Route 118 centerlines or potential modification to make zoning parcel-specific.

Route 44 West [247-03]

Purpose: Commercial and mixed-use development along Route 44.

Boundaries: Boundaries correspond to parcels that have frontage on Route 44 and are either partially or completely within the General Business Zoning District.

Changes from 2008: Community representatives altered boundaries to more clearly follow parcel lines and zoning districts.

Future Action: Further study. Potential extension of General Business Zoning District further back from the Route 44 centerline or potential modification to make zoning parcel-specific.

Route 6 Low Impact Development [247-04]

Purpose: Low-impact Commercial redevelopment.

Boundaries: Boundaries correspond to parcels that have frontage on Route 6 and are either partially or completely within the General Business Zoning District.

Changes from 2008: In 2008, this PA was called the Rte. 6 Corridor. Community representatives renamed this area in order to more clearly describe its purpose. Community representatives altered boundaries to more clearly follow parcel lines and zoning districts.

Future Action: Further study. Potential extension of General Business Zoning District further back from Route 6 centerline or potential modification to make zoning parcel-specific.

PRIORITY PROTECTION AREAS

County Street BioMap 2 [247-05]

Purpose: To preserve BioMap 2 Core Habitats and Critical Natural Landscapes.

Boundaries: Boundaries correspond to BioMap 2 Core Habitats and Critical Natural Landscapes not already covered by the Water Resource Protection District PPA.

Changes from 2008: In 2008, this PA consisted of a portion of the PPA called Munwhague. Community representatives renamed this area in order to more clearly describe its location and purpose. Boundaries were altered to more clearly follow designated habitat areas.

Munwhague BioMap 2 [247-06]

Purpose: To preserve BioMap 2 Core Habitats and Critical Natural Landscapes.

Boundaries: Boundaries correspond to BioMap 2 Core Habitats and Critical Natural Landscapes not already covered by the Water Resource Protection District PPA.

Changes from 2008: In 2008, this PA was called Munwhague. Community representatives renamed this area in order to more clearly describe its purpose. Boundaries were altered to more clearly follow designated habitat areas.

Perryville Road BioMap 2 [247-07]

Purpose: To preserve BioMap 2 Core Habitats and Critical Natural Landscapes.

Boundaries: Boundaries correspond to BioMap 2 Core Habitats and Critical Natural Landscapes not already covered by the Water Resource Protection District PPA.

Changes from 2008: In 2008, this PA was called The West Branch of the Palmer River (partial coverage). Community representatives renamed this area in order to more clearly describe its location and purpose. Boundaries were altered to more clearly follow designated habitat areas.

Tremont Street BioMap 2 [247-08]

Purpose: To preserve BioMap 2 Core Habitats and Critical Natural Landscapes.

Boundaries: Boundaries correspond to BioMap 2 Core Habitats and Critical Natural Landscapes.

Changes from 2008: In 2008, this PA consisted was called The West Branch of the Palmer River (partial coverage). Community representatives renamed this area in order to more clearly describe its location and purpose. Boundaries were altered to more clearly follow designated habitat areas.

Water Resource Protection District [247-09]

Purpose: To protect drinking water resources and natural habitats.

Boundaries: Boundaries correspond to the Water Resource Protection District Zoning District.

Changes from 2008: In 2008, this PA consisted of three individual PPAs: The Aquifer, The West Branch of the Palmer River, and Stevens Corner. Community representatives renamed this area in order to more clearly describe its purpose. Boundaries were altered to more clearly follow zoning districts.

DELETED PRIORITY AREAS

Algonquin Gas Pumping Station PDA, Coffin Corner PDA, Plain Street Mixed-Use PDA, and Rte. 44 East PDA: Community representatives chose to remove these PAs because they no longer represented first-tier growth priorities.

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 2: Dighton,
Rehoboth, Seekonk,
Somerset, Swansea

Map 1: Community Priority
Area Designations, 2008-09

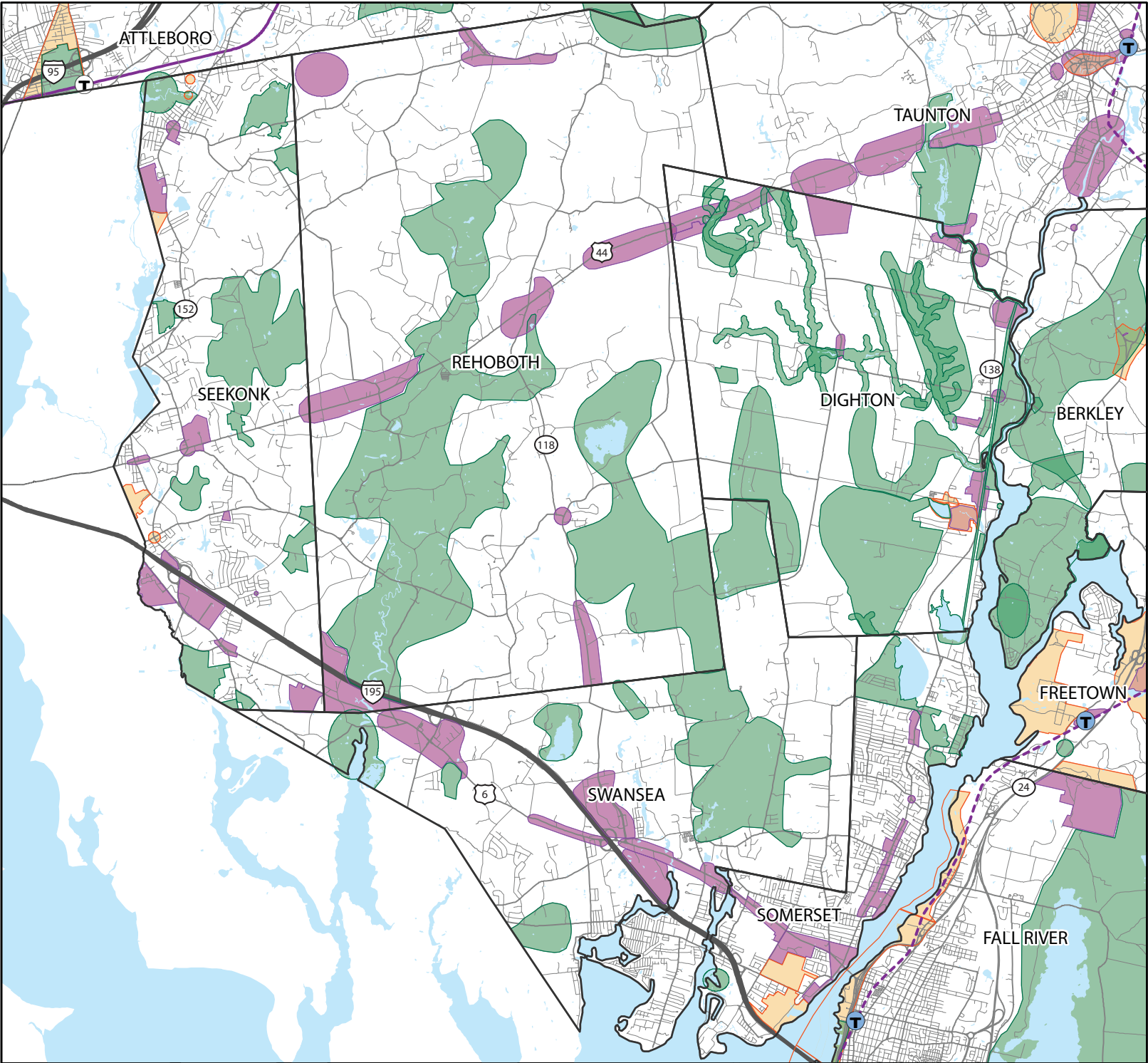
- Priority Development Areas (PDAs)
- Priority Protection Areas (PPAs)
- Combined PDA/PPA
- Overlapping Priority Areas
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Commuter Rail Stations
- MBTA Commuter Rail Lines
- MBTA Proposed Stations
- MBTA Proposed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

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

February 2013



1 mile



South Coast Rail
Priority Area
5-Year Update

Subregion 2: Dighton,
Rehoboth, Seekonk,
Somerset, Swansea

Map 2: Open Space &
Developed Land

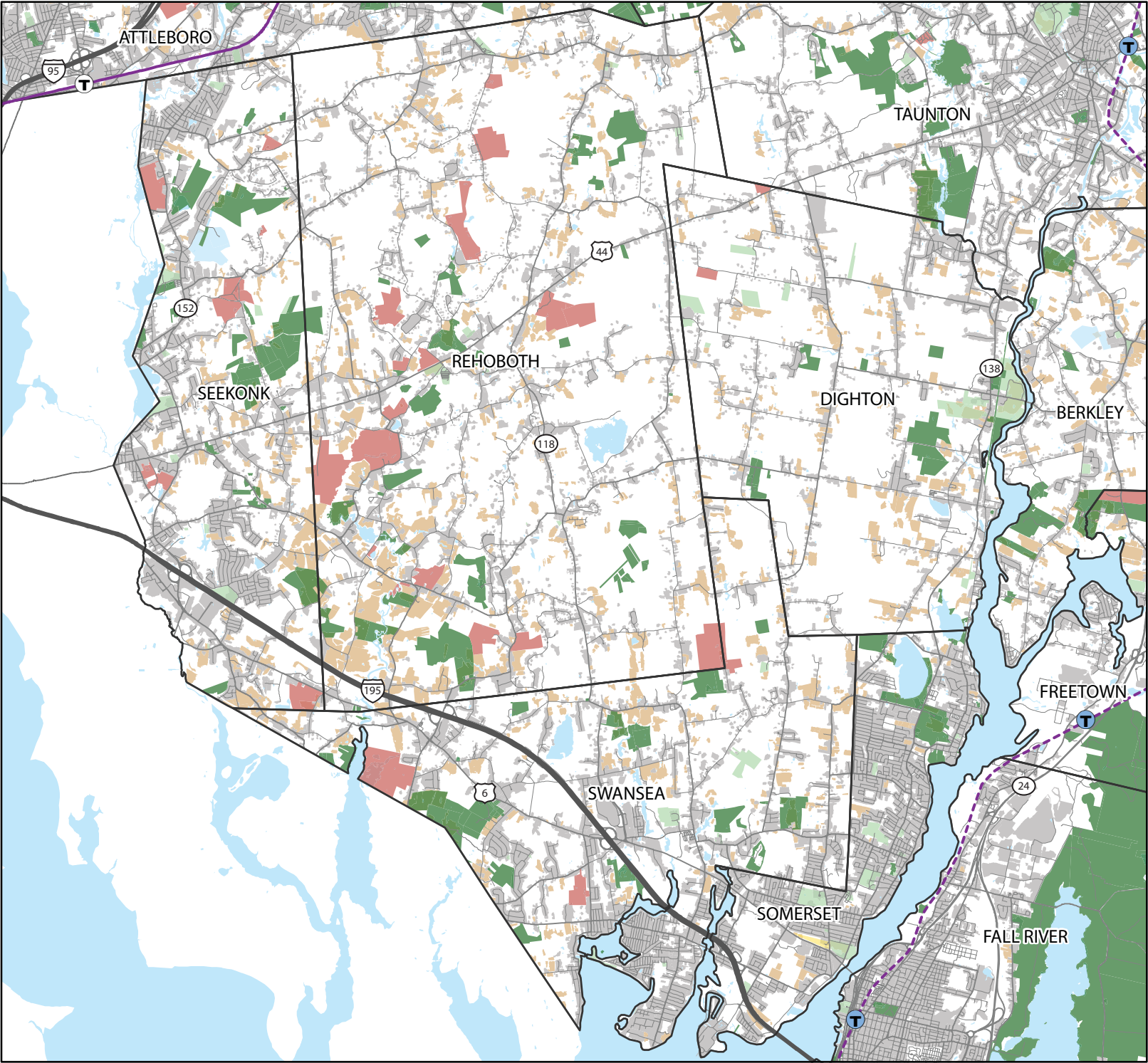
- Developed Land
- Open Space (Protected In Perpetuity)
- Open Space (Limited Protection)
- Open Space (Term-Limited or Unknown)
- Open Space (No Protection)
- Active Agriculture
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Commuter Rail Stations
- MBTA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

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February 2013



1 mile



South Coast Rail Priority Area 5-Year Update

Subregion 2: Dighton, Rehoboth, Seekonk, Somerset, Swansea

Map 3: Economic
Development and
Infrastructure

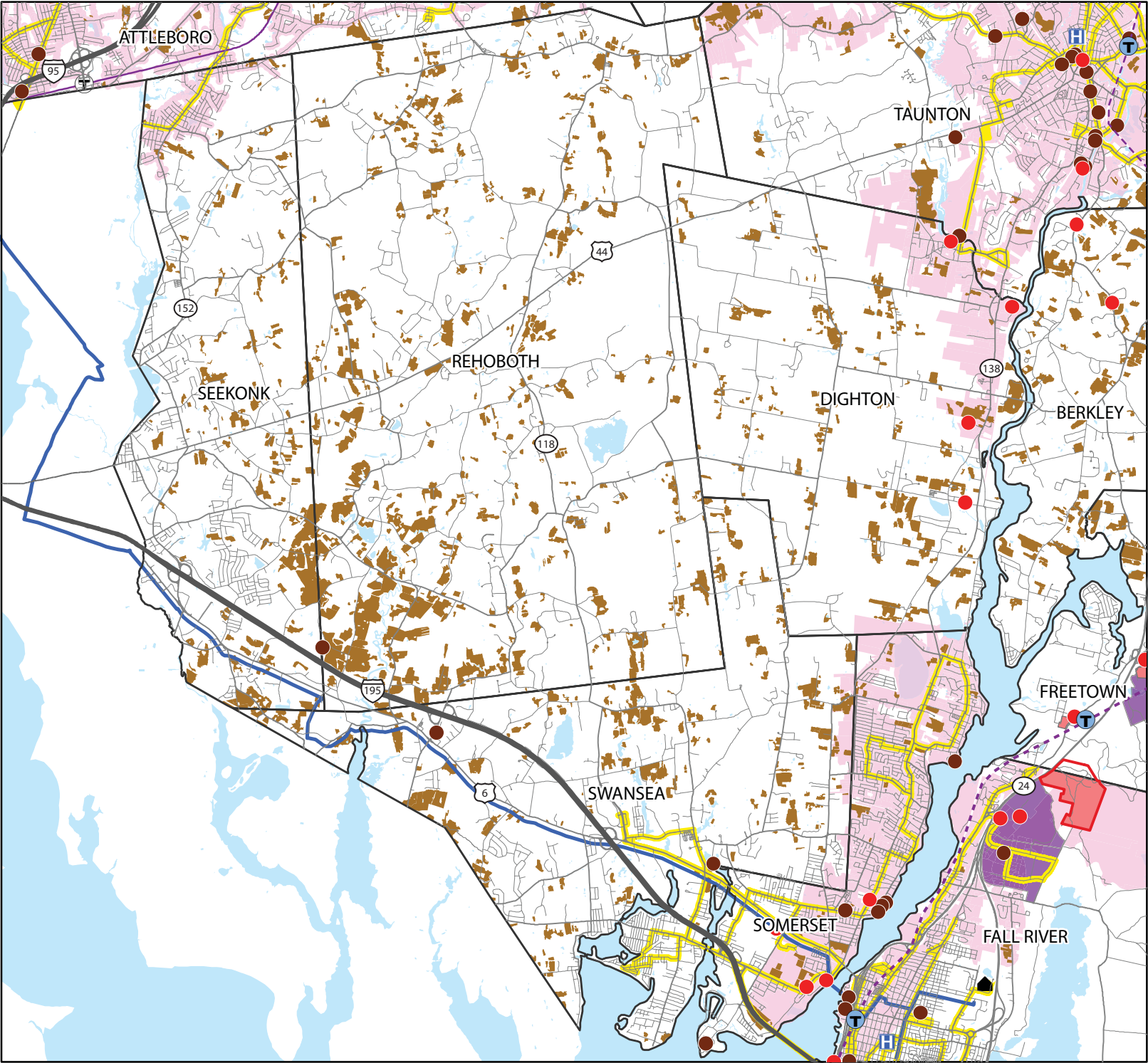
- Colleges and Universities
- Hospitals
- Airport
- EOHED Growth Districts Initiative
- EOHED Chapter 43D Districts
- Industrial Parks
- Economic Opportunity Areas (EOAs)
- MassDEP Activity and Use Limitation (AUL) Brownfield Sites
- SRTA/GATRA Fixed Bus Routes
- Active Agriculture
- Sewer Service
-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

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February 2013



1 mile



South Coast Rail
Priority Area
5-Year Update

Subregion 2: Dighton,
Rehoboth, Seekonk,
Somerset, Swansea

Map 4: Water Resources

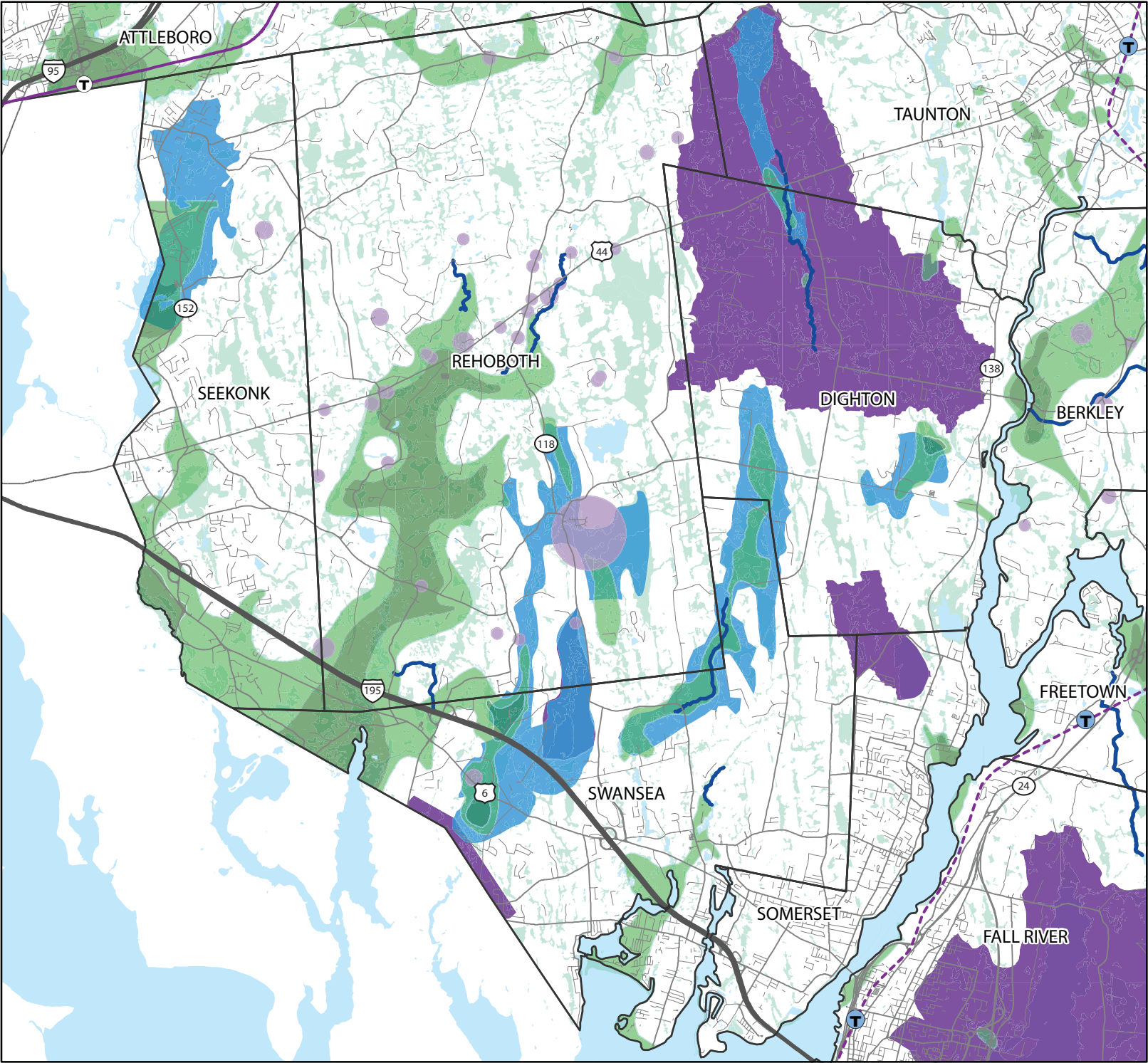
- DEP Approved Zone II Aquifers
- High-Yield Aquifers
- Medium-Yield Aquifers
- Interim Wellhead Protection Areas (IWPAs)
- DEP Outstanding Resource Waters - Public Water Supply Watershed
- DEP Wetland Bodies
- DF&G Coldwater Streams/Fisheries
- Water
- Municipal Boundaries
- Interstates
- Arterials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

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February 2013



1 mile



South Coast Rail
Priority Area
5-Year Update

Subregion 2: Dighton,
Rehoboth, Seekonk,
Somerset, Swansea

Map 5: Biodiversity &
Natural Resources

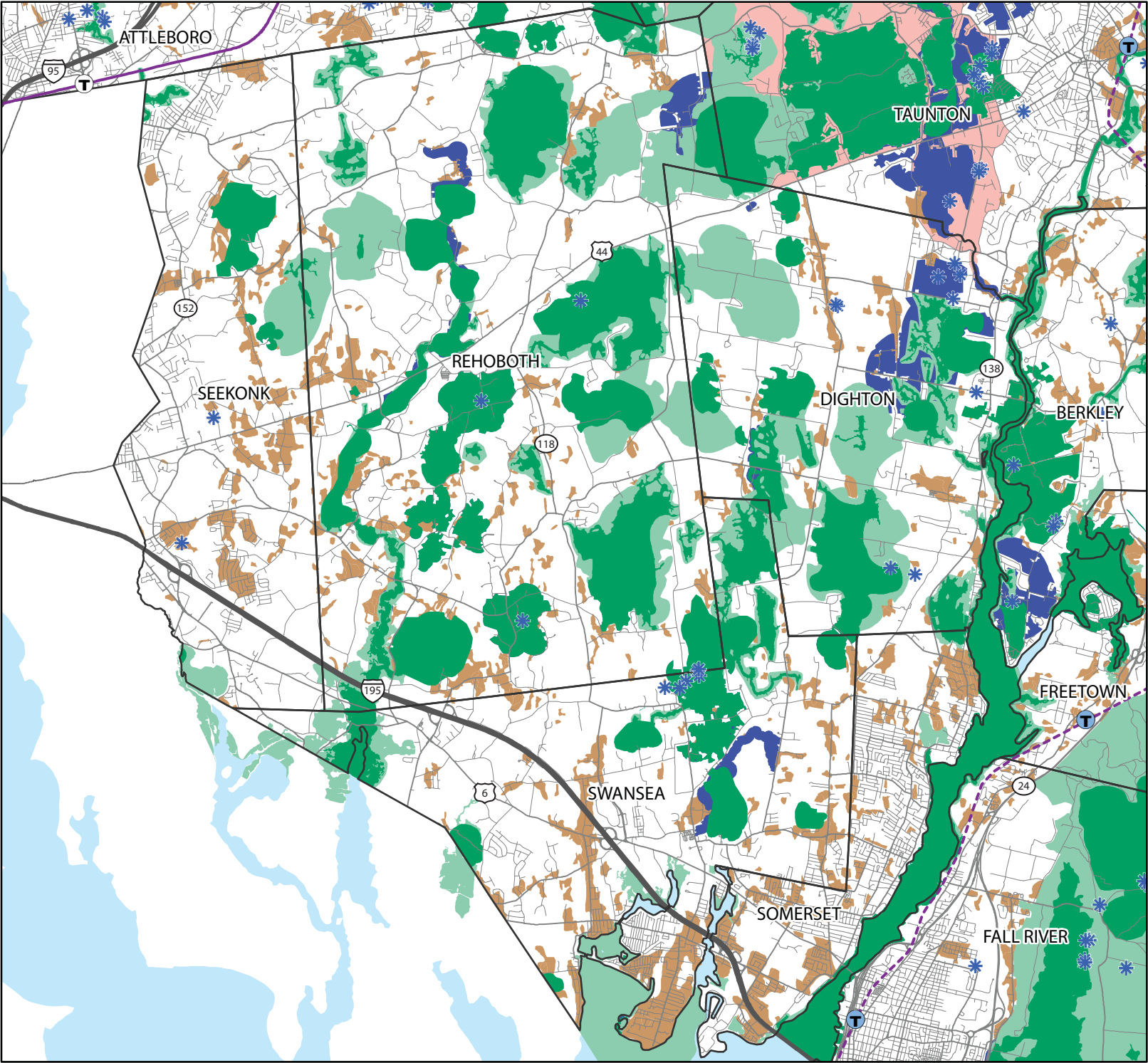
- * NHESP Certified Vernal Pool
- All Areas Prime Farmland (NRCS SSURGO-Certified Soils)
- NHESP Priority Habitats
- BioMap2 Core Habitat
- BioMap2 Critical Natural Landscapes
- Area of Critical Environmental Concern (ACEC)
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local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

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February 2013



1 mile



South Coast Rail Priority Area 5-Year Update

Subregion 2: Dighton, Rehoboth, Seekonk, Somerset, Swansea

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)
- 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

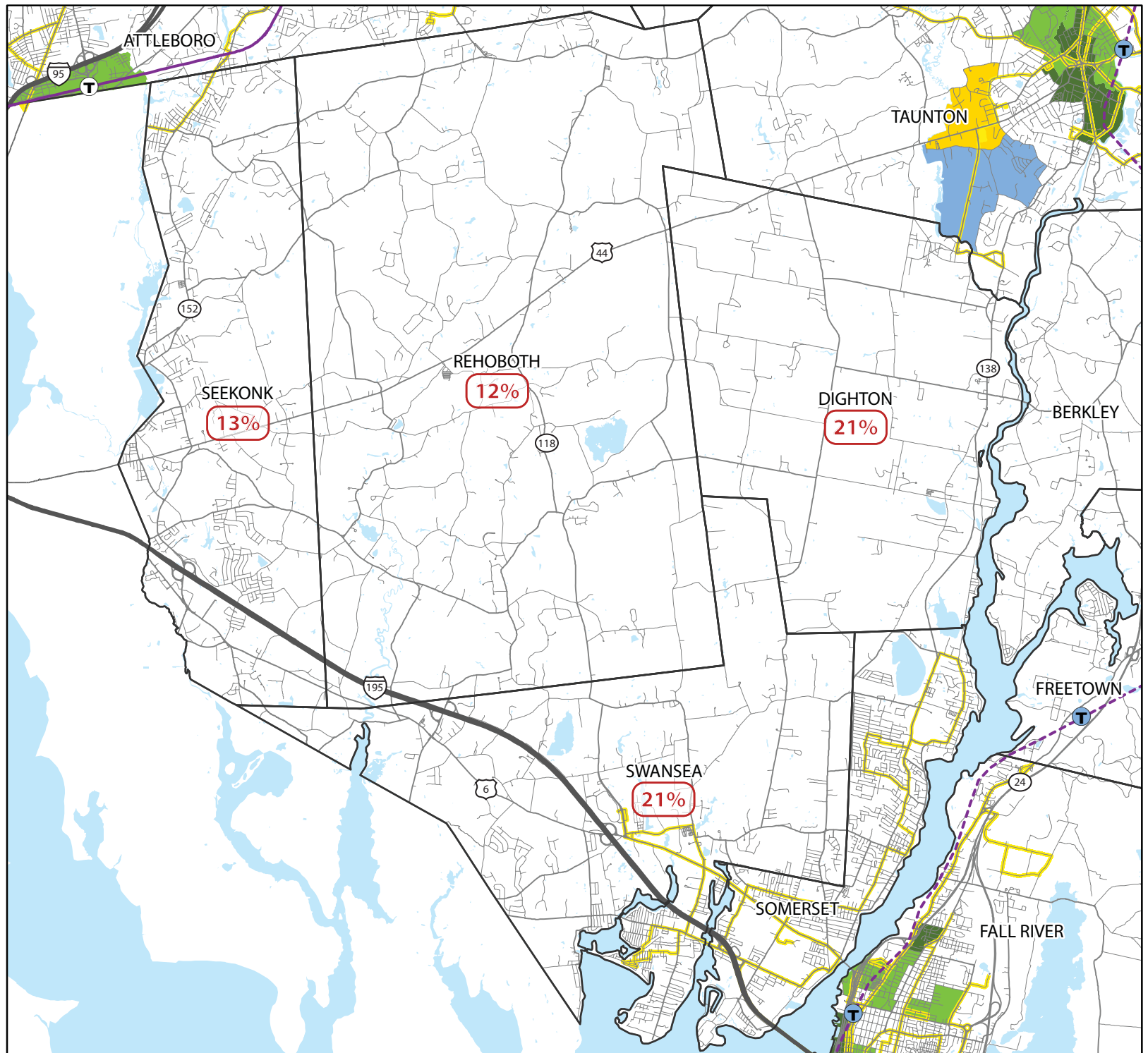
35% Percent of a community's total housing units that are affordable to households with incomes \leq 80% the area median income (AMI).
Note: 35% of all housing units in the South Coast Rail region are affordable to these households.

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February 2013

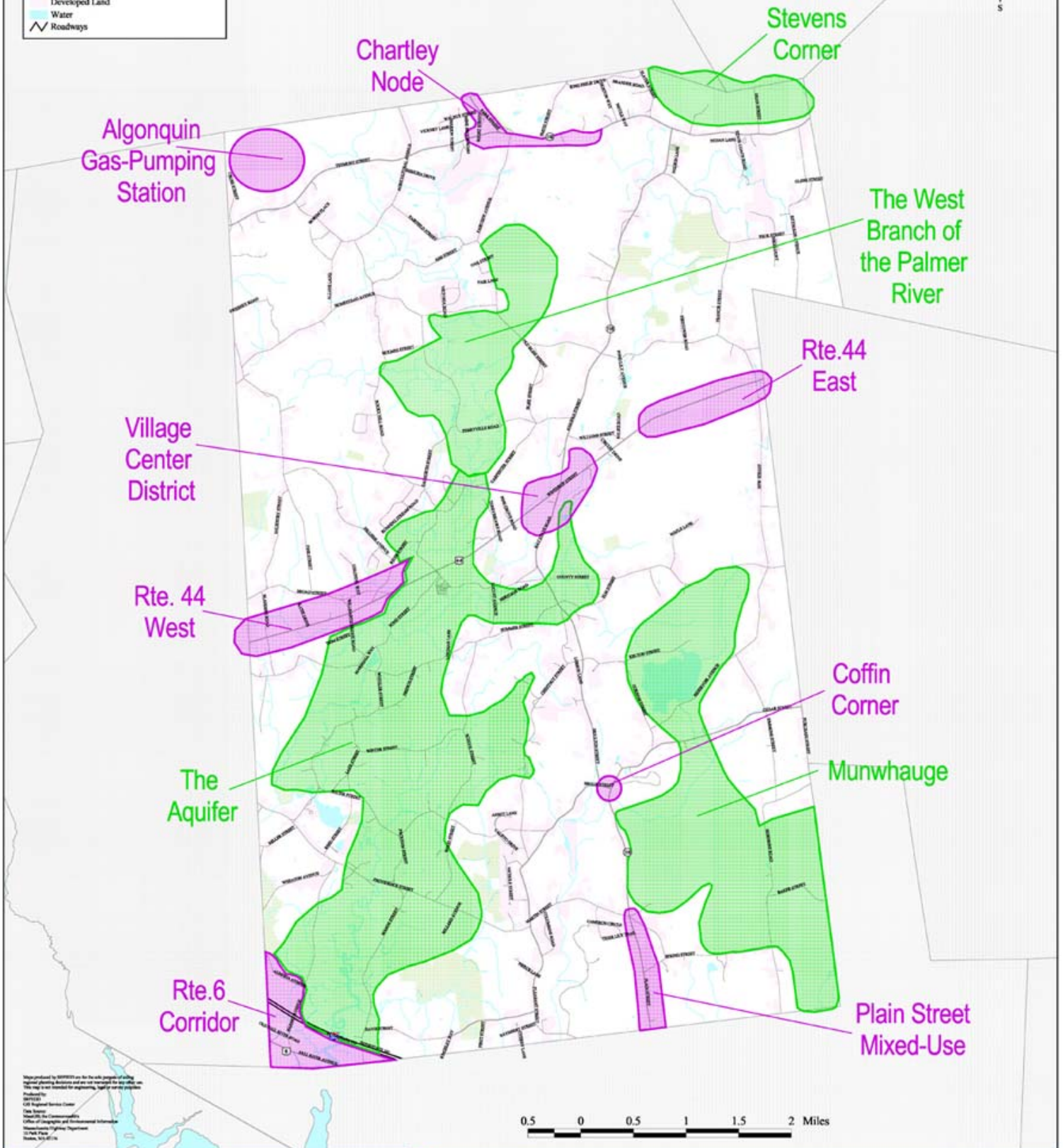


1 mile



Legend

- Priority Areas of Protection
- Priority Areas of Development/ Redevelopment
- Permanently Protected
- Developed Land
- Water
- Roadways



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SOUTH COAST RAIL
Smart Growth
Corridor Plan

Town of Rehoboth
Priority Development & Protected Areas



Prepared By:
SRPEDD
September 2008