

City of New Bedford



Priority Development & Protection Areas

May 2008



PRIORITY DEVELOPMENT AREAS PRIORITY PROTECTION AREAS

INTRODUCTION

Southeastern Massachusetts is growing rapidly. As a region, we are developing nearly 8 acres each and every day, or about 4½ square miles a year. This is equivalent to fully developing an area the size of the Town of Somerset every 21 months.

Development is inevitable – our region is a desirable place to live and work, and a certain amount of new growth is healthy. But in the past, we have not always planned well for development, and the result has not always been an asset for our communities and region.

Good development should be on sites that are matched to their intended uses. Sites for more intensive development need good access, compatible abutting land uses, public water and sewer service nearby, and minimal environmental constraints. These areas need to be located, mapped and appropriately zoned.

Likewise, we need to plan to protect our most important natural areas. These are the areas that contribute to our water supply, contain threatened or endangered species or are special due to their scenic or historic features. These areas also need to be located, mapped and appropriately protected.

We must steer development toward the appropriate (priority development) areas and away from the critical (priority protection) areas in order to achieve the vision that we have for our communities.

In conjunction with the South Coast Rail project and the Southeastern Massachusetts Commuter Rail Task Force, SRPEDD will be working with the cities and towns of the region to identify those areas that are the best ones for development and the best ones to be protected. These will be the **Priority Development Areas (PDAs)** and **Priority Protection Areas (PPAs)** and we will be working with municipal officials and citizens to locate and designate these areas.

WHAT ARE PRIORITY DEVELOPMENT AREAS?

These are areas within a city or town that are capable of handling more development due to several factors, including good access, available infrastructure (primarily water and sewer), an absence of environmental constraints, and local support. PDAs can range in size from a single lot to many acres. Areas designated under state programs such as Chapter 43D (expedited permitting), Chapter 40R (smart growth zones) or Economic Opportunity Areas can be examples of PDAs. Included in these designations will be the local recommendations for how these sites should be developed.



WHAT ARE PRIORITY PROTECTION AREAS?

These are areas within a city or town that deserve special protection due to the presence of significant environmental factors and natural features, such as endangered species habitats, areas critical to water supply, scenic vistas, or areas of historic significance. Like PDAs, the protection areas can vary greatly in size. Areas of Critical Environmental Concern (ACECs), aquifer recharge areas or designated priority habitats can be examples of PPAs.

WHAT IS THE PURPOSE OF THE PDA/PPA DESIGNATIONS?

This work is useful to all communities in making land use and zoning decisions. But it may also be helpful when considering potential mitigation for the commuter rail project and may be utilized if a regional system of transfer of development rights is utilized. The PDA/PPA information that is developed will also be integrated into the corridor plan for the South Coast Rail project.

HOW DOES THE PROCESS WORK?

SRPEDD assembled known data, local zoning bylaws, master plans and open space plans and worked with local planners, conservation agents, economic development officials, elected officials, interest groups, local organizations and citizens to review this information and refine it with local knowledge. This process took several months in each community. State officials will be consulted for their input and final recommendations will be brought before local officials and the Southeastern Massachusetts Commuter Rail Task Force.

HAS THIS BEEN DONE BEFORE?

Similar efforts undertaken by SRPEDD in 1997 and The Coalition of Buzzards Bay have completed pieces of this process, and that work will be incorporated into this effort.

The following pages reveal the work that members of the City of New Bedford identified as Priority Protection and Priority Development Areas in the spring of 2008. *SRPEDD would like to express appreciation to the New Bedford Planning Department for all their assistance developing the City of New Bedford Priority Summary.*

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Summary

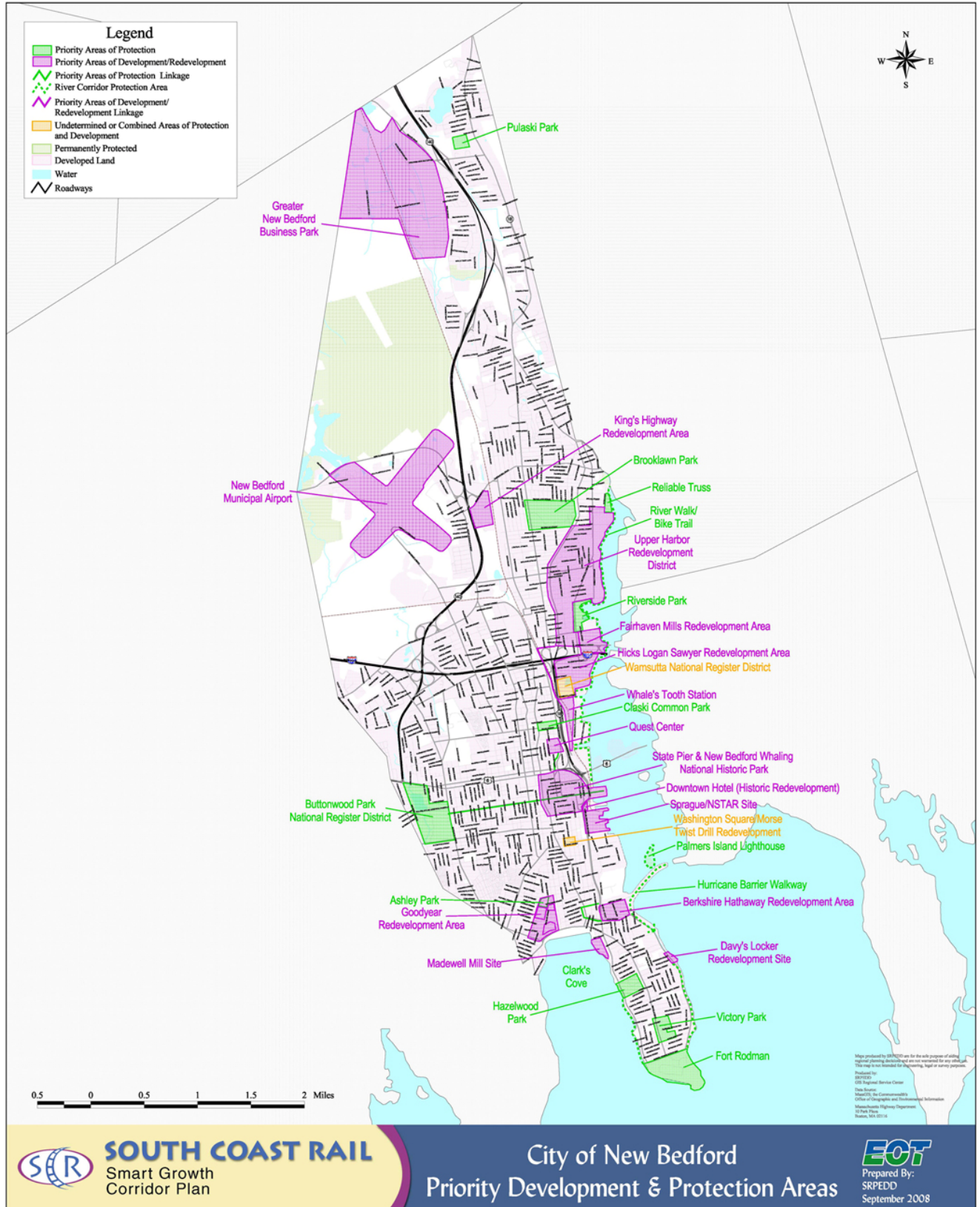
The City of New Bedford is located in southeastern Massachusetts, bordered by Dartmouth on the west, Freetown on the north, Acushnet on the east and Buzzards Bay on the south. New Bedford is a wonderfully diverse and culturally rich community. The city evolved from the whaling center of the world, into a leading cotton manufacturing center, and finally into a historic revitalized community with an authentic working waterfront.. While it is a city of approximately 92,000 people, New Bedford maintains a close-knit community feel. New Bedford’s rich history has endowed the city with an identity and unique “sense of place” that cannot be found elsewhere. New Bedford’s seaport location, diverse neighborhoods, rich history, outstanding architecture, vast cultural resources and a growing arts community make it a compelling destination for visitors; however the quality of life relished by residents makes it an even better place to live.

“The town is perhaps the dearest place to live in all of New England.... All these brave houses and flowering gardens come from the Atlantic, Pacific, and Indian Oceans. One an all they were harpooned and dragged up hither from the bottom of....”
Herman Melville

City of New Bedford’s Goal for the Future

- Enhanced educational attainment
- Attractive and safe neighborhoods
- Continued economic development
- A stronger more cohesive sense of community

New Bedford Priority Protection & Development Areas



South Coast Rail Project

Southeastern Regional Planning and Economic Development District

City of New Bedford Priority Development/Redevelopment and Protections Areas

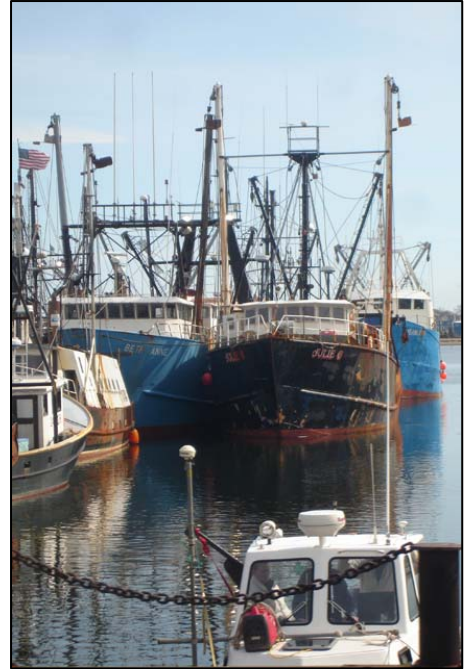
II. Priority Development/Redevelopment

1. State Pier, New Bedford Whaling National Historic Park and Route 18

State Pier

The site is located between Fisherman's Wharf to the north and Steamship Pier to the south in the Central Waterfront area adjacent to Route 18 and MacArthur Drive directly across from downtown New Bedford. The facility is owned by the Commonwealth and is under the management of the Department of Conservation and Recreation (DCR). The Pier consists of 8-acre bulk-headed wharf with 2,000 feet of berthing space and a 30 feet draft. The area offers dry and open storage with approximately 230,000 square feet (sq. ft.)

The State Pier includes the New Bedford Ferry Terminal located on the north side which offers limited freight with roll-on and roll-off capability and passenger service between New Bedford, Martha's Vineyard and Nantucket. Additional presences at the Pier include the U.S. Coast Guard and the Schooner Ernestina. New Bedford is currently analyzing options for additional activities at the State Pier including short sea shipping potential, expanded cruise ship and charter vessel berthing, special events and improved linkages with National Whaling Historical Park and other waterfront uses/activities.



New Bedford Whaling National Historic Park

In the mid 19th century, New Bedford was the greatest whaling port and for a time the richest city in the world. The United States National Park Service established the New Bedford Whaling National Park in 1996. The park commemorates the heritage and the unique character of the historic district. It encompasses thirty-four acres over thirteen city blocks. Major attractions consist of the world's largest whaling museum, a whaling merchant's home and whaleman's chapel, a 19th century schooner's decks and a newly built and designed visitor's center.

Route 18

Route 18 (J.F. Kennedy Memorial Highway) runs north to south, from Coggeshall Street to Cove Street. The redesign efforts currently being undertaken by the City

of New Bedford will ensure pedestrian connections linking the downtown back to the waterfront creating an attractive gateway to the city.

The city has been working closely with MassHighway to design the project with three guiding principle objectives for a successful outcome. The guiding principle objectives consist of improving: 1.) roadway vehicular and pedestrian safety; 2.) visual quality of the roadway within the national park system; and 3) safety and visual attractiveness of the pedestrian crossing function between downtown and the waterfront. The new preferred design alternative and scope of work for the project was agreed on in 2005.

The final design has been separated into three phases and the downtown section will be the first phase to be constructed. Two new waterfront parks and a shared-use path will provide public access from downtown businesses to the waterfront. The city is anticipating the approval of the final design in 2009, with construction completed in 2010.

State Pier and New Bedford Whaling National Historic Park

<p><i>Protected Parcels</i></p> <ul style="list-style-type: none"> • <i>Municipally owned</i> <p><i>Historic Sites</i></p> <ul style="list-style-type: none"> • <i>National Whaling Historic Park</i> 	<p><i>Water Resource</i></p> <ul style="list-style-type: none"> • <i>Acushnet River</i> • <i>100-year Floodplain</i> • <i>500-year Floodplain</i>
<p><i>Natural Resource Protection Areas</i></p> <ul style="list-style-type: none"> • <i>Priority habitat (Acushnet River)</i> 	<p><i>Soils</i></p> <ul style="list-style-type: none"> • <i>Sand & gravel</i>
<p><i>Zoning</i></p> <ul style="list-style-type: none"> • <i>Industrial Waterfront</i> 	<p><i>Possible Use/Reuse</i></p> <ul style="list-style-type: none"> • <i>Short Sea Shipping</i> • <i>Cruise ship/Charter vessel</i> • <i>Linkage to Tourism</i> • <i>Rail connection</i> <p><i>Municipal Water/ Sewer</i></p>
<p><i>Development Area</i></p> <ul style="list-style-type: none"> • <i>Route 18</i> • <i>State Pier</i> • <i>CSX Rail</i> 	<p><i>21E Site</i></p> <ul style="list-style-type: none"> • <i>Yes</i>

2. *Hicks/Logan /Sawyer Redevelopment Area (HLS)*

This 85-acre area is located between Route 18 and the Acushnet River, extending from Sawyer Street in the north to Wamsutta Street in the south. There is some overlap with the Upper Harbor area at the Coggeshall Street area and the Fairhaven Mill redevelopment site and the Ropeworks site north of Sawyer Street.

The City of New Bedford recently completed a Master Plan for revitalization of this area proposing mixed-use redevelopment including residential, retail, commercial, light industrial, office, cultural, open space and recreational opportunities. Projects include Logan Pond as open space, Ice House Park, Fairhaven Mills and Wamsutta Mills as mixed-use redevelopment and Transit-Oriented Development (TOD). Wamsutta Mills is currently revitalizing the mill structure into a 250-unit residential unit and has applied for listing with the National Historic Register. Many of the structures within the area are considered to be significant historical or architectural resources. (See Priority Protection Areas for more information concerning Wamsutta Mills)

A major component of this revitalization strategy is the creation of a District Improvement Financing (DIF) area as a financing tool for implementation of redevelopment. The HLS area offers good highway access provided by I-195 and Route 18 and is represented as a “gateway” to the city and waterfront. Potential EOA designation is an option for this area. Additionally this area has been identified as a Growth District under a new state initiative.

Hicks/Logan /Sawyer Redevelopment Area (HLS)

<p><i>Protected Parcels</i></p> <ul style="list-style-type: none"> • <i>Logan Pond</i> <p><i>Historic Sites</i></p> <ul style="list-style-type: none"> • <i>Mill sites</i> 	<p><i>Water Resource</i></p> <ul style="list-style-type: none"> • <i>Acushnet River</i> • <i>Logan Pond</i> • <i>500 & 100-year Floodplain</i> • <i>Medium & High Yield Aquifer</i>
<p><i>Natural Resource Protection Areas</i></p> <ul style="list-style-type: none"> • <i>Priority Habitat (Acushnet River)</i> 	<p><i>Soils</i></p> <ul style="list-style-type: none"> • <i>Sand & gravel</i> • <i>Till or Bedrock</i>
<p><i>Zoning</i></p> <ul style="list-style-type: none"> • <i>Industrial A & B</i> <p><i>Municipal Water/ Sewer</i></p>	<p><i>Possible Use/Reuse</i></p> <ul style="list-style-type: none"> • <i>Mixed-use</i> • <i>Commercial/Industrial</i> • <i>Office</i> • <i>Recreational (dense)</i> • <i>TOD</i>
<p><i>Development Area</i></p> <ul style="list-style-type: none"> • <i>Route 18</i> • <i>CSX Rail</i> 	<p><i>21E Site</i></p> <ul style="list-style-type: none"> • <i>Multiple sites</i>

3. *Whale’s Tooth Station*

A proposed Transit-oriented Development (TOD) Inter-modal Center has been identified through the Executive Office of Transportation South Coast Rail Project. The Whale’s Tooth station site is located on Herman Melville Boulevard, east and adjacent to Route 18 and south of Wamsutta Street. The parcel, currently utilized for ferry and visitor parking was formerly occupied by a rail yard and

railroad maintenance facility. This site was identified as the preferred station location. In 2002 the city in response constructed a parking lot that could be used for not only commuter rail service but also provide intermodal connections including ferry service.

This site, which is adjacent to the Hicks, Logan and Sawyer area is currently proposed as a Transit Oriented Development (TOD) and includes a layover facility and bus terminal. It is anticipated that additional mixed-use redevelopment will be encouraged throughout the area. Access is provided within a one half mile (½ mile) of the site by regional connections to Route 18 and I-195 via Herman Melville Boulevard. A pedestrian bridge from the proposed commuter rail station crosses over Route 18 to the Clasky Park Neighborhood. In addition a feeder bus service will provide linkages to the site, adjacent neighborhoods and the downtown.

Whale’s Tooth Station

<p><i>Protected Parcels</i></p> <ul style="list-style-type: none"> • <i>None</i> <p><i>Historic Sites</i></p> <ul style="list-style-type: none"> • <i>None</i> 	<p><i>Water Resource</i></p> <ul style="list-style-type: none"> • <i>Acushnet River</i> • <i>100-year Floodplain</i> • <i>500-year Floodplain</i>
<p><i>Natural Resource Protection Areas</i></p> <ul style="list-style-type: none"> • <i>None</i> 	<p><i>Soils</i></p> <ul style="list-style-type: none"> • <i>Sand & gravel</i> • <i>Till or Bedrock</i>
<p><i>Zoning</i></p> <ul style="list-style-type: none"> • <i>Industrial B</i> 	<p><i>Possible Use/Reuse</i></p> <ul style="list-style-type: none"> • <i>Inter-modal Center</i> <p><i>Municipal Water/Phase V Sewer</i></p>
<p><i>Development Area</i></p> <ul style="list-style-type: none"> • <i>Route 18</i> • <i>Herman Millville Blvd</i> • <i>CSX Rail</i> 	<p><i>21E Site</i></p> <ul style="list-style-type: none"> • <i>Yes</i>

4. King’s Highway TOD

This area is located at along King’s Highway (Tarkiln Hill Road) parallel to the CSX line at Route 140. The area covers roughly 55-acres represented by an older marginal commercial mall. Limited industrial activity is present; however most of the area is underutilized with asphalted parking. The site has been identified as a proposed Transit Oriented



Development (TOD) location providing direct connections to rail service and mixed-use opportunities including residential and commercial development. The City of New Bedford would like to continue to encourage commercial, industrial and mixed-use development at this location.

King's Highway

<p><i>Protected Parcels</i></p> <ul style="list-style-type: none"> • <i>None</i> <p><i>Historic Sites</i></p> <ul style="list-style-type: none"> • <i>None</i> 	<p><i>Water Resource</i></p> <ul style="list-style-type: none"> • <i>Bordering Wetlands</i>
<p><i>Natural Resource Protection Areas</i></p> <ul style="list-style-type: none"> • <i>None</i> 	<p><i>Soils</i></p> <ul style="list-style-type: none"> • <i>Till or Bedrock</i>
<p><i>Zoning</i></p> <ul style="list-style-type: none"> • <i>Industrial B</i> • <i>Industrial A</i> • <i>Business</i> 	<p><i>Possible Use/Reuse</i></p> <ul style="list-style-type: none"> • <i>Mixed-use</i> • <i>TOD</i> <p><i>Municipal Water/Sewer</i></p>
<p><i>Development Area</i></p> <ul style="list-style-type: none"> • <i>King's Highway</i> • <i>Tarklin Hill Road</i> • <i>CSX Rail</i> 	<p><i>21E Site</i></p> <ul style="list-style-type: none"> • <i>None</i>

5. *Upper Harbor Redevelopment District*

This area extends from Howard Avenue southward between Acushnet Avenue and the Acushnet River (New Bedford Upper Harbor) to Coggeshall Street. Currently the City of New Bedford is preparing a mixed-use redevelopment plan for this area including Brownfield and waterfront redevelopment allowing for residential, retail, commercial, industrial development, open space and



recreational opportunities. The plan will provide for pedestrian-friendly connections or linkages (walk able corridors) from existing neighborhoods to the waterfront and associated development designations. Among some of the projects proposed for this area is the cleanup of the Aerovox site, redevelopment of the Cliftex mill facility and a community

boathouse at the new Riverside Park. The upper harbor offers some of the best rowing waters in the northeast and the city wants to reconnect the city to the river. The Massachusetts Institute of Technology (MIT) recently developed a community boathouse design for future use of this site. An Economic Opportunity Area (EOA) designation is an option for this area.

Upper Harbor Redevelopment District

<p><i>Protected Parcels</i></p> <ul style="list-style-type: none"> • <i>Riverside Park</i> • <i>Boat house</i> <p><i>Historic Sites</i></p> <ul style="list-style-type: none"> • <i>Mill Sites</i> 	<p><i>Water Resource</i></p> <ul style="list-style-type: none"> • <i>Acushnet River</i> • <i>100-year Floodplain</i> • <i>500-year Floodplain</i> • <i>Medium & High Yield Aquifer</i>
<p><i>Natural Resource Protection Areas</i></p> <ul style="list-style-type: none"> • <i>Priority Habitat (Acushnet River)</i> 	<p><i>Soils</i></p> <ul style="list-style-type: none"> • <i>Floodplain Alliums</i> • <i>Till or Bedrock</i>
<p><i>Zoning</i></p> <ul style="list-style-type: none"> • <i>Industrial B</i> • <i>Residential B & C</i> <p><i>Municipal Water/ Sewer</i></p>	<p><i>Possible Use/Reuse</i></p> <ul style="list-style-type: none"> • <i>Mixed-use</i> • <i>Linkages</i> • <i>Boat house</i> • <i>Riverside Park</i>
<p><i>Development Area</i></p> <ul style="list-style-type: none"> • <i>Howard Avenue</i> • <i>Acushnet Avenue</i> 	<p><i>21E Site</i></p> <ul style="list-style-type: none"> • <i>Aerovox</i> • <i>Multiple sites</i>

6. *Greater New Bedford Business Park*

The Greater New Bedford Business Park (NBBP) is located in the northern section of the City of New Bedford on Route 140 at exit 7, Braley Road and a portion extends into the Town of Dartmouth on the west. The Business Park is bordered by Freetown to the north, Route 140 to the east, the Acushnet Cedar Swamp to the south and Crapo Hill landfill to the west. The NBBP consists of 1,300 acres and is home to 45 companies employing approximately 5,000



workers. The Business Park is designated as an Economic Opportunity Area and has three (3) sites designated as Priority Development Areas under the Commonwealth’s Chapter 43D program.

Greater New Bedford Business Park

<p><i>Protected Parcels</i></p> <ul style="list-style-type: none"> • <i>Acushnet Cedar Swamp</i> <p><i>Historic Sites</i></p> <ul style="list-style-type: none"> • <i>Native Archeological?</i> 	<p><i>Water Resource</i></p> <ul style="list-style-type: none"> • <i>Extensive Wetlands</i> • <i>Hobomock Swamp</i> • <i>Acushnet Cedar Swamp</i> • <i>Medium & High Yield Aquifer</i> • <i>100-year Floodplain</i>
<p><i>Natural Resource Protection Areas</i></p> <ul style="list-style-type: none"> • <i>Globally Rare species</i> • <i>Priority Habitat</i> • <i>Estimated Habitat</i> 	<p><i>Soils</i></p> <ul style="list-style-type: none"> • <i>Sand & gravel</i> • <i>Floodplain Alluvium</i> •
<p><i>Zoning</i></p> <ul style="list-style-type: none"> • <i>Industrial C</i> 	<p><i>Possible Use/Reuse</i></p> <ul style="list-style-type: none"> • <i>Business Park</i> <p><i>Municipal Water/ Sewer</i></p>
<p><i>Development Area</i></p> <ul style="list-style-type: none"> • <i>Phillips Road</i> • <i>Braleley Road</i> • <i>CSX Rail</i> 	<p><i>21E Site</i></p> <ul style="list-style-type: none"> • <i>Yes</i>

7. *Fairhaven Mill Redevelopment Area*



The property is located in the north of the Hicks, Logan, Sawyer area on Coggeshall Street and adjacent to I-195 between Belleview Avenue and Mitchell Street on the west, and Sawyer Street to the north and the Acushnet River. The Dickinson Development Corporation proposes a mixed-use redevelopment providing residential, retail, office and commercial uses including a boathouse, waterfront park and pedestrian walkway.

The site has been identified as a Priority Development Area under Chapter 43D expedited permitting program.

Fairhaven Mill Redevelopment Area

<p><i>Protected Parcels</i></p> <ul style="list-style-type: none"> • <i>Riverside Park</i> • <i>Boathouse</i> <p><i>Historic Sites</i></p> <ul style="list-style-type: none"> • <i>Mill Structures</i> 	<p><i>Water Resource</i></p> <ul style="list-style-type: none"> • <i>Medium & High Yield Aquifer</i> • <i>500 & 100-year Floodplain</i> • <i>Acushnet River</i>
<p><i>Natural Resource Protection Areas</i></p> <ul style="list-style-type: none"> • <i>None</i> 	<p><i>Soils</i></p> <ul style="list-style-type: none"> • <i>Sand & gravel</i>
<p><i>Zoning</i></p> <ul style="list-style-type: none"> • <i>Mixed Use Business</i> • <i>Industrial A</i> <p><i>Municipal Water/ Sewer</i></p>	<p><i>Possible Use/Reuse</i></p> <ul style="list-style-type: none"> • <i>Mixed-use</i> • <i>Residential</i> • <i>Office</i> • <i>Retail</i> • <i>Boathouse</i>
<p><i>Development Area</i></p> <ul style="list-style-type: none"> • <i>I-195</i> • <i>Coggeshall Street</i> • <i>Bellevue Avenue</i> • <i>Mitchell Street</i> 	<p><i>21E Site</i></p> <ul style="list-style-type: none"> • <i>Yes</i>

8. *Quest Center*

New Bedford’s *Quest Center* is located on Purchase Street adjacent to Rte 18 between Campbell, Pleasant and Maxfield Streets. The Quest Center Incubator Opportunity Area was established in 2005-06 to support technology businesses, marine science and life science industries. Currently the New Bedford Economic Development Council (NBEDC) is developing a concept plan to study the neighborhood (6-8 block study area) surrounding the Center, including several underutilized buildings to identify potential locations for off-street parking and incubator expansion space. Any planning initiative undertaken will incorporate pedestrian linkages to the downtown to increase connectivity between destinations.

9. *Downtown Hotel Historic Redevelopment*

The proposed site is located off Homer’s Wharf at the former Baker-Robinson Whale Oil Refinery adjacent to Mac Arthur Drive and the JFK Memorial Highway (Rte 18). The hotel represents the first major downtown building project in more than 10 years and will be built by Lafrance Hospitality, a Westport-based development company. The proposal calls for the construction of 5-story, 106 room Fairfield Inn and Suites by Marriott. The estimated \$20 million project is

expected to commence in the summer of 2009. The project will incorporate the historic rehabilitation of the original oil works structure, as part of the development as this granite structure is an important and significant resource relative to the city's whaling era heritage. In addition, the City will be conducting a historical survey of the structure in an effort to document its architectural elements. New Bedford has identified the site as a Priority Development Area under Chapter 43D and EOA designation is an option. The hotel development is identified as a key piece of the areas economic revitalization and improving pedestrian linkages to waterfront destinations.

10. *Goodyear Redevelopment Area*

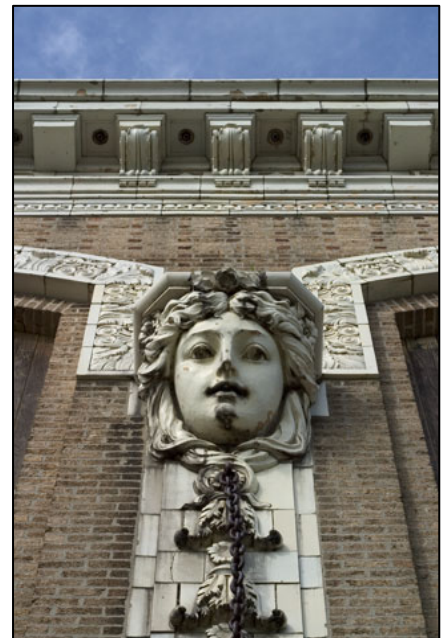
Located in New Bedford's south end at Orchard, Bolton and Edwards Streets adjacent to Ashley Park (see Priority Protection Areas for more information concerning Ashley Park) and the Devalles School, this 9-acre vacant, Brownfield site is targeted for mixed-use redevelopment. The city recently designated the site as a Priority Development Area under the Commonwealth's Chapter 43D expedited permitting program.

11. *Sprague/NSTAR Site*

The former Commonwealth Gas and Electric site is located in the Central Waterfront area on Mac Arthur Drive between Leonard's Wharf to the north and Conway Street to the south. The site contains approximately 18-acres and is located within the Designated Port Area (DPA).

12. *Berkshire Hathaway Redevelopment Area*

This mill complex redevelopment area is located in the south end at end of the JFK Highway and Cove Streets. The complex offers approximately one million square feet of revitalization area and has an existing mix of thirty to forty businesses with a substantial amount available space for development. The City envisions the site as a mix-use redevelopment project for residential (apartments, artist lofts and studios) and other activities such as restaurants including linkages to the historic Orpheum Theatre and other neighborhood attractions and activities.



The Orpheum Theatre/French Sharpshooters Hall held its “Grand Opening” on April 15, 1912; the same night the Titanic hit the glacial iceberg. The City was bustling with activity, the mills were busy and the economy was good. The Orpheum presented stage shows and show movies then called photoplays, and in-between acts. The theatre was located in the south central neighborhood of the City along Water Street. The area surrounding the Orpheum was completely lined with shops and stores integral to the adjoining neighborhoods. In the 1960s during the urban renewal buildings were bulldozed to make way for Route 18, the highway built through the City’s historic district. A local preservation group, O.R.P.H. is currently in the process of nominating the structure to the National Register of Historic Places. The Orpheum Theater site offers an impressive linkage to the Berkshire Hathaway Complex for redevelopment of the area as an art district. (Photo by John Robson)

The Berkshire Hathaway Complex site offers potential consideration as an Economic Opportunity Area.

13. *Davy’s Locker and Smugglers Den*

Davy’s Locker and Smugglers Den are located south of the hurricane barrier on East Rodney French Boulevard directly across from Frederick and Norman Streets. This site has been identified for potential mixed-use redevelopment opportunities due to its prime waterfront location.

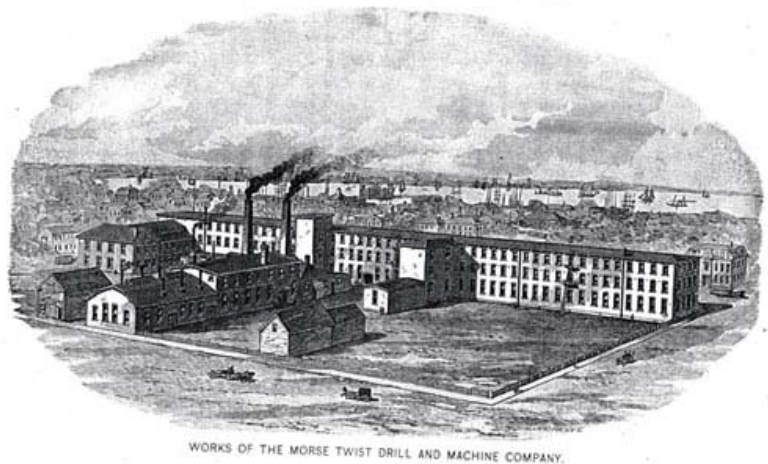
14. *Kilburn Mill at Clark’s Cove*

Located on Clark’s Cove at the intersection of Brock Avenue and W Rodney French Boulevard, the Kilburn Mill complex has been identified for potential mixed-use redevelopment. The site is currently being utilized for light manufacturing as well as the home of the New Bedford Antiques which offers antiques and antique furniture. Historical, retail and open space and recreational opportunities exist combined with linkages between other area development destinations.

15. *Morse Twist Mill Redevelopment Area*

The former Morse Twist Mill site is located at 163 Pleasant Street. This site consists of 3.4 acres consuming two City

South Coast Rail Project
Southeastern Regional Planning an



blocks located in the south central portion of the City. A five-story brick factory building and a large parking area formerly occupied the western parcel and a three and four story building occupied the eastern parcel.

From the late 1800s to the 1990s, the site was used as a manufacturing facility of precision cutting tools. The process of cutting blanks, milling, hardening, facing washing and sandblasting required the use of various chemicals. The Environmental Protection Agency issued a “Removal Action” of potentially hazardous materials from inside the abandoned buildings in 1992. By 1996 the City of New Bedford had received a grant from the Massachusetts Department of Housing and Community Development to demolish the buildings which was completed in February 1998. The U.S. Department of Health and Human Services for Toxic Substances and Disease Registry (ATSDR) completed a “Public Health Assessment” of the site. They concluded that the site possessed no apparent public hazard.

Presently, the site is vacant. The City installed loam and seeded the west parcel, which is now maintained as an open field. The east parcel remains a fence off lot. The Office of Community Development intends to utilize the west parcel as a temporary community garden until the City defines the development potential for the site and issues a Request for Proposals (RFP).

16. *New Bedford Municipal Airport*

The New Bedford Municipal Airport is conveniently located near Interstate 195 and Route 140. Passenger and cargo service to Nantucket and Martha’s Vineyard is provided by Cape Air.. More and more travelers are discovering that the airport as a fast and convenient connection to the Islands. The airport is towered and offering two 5,000-foot runways.

A Notice of Project Change was released in 2005 to improve airport facilities in the Southeastern Massachusetts area to enhance aviation capacity to a growing region. This would include the demand to accommodate long-term aviation for passenger service, corporate jet traffic, air cargo and general aviation over the



next 20 years. This differed from the original project improvements due to the change in aviation context in the region.

Linkages

The City of New Bedford identified a number of linkages between priority areas and neighborhoods, commercial centers, downtown, tourism and recreation. Linkages create livable and walkable smart growth designed street greenescapes to and from parks and recreational areas. They offer vital assets to any community such as eyes to the street, more neighborhood connectivity, less travel by auto, conserving valuable energy and a healthier environment. The linkages are highlighted on the priority map as either priority areas of protection or development, redevelopment linkages and listed below by name or area:

- Clasky Park Linkage to Intermodal Center
- Buttonwood Park National Register District Linkage to National Historic Park District
- Ashley Park Linkage to Goodyear Redevelopment Area
- Fort Rodman Linkage to Berkshire Hathaway and Kilburn
- Fairhaven Mill's Redevelopment Linkage to Hick's Logan and Sawyer Redevelopment and Upper Harbor District.
- Quest Center/Armory Linkage to Downtown
- Harbor Street Redevelopment Area Linkage to Neighborhood

III. Priority Areas of Protection

1. Reliable Truss



Reliable Truss site is located on River Road along the Acushnet River. This 2.5-acre site has been in commercial and manufacturing use since 1924. The most recent occupant was Reliable Truss Company, a manufacturer of wooden trusses. In 1999, the site was vacated and the buildings were demolished in June 2001. The EPA then utilized the vacant site as a staging area for the cleanup of the New Bedford Harbor Superfund site. Since that time the site remains vacant.

The City completed a Phase II Comprehensive Site Assessment for the site in the summer of 2007. Currently a Supplemental Phase II Assessment is being performed to evaluate potential ecological risk to the surface water and

sediment of the Acushnet River. The Environmental Protection Agency awarded the City the Brownfield's Cleanup Grant to perform cleanup of the site.

Once the site has finished the remediation process by the fall of 2009, the City would like to reclaim the former industrial area as open space. This would include restoring a large salt marsh on filled tideland and create walking trails, interpretative signs, picnic area, play area, lawn and parking for visitors and residents to enjoy. Currently a walking/biking trail is being realized from Reliable Truss south to the Hicks Logan Site, not only will this recreate a connection to the Acushnet River and the Town of Acushnet but north south passage as well. The 2007 Regional Transportation Plan recommended bicycle connections that enhance the City of New Bedford's plan. (See proposed Riverwalk/Bike Trail)

2. Proposed Barrier Walk

The City of New Bedford enjoys its reputation as a "safe harbor" thanks to the Hurricane Barrier, built in the 1960s by the Army Corps of Engineers. The barrier is the largest stone structure on the east coast. The stone and steel barrier extends across the mouth of the New Bedford Harbor to the Fairhaven side near Fort Phoenix. More than 3½ miles in length, its 440-ton gates protect the port from storms. These gates can be closed during storm surges or strong tides to protect the inner harbor. The top of the barrier provides a walkway for recreational



activities. One can watch the boat traffic and spectacular views of the harbor and Buzzards Bay from this vantage point. The city has recently received grant funding that will support the engineering of a paved boardwalk along portions of the barrier, enhancing its public accessibility.

Proposed Barrier Walk

<p><i>Protected Parcels</i></p> <ul style="list-style-type: none"> • <i>Hurricane Barrier</i> <p><i>Historic Sites</i></p> <ul style="list-style-type: none"> • <i>None</i> 	<p><i>Water Resource</i></p> <ul style="list-style-type: none"> • <i>New Bedford Harbor</i>
<p><i>Natural Resource Protection Areas</i></p> <ul style="list-style-type: none"> • <i>Priority Habitat</i> 	<p><i>Soils</i></p> <ul style="list-style-type: none"> • <i>Bedrock</i>
<p><i>Zoning</i></p> <ul style="list-style-type: none"> • <i>No zoning</i> <p><i>Development Area</i></p> <ul style="list-style-type: none"> • <i>Hurricane Barrier</i> 	<p><i>Possible Use/Reuse</i></p> <ul style="list-style-type: none"> • <i>Walk/Bike Path</i> • <i>Scenic vista</i>

3. *Proposed Riverwalk/Bike Trail*

The proposed Riverwalk and Bike Trail will follow the Acushnet River from Cove Street north to Reliable Trust, a city owned property.. (For more information see the Reliable Truss site)



4 *Riverside Park*

A 10-acre park is located on a natural estuary where the Acushnet River meets the upper harbor. The proposed Riverwalk/Bike Trail will connect the Reliable Truss site to Riverside Park and continue on to Hick’s, Logan & Sawyer site and the downtown historic district with numerous pocket parks located in between.

The park is generally passive with extensive areas of marsh restoration and upland areas. Grassy berms and large, open picnic areas offer expansive waterfront views. The active recreational area is located in the northern part of the park where a hockey rink, basketball courts, skateboard area, and a large, artificial turf soccer field exist. A small amphitheater, gazebo, toddler playground and water

feature are located in the center of the park. A walk/bike path connects all the areas of the park together. (For more information see Riverside Park)

Proposed Riverwalk/Bike Trail

<p><i>Protected Parcels</i></p> <ul style="list-style-type: none"> • <i>Riverside Park</i> <p><i>Historic Sites</i></p> <ul style="list-style-type: none"> • <i>Mill Structures</i> 	<p><i>Water Resource</i></p> <ul style="list-style-type: none"> • <i>Acushnet River</i> • <i>Medium Yield Aquifer</i> • <i>500 & 100-year Floodplain</i> • <i>Wetlands</i> • <i>Salt marsh</i>
<p><i>Natural Resource Protection Areas</i></p> <ul style="list-style-type: none"> • <i>Priority Habitat</i> 	<p><i>Soils</i></p> <ul style="list-style-type: none"> • <i>Till or Bedrock</i> • <i>Sand & Gravel</i>
<p><i>Zoning</i></p> <ul style="list-style-type: none"> • <i>Residential</i> • <i>Industrial</i> 	<p><i>Possible Use/Reuse</i></p> <ul style="list-style-type: none"> • <i>Recreational</i> <p><i>Municipal Water/ Sewer</i></p>

5. ***Clark’s Cove***

Clarks Cove is a deep embayment surrounded by a highly urbanized watershed. It contains one of the most significant quahog fisheries in Buzzard Bay. Due to efforts from the City of New Bedford to eliminate dry weather discharges from CSOs the cove has been reopened to shellfishing. Two public beaches New Bedford’s West Beach and Dartmouth’s Jones Beach are a comforting relief to local area residents offering spectacular views.



Clark's Cove

<p>Protected Parcels</p> <ul style="list-style-type: none"> • <i>West Beach</i> • <i>Hazelwood Park</i> • <i>Fort Rodman</i> <p>Historic Sites</p> <ul style="list-style-type: none"> • <i>Mill structures</i> 	<p>Water Resource</p> <ul style="list-style-type: none"> • <i>Clark's Cove</i>
<p>Natural Resource Protection Areas</p> <ul style="list-style-type: none"> • <i>Priority Habitat</i> 	<p>Soils</p> <ul style="list-style-type: none"> • <i>Sand & Gravel</i> • <i>Benthic</i>
<p>Zoning</p> <ul style="list-style-type: none"> • <i>No zoning</i> <p>Development Area</p> <ul style="list-style-type: none"> • <i>Cove Road</i> • <i>W Rodney French</i> 	<p>Possible Use/Reuse</p> <ul style="list-style-type: none"> • <i>Walk/Bike Path</i> • <i>Scenic vista</i>

6. City of New Bedford Parks

The City of New Bedford included the city parks in the priority protection area for many reasons: renewal of the historic and cultural aspects the individual park offers the city residents and for the opportunity to redesign and restructure the uses available in the future.

6a. Brooklawn Park

Brooklawn Park is located in the north end of the City of New Bedford, with Route 18 as the western boundary, Brooklawn Avenue to the north, Irvington Street to the south and Acushnet Avenue to the east. The park is one of the largest in the city with a total of 82-acres of varying outdoor recreational interest. Since 1992 the city has been making upgrades including the rehabilitation of the warming house that is currently serving as a senior center.



The Irvington Street facility is presently the site of the Recreation Special Needs Program with restored tennis courts, basketball courts and a new street hockey area. Additionally the Whaling City Youth Baseball League, the Bay State Girls Softball league, and the Greater New Bedford Pony League have all made improvements. In addition to the various recreational opportunities available the park is also boasts farmer's market. Plans to improve the park incorporate improving the drainage

problems potentially removing the soccer fields to create more passive open space area and upgrading the playground equipment.

6b. Riverside Park
(See Priority Protection #4 Riverside Park)

6c. Victory Park

Victory Park is located in the south end of the City of New Bedford along Brock Avenue and consists of nearly 6-acres of open space for area residents to enjoy. The park is a mix of both passive and active recreation and contains a soccer field, flooded dry pond for ice-skating in the winter, and a warming house. The warming house was used for skaters in the winter and as a headquarters for the Low Tide Yacht Club. The park has been used over the years for activities such as horseshoes, volleyball, golf practice, baseball, soccer and kite flying. It also has a wooded area that provides habitat for birds and wildlife and a trail that is use by neighborhood children to go to and from school.

A “Corrective Plan of Subdivision of Poor Farm Land in New Bedford, Massachusetts” was created in 1970. The city plans to continue to improve the park and offer more passive recreational opportunities for the residents. Currently, a group of local volunteers are working to create a community garden.

(Source: Planning Department, City of New Bedford)

6d. Clasky Common-Park

Composed of approximately seven acres, Clasky Common Park is located just north of the downtown, at the edge of the urban core of the City of New Bedford in a dense residential /commercial community. Clasky Common Park is historically significant as it was the first park built in New Bedford to serve as a public meeting space prior to the city’s incorporation and before the construction of a town hall. The park also contains one of the earliest Civil War monuments erected in the North. The Soldier’s and sailor’s Monument was dedicated in 1866 and is a centerpiece of the park.

Since its conception in 1822, the park has gone through numerous transformations, from rural pasture to urban retreat. A phased master plan and rehabilitation in 1999-2001 restored many elements of the park’s original design as a public garden while accommodating current uses.

Today Clasky Common serves as a major open space for area residents, businesses, and schoolchildren. It hosts community events, celebrations, recreational activities, and outdoor classes. Due to its location and topography, the park retains one of the best vistas of the city’s inner and outer harbors. Beside open passive space and gardens, there are children play areas, a spray fountain, and basketball courts.

6e. Hazelwood Park

Hazelwood Park is located in the South End, on a bluff, overlooking scenic Clark's Cove and West Beach. Access to the park is between Brock Avenue and West Rodney French Boulevard. The 23-acre park is comprised of both passive and active recreation areas including tennis courts, basketball courts, children's playground, open lawns for picnics and a gazebo, and several memorials. Public beaches and an historic bathhouse and pavilion are located across the Boulevard. There is a historic bowling green, for the unique game of Bowls, or bowling on the green similar to bocce. Once part of a large estate, the grounds contain ornamental trees, groves, expansive lawns, stonewalls and three historic structures. One of the historic structures has been rehabilitated for re-use as a senior community center. The park hosts an annual festival each year on the first weekend in June.

(Source: Planning Department, City of New Bedford)

6f. Pine Hill Park

Pine Hill Park is located in the north end of the city and was rebuilt in 1993 including two basketball courts. The park is in the Sassaquin Pond area and is considered a passive park for area residents. The 18-acre parcel protects wooded habitat established in 1973.

(Source: Planning Department, City of New Bedford)

6g. Pulaski Park

Pulaski Park is located in the north end of New Bedford consisting of 14 acres. It is a neighborhood park, containing playground equipment, and a basketball court. The city's current Open Space and Recreation Plan (2008-2013) as an objective has identified an opportunity to create an outdoor classroom and trails for area school children to learn about their natural environment.

(Source: Planning Department, City of New Bedford)

6h. Washington Square

The Washington Square neighborhood is an historic gateway to the South Central District of New Bedford. It is a relatively quiet residential area, a few blocks south of the downtown district. Included in the area are a number of historic and architecturally significant properties from the nineteenth century with notable tree lined streets. At least 95% of the housing in the neighborhood is deemed historic.

Unfortunately this neighborhood has suffered neglect. Though the residents take pride in their neighborhood and efforts are underway to create a Neighborhood Action Plan has been developed for revitalization of this locale. Implementation of this plan will be the first steps to improving the quality of life for the residents of Washington Square.

(Source: Office of Community Development, City of New Bedford)

6i. Ashley Park

Ashley Park is located in the southern section of the City of New Bedford near the DeValles School along River Street. The park consists of 5.1 acres surrounding a true mixed-use neighborhood, with shops, ethnic restaurants, bakeries, a school and a library. The land is permanently protected and home to a senior center, playground, basketball and volleyball courts, softball field, public gardens and park benches.

(Source: Planning Department, City of New Bedford)

7. National Historic Register Districts

The National Register of Historic Places is the official list of the Nation's historic places worthy of preservation. These areas are authorized under the National Historic Preservation Act of 1966. Properties listed in the register include districts but also sites, buildings, structures and objects that are significant in American history. The National Park Service oversees the National Register, which is apart of the U.S. Department of the Interior.

The City of New Bedford included National Historic Register Districts in the priority protection area for many reasons: renewal of the historic and cultural aspects the individual parks, mills and passive recreational areas offer the city the opportunity to redesign and restructure the uses available in the future. Below is a list of such unique places identified by the City as priorities.

7a. Fort Rodman Historical Register

Locally known as Fort Rodman, Fort Taber is located on the southern most tip of the City of New Bedford and Clarks Point is located to the west of the park. This beautiful waterfront park consists of 50-acres of open space that provides over a mile of ocean frontage. This was originally an important historical military site, particularly the Civil War. The reconstruction of this park took place in the late 1990s and transformed the vacant military site into the centerpiece of the city's park system. The park is multi-faceted and now offers playgrounds, a military museum, bike paths, walking trails, lawn and meadow areas, beaches, refreshment stands and sweeping views of the Elizabethan Islands.

The park incorporates the historic military fort with interpretive signage and a military museum. There is over one mile of walking, jogging or biking paths, natural areas, a beach for bathing, a pier for fishing., a playground, community boating, a youth summer camp, and picnic areas offering panoramic views. The park is handicap accessible including a newly installed Braille trail. A large multi-purpose lawn allows for cultural programming, such as military reenactments and public concerts.

The park incorporates the new waterfront treatment plant, veiled berms and landscaping, as well as the UMass Center for Marine Sciences situated on the western portion of the park.

There is potential to develop wind power at the City of New Bedford's wastewater treatment facility. A feasibility study would need to be conducted to alleviate the power the city purchases to operate the water and wastewater facilities. Other potential locations include Fish Island and Energy Park. Energy Park would service New Bedford Industrial Park.

7b. Wamsutta National Historic District and Logan Pond

The Wamsutta Company textile mill was founded along the banks of the Acushnet River by Thomas Bennett in 1846. It was one of the first textile mills in New Bedford. This was one of many mills that gradually replaced the whaling industry and by the 1870s became more important to the local economy. By 1892, Wamsutta Company was the largest weaving plant in the world employing nearing 2000 workers.



Currently, the Wamsutta Mill structure is in the process of being converted into over 700 units of upscale loft condominiums and apartments with many amenities. Combined with Logan Pond, which is located within the Hick's Logan Redevelopment site behind the Wamsutta mill redevelopment project. The City of New Bedford envisions a formal park setting surrounding the pond.

(For more information concerning the Wamsutta National Historic District and Logan Pond see Priority Development/Redevelopment, 2.) Hicks/Logan/Sawyer Redevelopment Area)

7c. Buttonwood Park Zoo & Arboretum

Buttonwood Park Zoo

The entrance to the Buttonwood Park Zoo is located off Hawthorn Street in the southwestern portion of the City of New Bedford. The Zoo opened in the summer of 1894 at its present location and was designed by the renowned Fredrick Law Olmsted an American landscape architect. The collection of animals began with native species such as black bear, white-tailed deer, raccoon and foxes. Over the years the collection expanded to include domestic and exotic species as well, never replacing the native species.

The zoo currently features more than 150 animals. The Berkshires to the Sea exhibit showcases native species and habitats from the Berkshire Mountains to Buzzards Bay. This exhibit includes mountain lions, black bears, bald eagles, river otter and much more.

Many improvements have been made to the zoo over the past 15 years including: the gardens returned, aerators were installed in the pond, the greenhouse reopened, a walking path was installed along Brownell Avenue, the zoo exhibits and facilities have been modernized. The city would like to continue to upgrade and improve the Buttonwood Park Zoo for future enjoyment for the residents and tourist alike.

Buttonwood Park Urban Tree Farm

The Friends of Buttonwood Park has been in existence since 1987 and stand out as one of the leading nonprofit urban park organizations in the State of Massachusetts. They have carried on the partnership legacy begun with the Commonwealth's innovative Olmsted Historic Landscape Preservation Program. The Friends have actively planned and developed communications, education and outreach programs the focus on the care of the park, making the connection between the people of New Bedford and the historic landscape they live in.

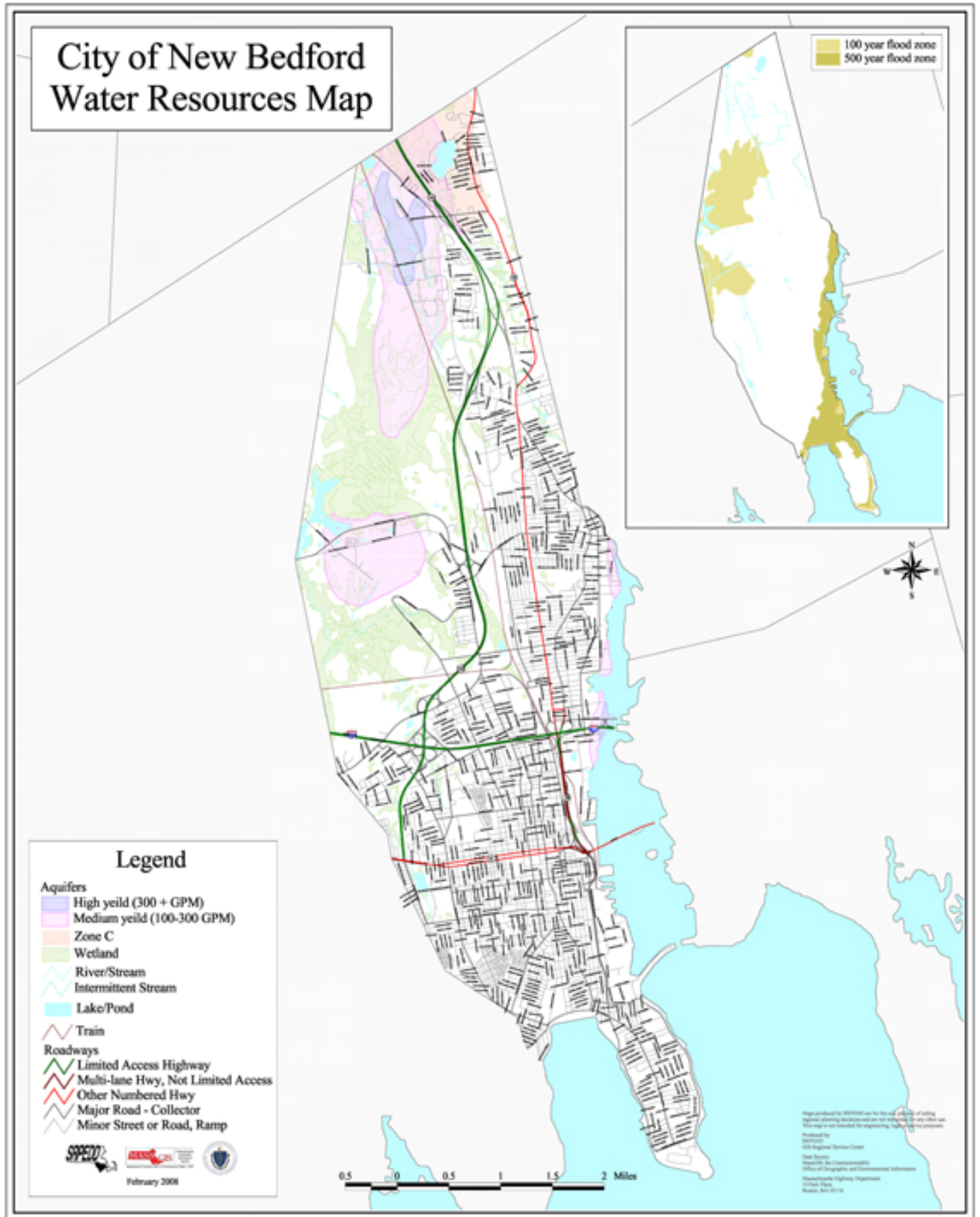
Among a number of efforts, the Friends have created an In Our Park and Tree Keeper programs. This program has involved over 700 elementary students and teachers by having them participate in guided field walks to discuss horticulture, ecology and the historic value of trees. Not to mention forty Tree Keepers associated with the Friends, tend to all new trees planted. The City of New Bedford values the tree-lined streets for not only traffic calming purposes but also it creates an esthetically pleasing streetscape. Recreating the old Buttonwood Park Arboretum has real prospective for creating a way to replace old tree lined streets.

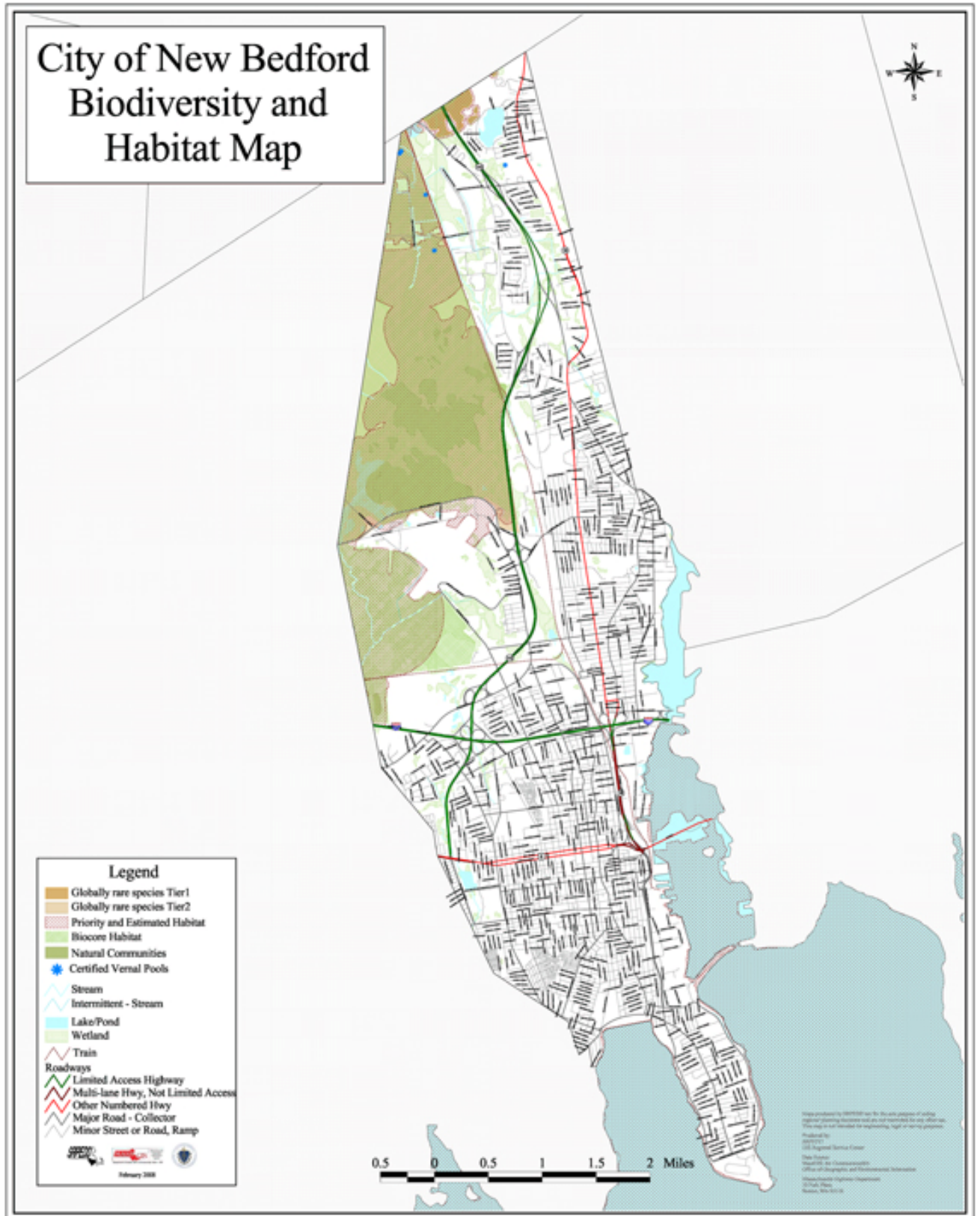
7d. *Palmer's Island Restoration*

Immediately inside the Hurricane Barrier is the Palmer Island Lighthouse Station. Palmer Island Light Station is located on the northern point of Palmer's Island in the Acushnet River at the entrance to New Bedford Harbor. The lighthouse is named after one of the first settlers of Dartmouth, William Palmer. Ship traffic within New Bedford Harbor during the early 1800s made it necessary to aid in navigation into the harbor. Charles M. Pierce designed the lighthouse station. Most of the other dwellings located on the island were destroyed in the 1938, Hurricane.

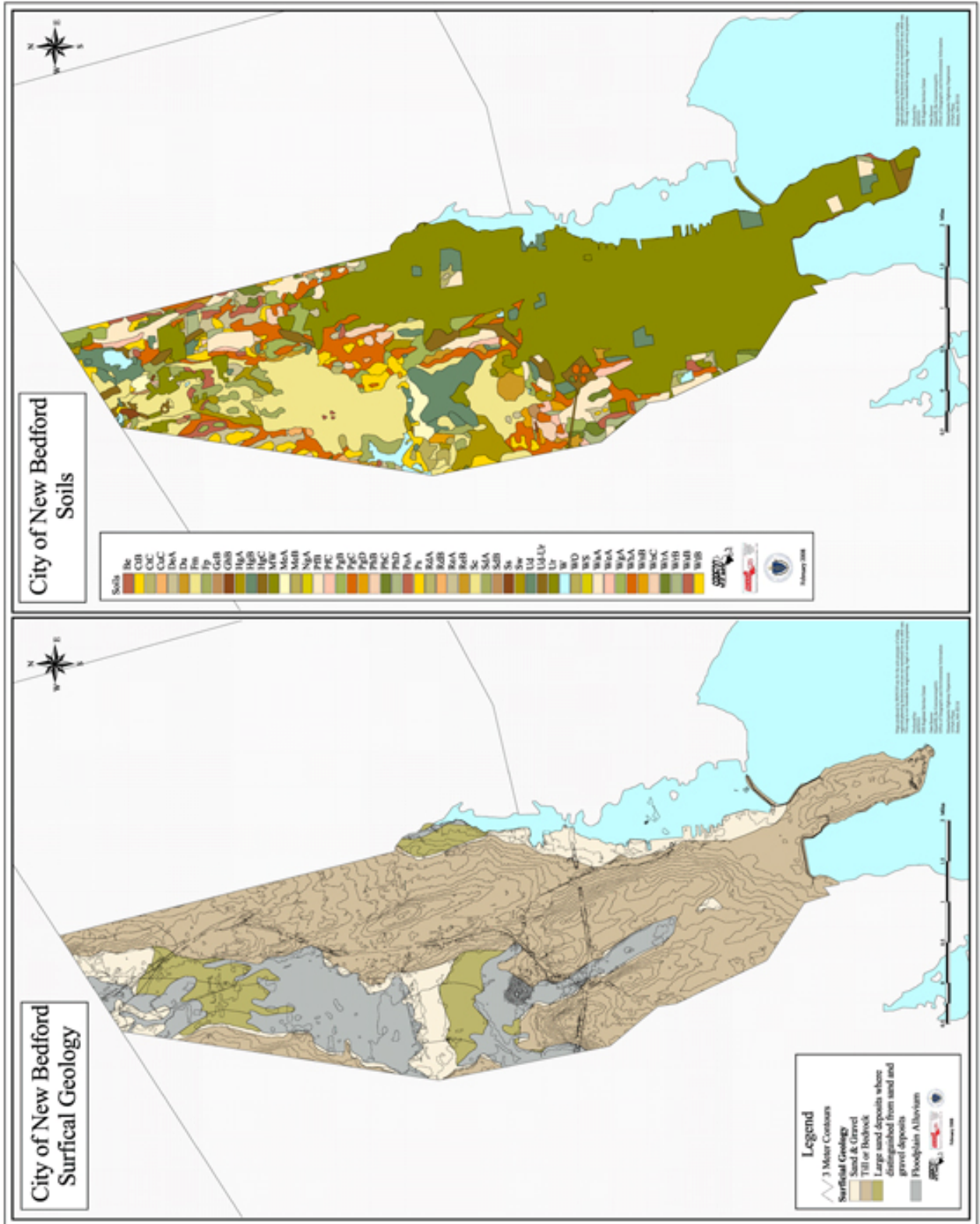


The City of New Bedford currently owns the Palmer Island Light and began preservation efforts back in 1989, and in 1999 the city once again illuminated the Palmer Island Light Station as an aid to navigation. Generally the lighthouse is closed to the public, but allows access for inspection on island clean-up days. The city is considering allowing more passive recreational opportunities for the public while offering a potential tourist attraction.

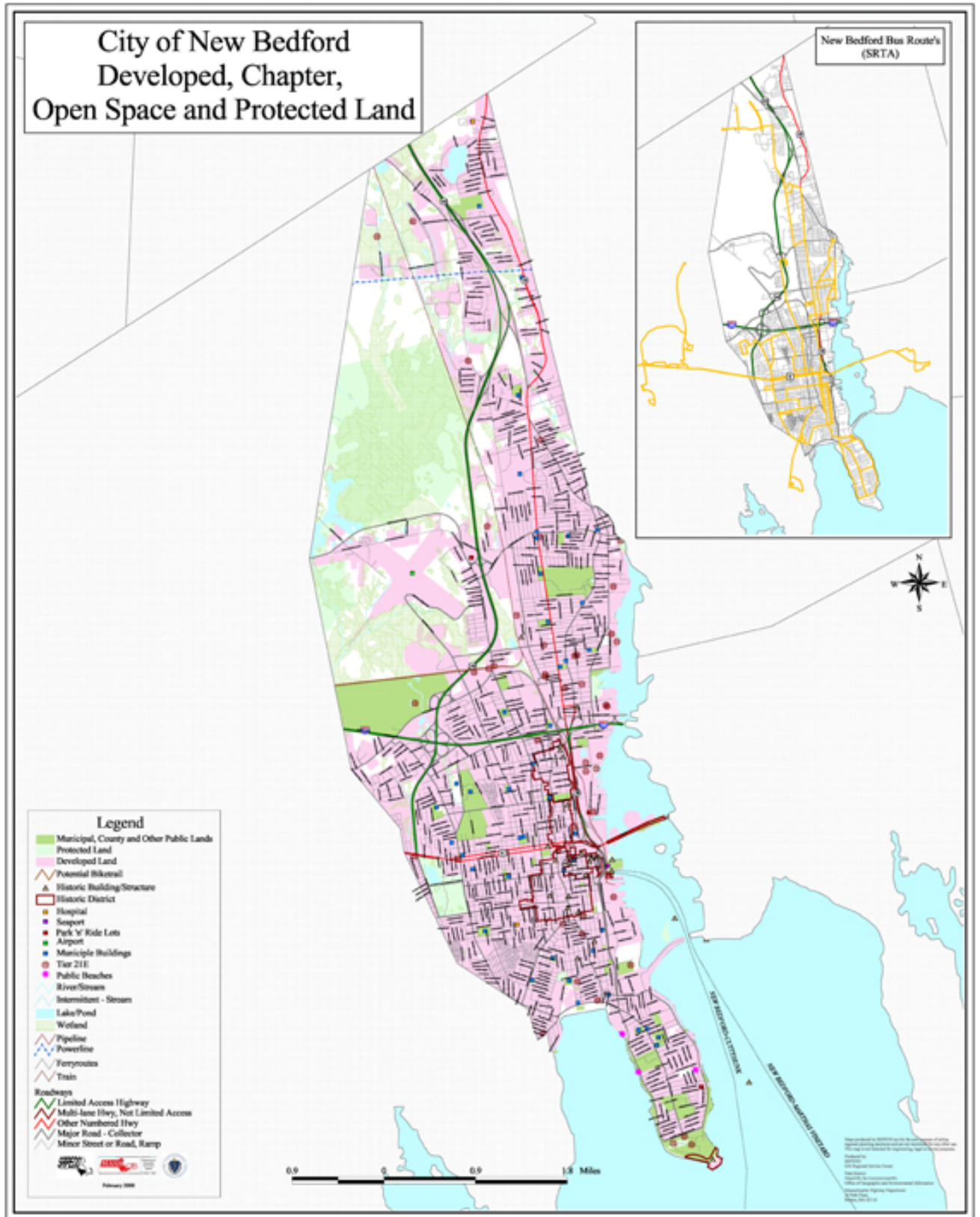


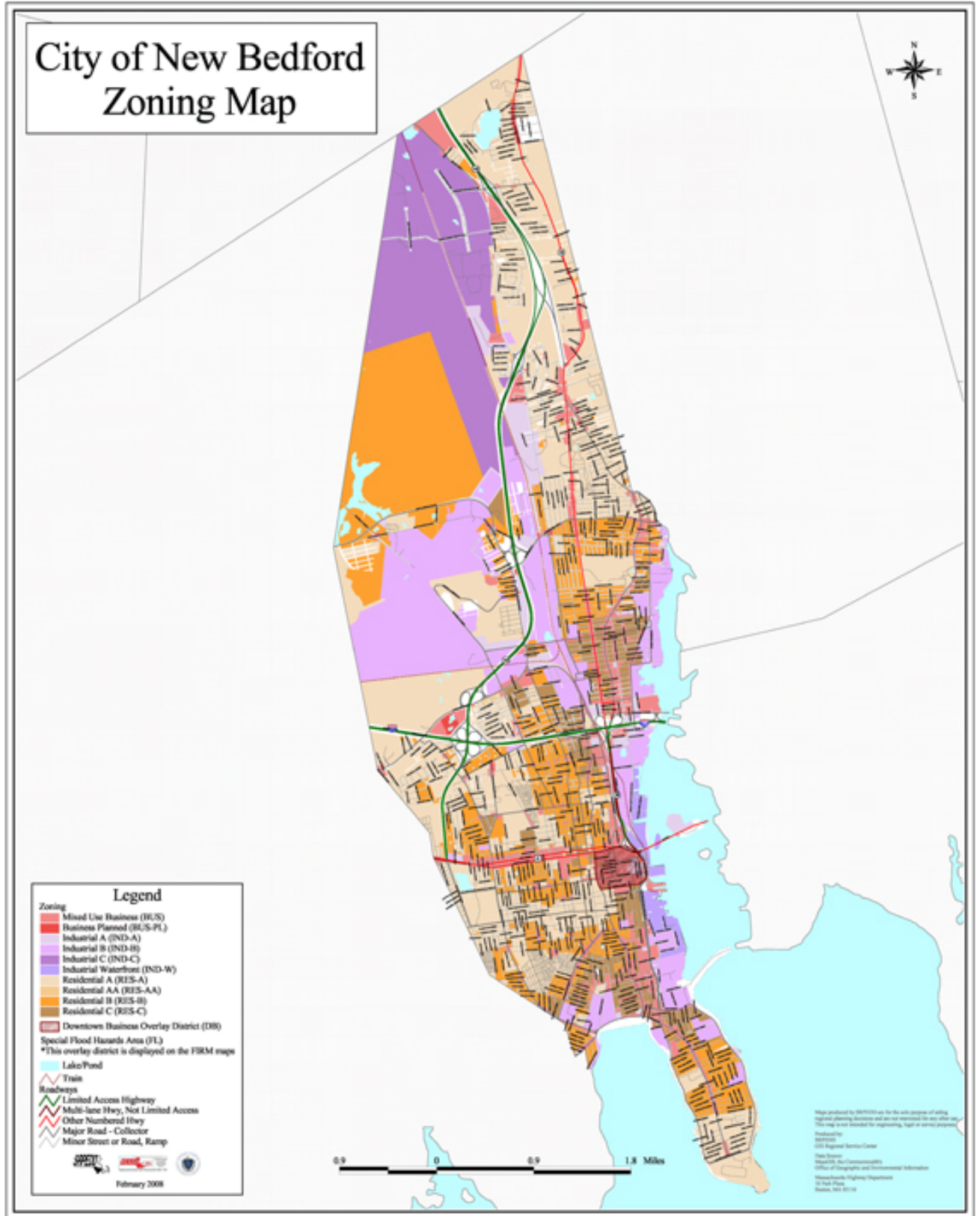


New Bedford Priority Protection & Development Areas



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