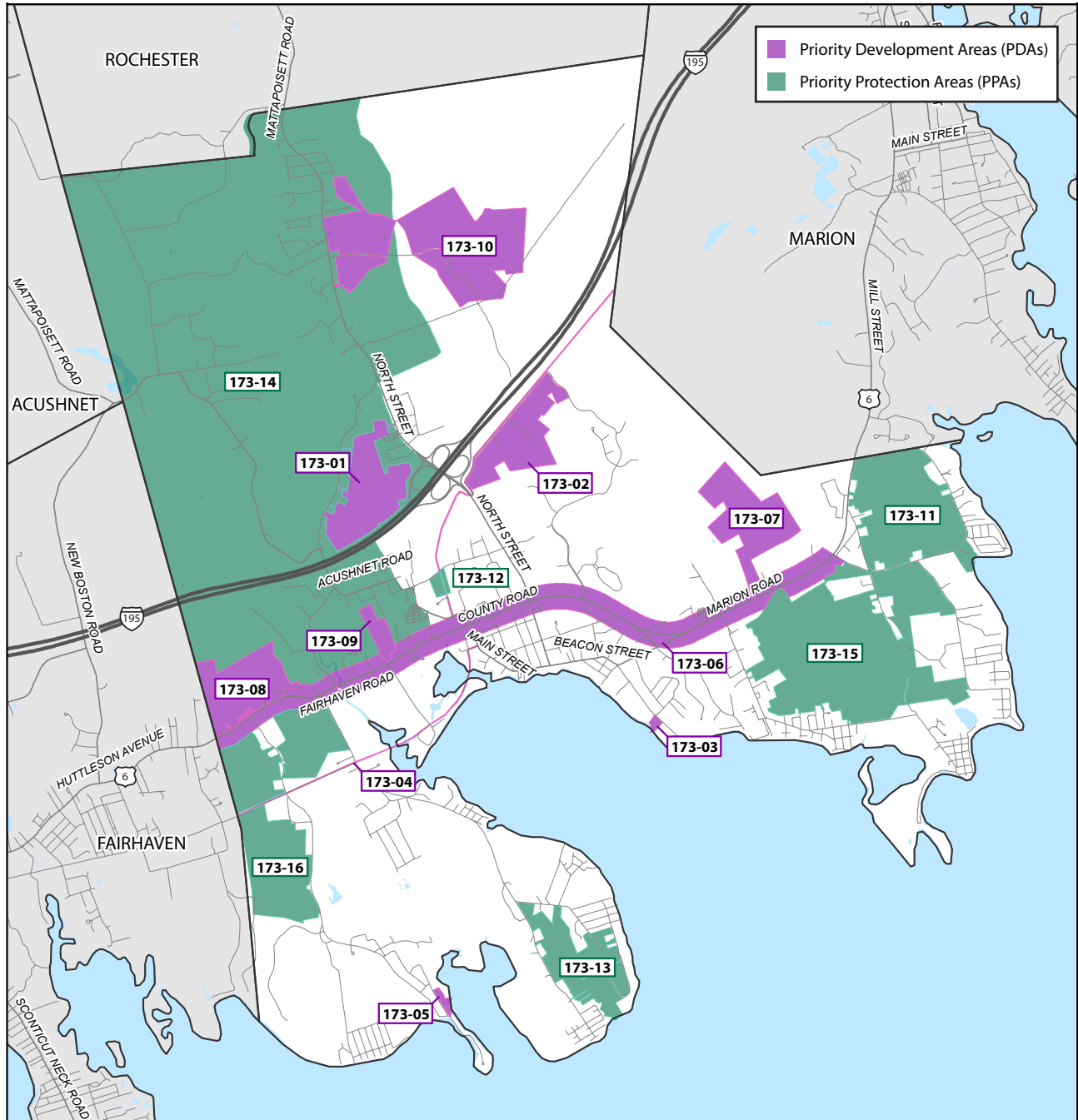


# South Coast Rail Corridor Plan

## Five-Year Update of Community Priority Areas

### Mattapoisett



## **Federal Disclaimer, Title VI and Nondiscrimination Notice of Rights of Beneficiaries, Spanish and Portuguese Requests for Translation**

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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

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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.

**Massachusetts Department of  
Transportation (MassDOT)**

Secretary Richard Davey  
Jean Fox, South Coast Rail Manager

**Executive Office of Housing and Economic  
Development (EOHED)**

Secretary Greg Bialecki  
Victoria Maguire, State Permitting  
Ombudsman

**SRPEDD's Comprehensive Planning Team**

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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 Mattapoisett Community Priority Area List***

<b>ID Number</b>	<b>Name</b>	<b>Type</b>	<b>Acres</b>
173-01	Crystal Spring Road	Development	121.31
173-02	Industrial Drive	Development	99.97
173-03	Mattapoisett Boatyard	Development	2.51
173-04	Mattapoisett South Coast Bikeway	Development	16.41
173-05	Ringuette's Boatyard	Development	4.21
173-06	Route 6 Business Corridor	Development	353.55
173-07	Route 6 Business Park Opportunity	Development	115.36
173-08	Route 6 Mixed-Use Area	Development	105.46
173-09	Sand Pit Redevelopment	Development	19.44
173-10	Tinkham Hill	Development	291.56
173-11	Aucoot Cove	Protection	220.51
173-12	Holy Ghost Grounds	Protection	7.19
173-13	Mattapoisett Neck	Protection	118.13
173-14	Mattapoisett River Aquifer Protection District	Protection	2,968.32
173-15	Pine Island Brook	Protection	471.82
173-16	West Mattapoisett Habitat Conservation	Protection	283.25

# Town of Mattapoisett Community Priority Areas, 2013

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

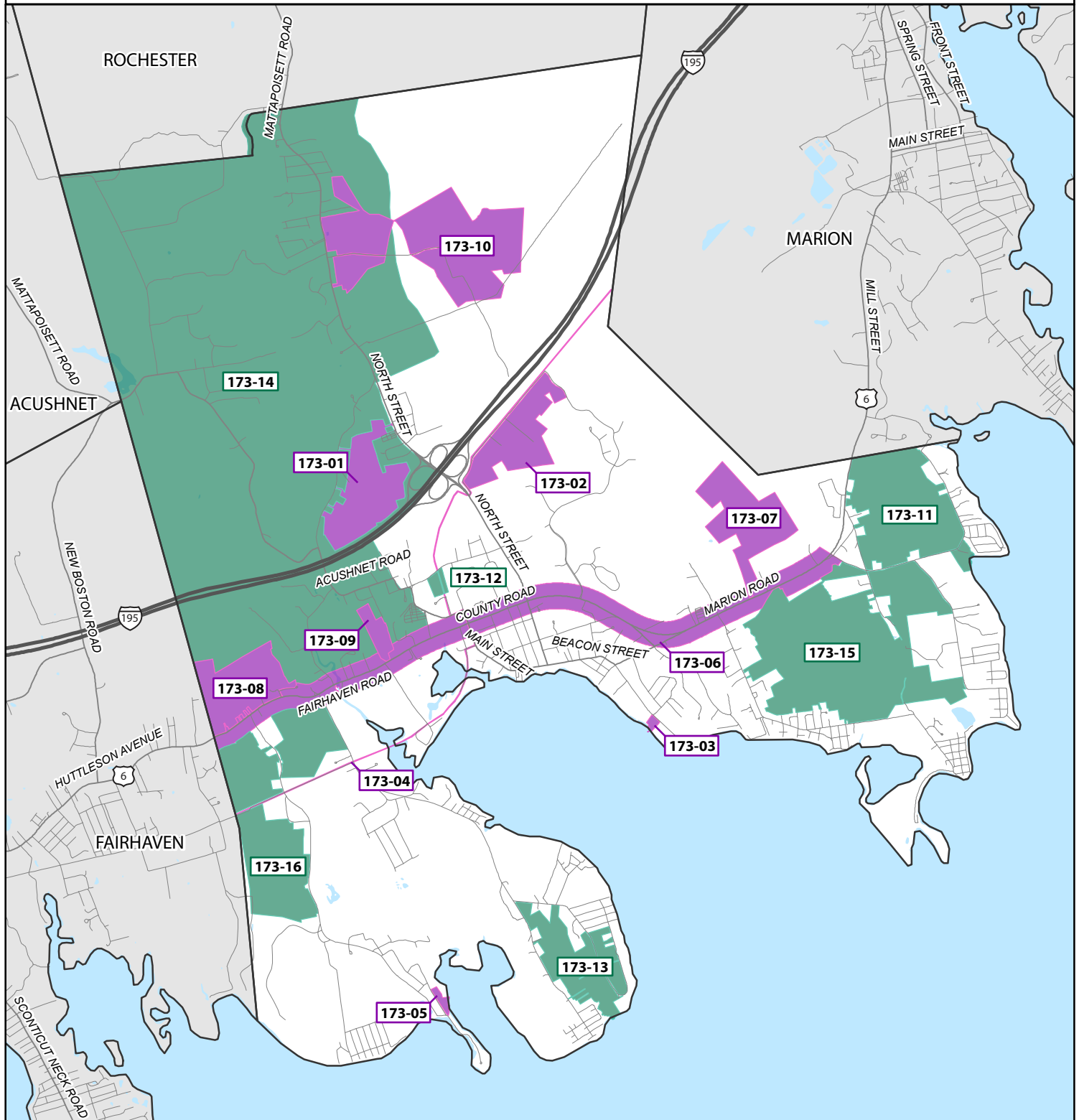
This map is for the sole purpose of aiding regional planning decisions and is not warranted for any other use. June 2013

**massDOT**  
Massachusetts Department of Transportation

Executive Office  
Of Housing and  
Economic Development



1 mile



**TOWN OF MATTAPOISETT**  
**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 Mattapoisett. This community-driven land use planning exercise first took place in 2008, when three Regional Planning Agencies (RPAs), 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 MATTAPOISETT RESULTS

On December 12, 2012, SRPEDD staff met with the Board of Selectmen (BOS) to re-introduce the Priority Area planning exercise. The BOS designated the Town Administrator, Michael Gagne, as the contact person for this work. The preliminary municipal meeting was held on March 10, 2013 at the Town Hall. 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 Mattapoisett held a public meeting to seek input from town residents on the revisions recommended by the municipal representatives on May 20, 2013 at Town Hall. One addition was requested for the priority areas. The consensus of the meeting attendees was that, with the noted addition, 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 Mattapoisett 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 (where applicable).

## PRIORITY DEVELOPMENT AREAS

### **Crystal Spring Road [173-01]**

*Purpose:* Commercial, mixed-use, or office development of largely upland parcels with access from Crystal Spring Road and North Street.

*Boundaries:* Boundaries correspond to selected parcels.

*Changes from 2008:* This priority area is new in 2013.

*Future Action:* Potential rezoning of the selected parcels. Zoning should enable desired uses, speak to design standards, and encourage low-impact development.

### **Industrial Drive [173-02]**

*Purpose:* Industrial or commercial redevelopment of largely upland parcels entirely or partially within the Limited Industrial Zoning District.

*Boundaries:* Boundaries correspond to selected parcels along Industrial Drive.

*Changes from 2008:* In 2008, this PA was called Industrial Area. Community representatives renamed this area in order to more clearly describe its location and altered boundaries to more clearly follow parcel lines.

### **Mattapoisett Boatyard [173-03]**

*Purpose:* Continued use of this active, working waterfront facility.

*Boundaries:* Boundaries correspond to the parcel containing the boatyard.

*Changes from 2008:* Community representatives altered boundaries to more clearly follow parcel lines.

### **Mattapoisett South Coast Bikeway [173-04]**

*Purpose:* Further planning, design, and construction of this section of a regional bike path and scenic trail.

*Boundaries:* Community representatives approved a linear route from SRPEDD's 2011 Recommended Bike Paths/Lanes for construction of a regional multimodal path. The conceptual boundaries represented here correspond to a 30' buffer around this route; the exact dimensions of the path and right-of-way will be "ground-truthed" in the design process.

*Changes from 2008:* This priority area is new in 2013.

*Future Action:* Further planning and design work. Pursue funding for and construction of the path.

#### **Ringuette's Boatyard [173-05]**

*Purpose:* Continued use of this active, working waterfront facility.

*Boundaries:* Boundaries correspond to the parcel containing the boatyard.

*Changes from 2008:* This priority area is new in 2013.

#### **Route 6 Business Corridor [173-06]**

*Purpose:* To expand context-sensitive business development along Route 6.

*Boundaries:* Boundaries correspond to a 400' buffer from the Route 6 centerline from the Fairhaven line east to Aucoot Road, excluding the Pine Island Brook PPA, Route 6 Business Park Opportunity PDA, Sand Pit Redevelopment PDA, and Route 6 Mixed-Use Area PDA.

*Changes from 2008:* In 2008, this PA was called Village Commercial District. Community representatives renamed this area in order to more clearly describe its purpose and location. Community representatives also expanded its boundaries to depict the general intent of expanded commercial uses along Route 6.

*Future Action:* Further study and potential rezoning of selected parcels within the corridor. Zoning should enable desired uses, speak to design standards, and encourage low-impact development.

#### **Route 6 Business Park Opportunity [173-07]**

*Purpose:* Industrial, commercial, or office development of this largely upland area north of Route 6 and Jane Lane.

*Boundaries:* Boundaries correspond to selected parcels.

*Changes from 2008:* This is a new priority area in 2013.

*Future Action:* Potential rezoning of the selected parcels. Zoning should enable desired uses and encourage low-impact development.

### **Route 6 West Mixed Use Area [173-08]**

*Purpose:* Mixed-use redevelopment of parcels with frontage on the western end of Route 6; development of five, largely upland, parcels north of those properties immediately fronting the roadway.

*Boundaries:* Boundaries correspond to selected business parcels with the addition of 10 residential parcels that serve to create contiguous PDA coverage when paired with the Route 6 Business Corridor PDA.

*Changes from 2008:* This priority area is new in 2013.

*Future Action:* Potential rezoning of the selected parcels. Zoning should enable desired uses, speak to design standards, and encourage low-impact development.

### **Sand Pit Redevelopment [173-09]**

*Purpose:* Commercial, mixed-use, or office development of the parcel containing the spent sand pit along Route 6.

*Boundaries:* Boundaries correspond to a selected parcel.

*Changes from 2008:* This priority area is new in 2013.

*Future Action:* Potential rezoning of the selected parcels. Zoning should enable desired uses, speak to design standards, and encourage low-impact development.

### **Tinkham Hill [173-10]**

*Purpose:* Industrial, commercial, office, or alternative energy development of this largely upland area adjacent to, and including, the landfill site.

*Boundaries:* Boundaries correspond to selected parcels.

*Changes from 2008:* This priority area is new in 2013.

*Future Action:* Potential rezoning of the selected parcels. Zoning should enable desired uses and encourage low-impact development.

## PRIORITY PROTECTION AREAS

### **Aucoot Cove [173-11]**

*Purpose:* Continued land acquisition and protection of this open space and habitat area that includes BioMap 2 Critical Natural Landscapes and NHESP Priority Habitats.

*Boundaries:* Boundaries correspond to selected, undeveloped parcels between the Marion Town line to the north, Aucoot Road to the south and east, and Marion Road to the west.

*Changes from 2008:* Community representatives altered boundaries to more clearly follow parcel lines.

### **Holy Ghost Grounds [173-12]**

*Purpose:* Continued public recreation uses.

*Boundaries:* Boundaries correspond to a selected parcel.

*Changes from 2008:* This priority area is new in 2013.

*Future Action:* Continue to investigate and encourage land protection measures.

### **Mattapoisett Neck [173-13]**

*Purpose:* Continued land acquisition and protection of this open space and habitat area that includes BioMap 2 Critical Natural Landscapes.

*Boundaries:* Boundaries correspond to selected, undeveloped parcels on Mattapoisett Neck.

*Changes from 2008:* Community representatives altered boundaries to more clearly follow parcel lines.

### **Mattapoisett River Aquifer Protection District [173-14]**

*Purpose:* To preserve public drinking water and natural resources, including DEP Zone II Aquifers, and DEP Medium- and High-Yield Aquifers, BioMap 2 Core Habitats, and BioMap 2 Critical Natural Landscapes.

*Boundaries:* Boundaries correspond to the Mattapoisett River Aquifer Protection Zoning District, excluding the Route 6 Business Corridor PDA, Route 6 Mixed-Use Area PDA, Tinkham Hill PDA, Crystal Spring Road PDA, and Sand Pit Redevelopment PDA.

*Changes from 2008:* Community representatives altered boundaries to more clearly follow zoning districts.

#### **Pine Island Brook [173-15]**

*Purpose:* Continued land acquisition and protection of this open space and habitat area that includes BioMap 2 Core Habitats and Critical Natural Landscapes.

*Boundaries:* Boundaries correspond to selected, undeveloped parcels between Route 6 to the north, Angelica Avenue to the south, Prospect Road to the west, and Hollywood Road to the east.

*Changes from 2008:* Community representatives altered boundaries to more clearly follow parcel lines.

#### **West Mattapoisett Habitat Conservation [173-16]**

*Purpose:* To preserve habitats including BioMap 2 Core Habitats and Critical Natural Landscapes and NHESP Priority Habitats.

*Boundaries:* Boundaries correspond to selected undeveloped parcels south of Route 6.

*Changes from 2008:* In 2008, this PA was part of the Mattapoisett River Aquifer Protection District. Community representatives made this PA independent, renamed it to more clearly describe its purpose, and altered its boundaries to more clearly follow parcel lines.

#### **DELETED PRIORITY AREAS**

**Historic Village PDA:** Community representatives chose to remove this PA because it no longer reflected a first-tier development priority. The area currently functions as desired.

<b>SOUTH COAST RAIL CORRIDOR LAND USE AND ECONOMIC DEVELOPMENT PLAN</b> <b>FIVE-YEAR COMMUNITY PRIORITY AREA UPDATE COMMUNITY MEETINGS</b> <b>06/30/2013</b>				
<b>Community</b>	<b>RPA</b>	<b>Introduction</b>	<b>Preliminary</b>	<b>Public</b>
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

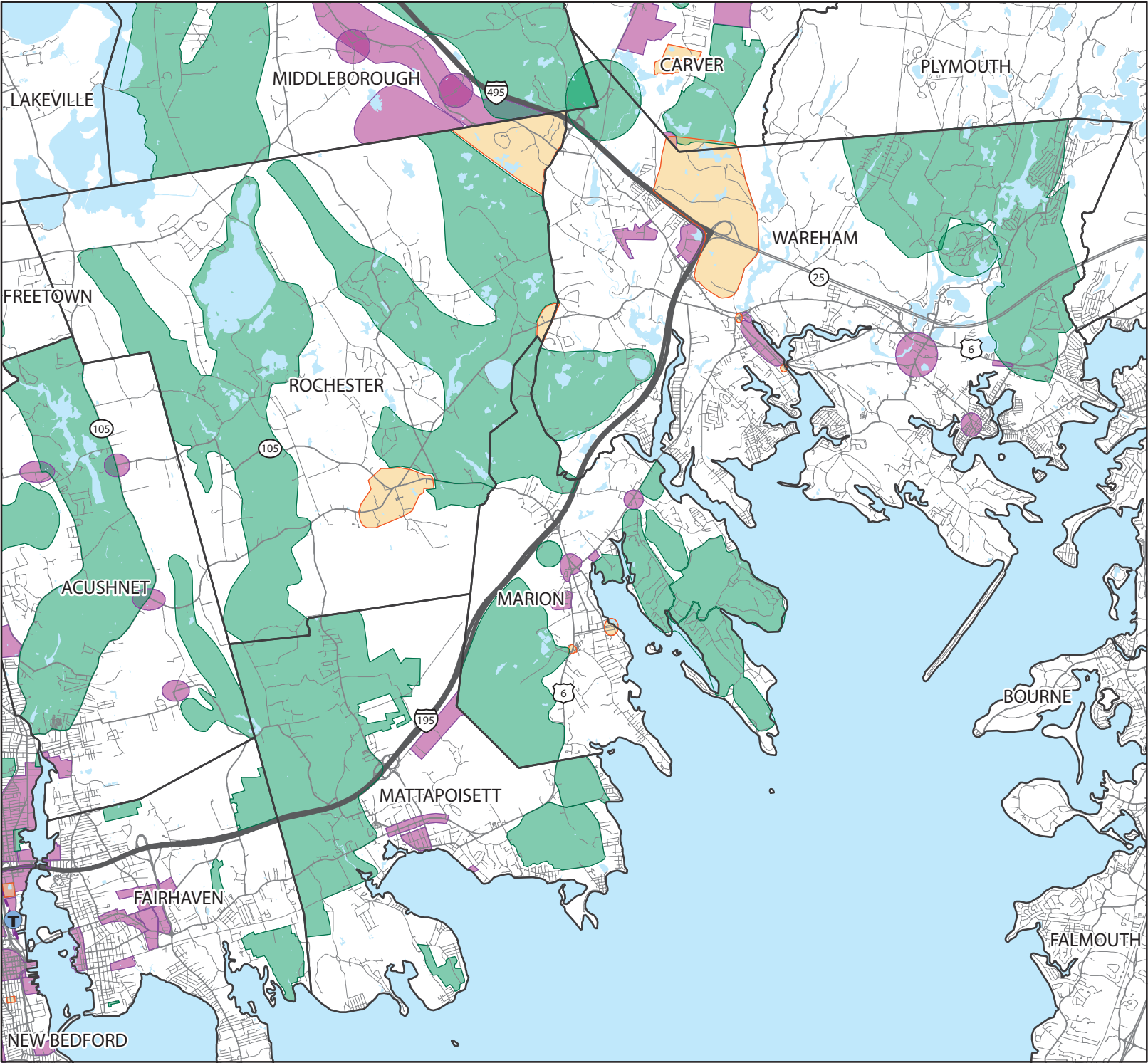
- Priority Development Areas (PDAs)
- Priority Protection Areas (PPAs)
- Combined PDA/PPA
- Overlapping Priority Areas
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Proposed Stations
- MBTA Proposed Rail Lines

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

February 2013



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# South Coast Rail Priority Area 5-Year Update

## Subregion 7: Rochester, Wareham, Mattapoisett, Marion

Map 2: Open Space &  
Developed Land

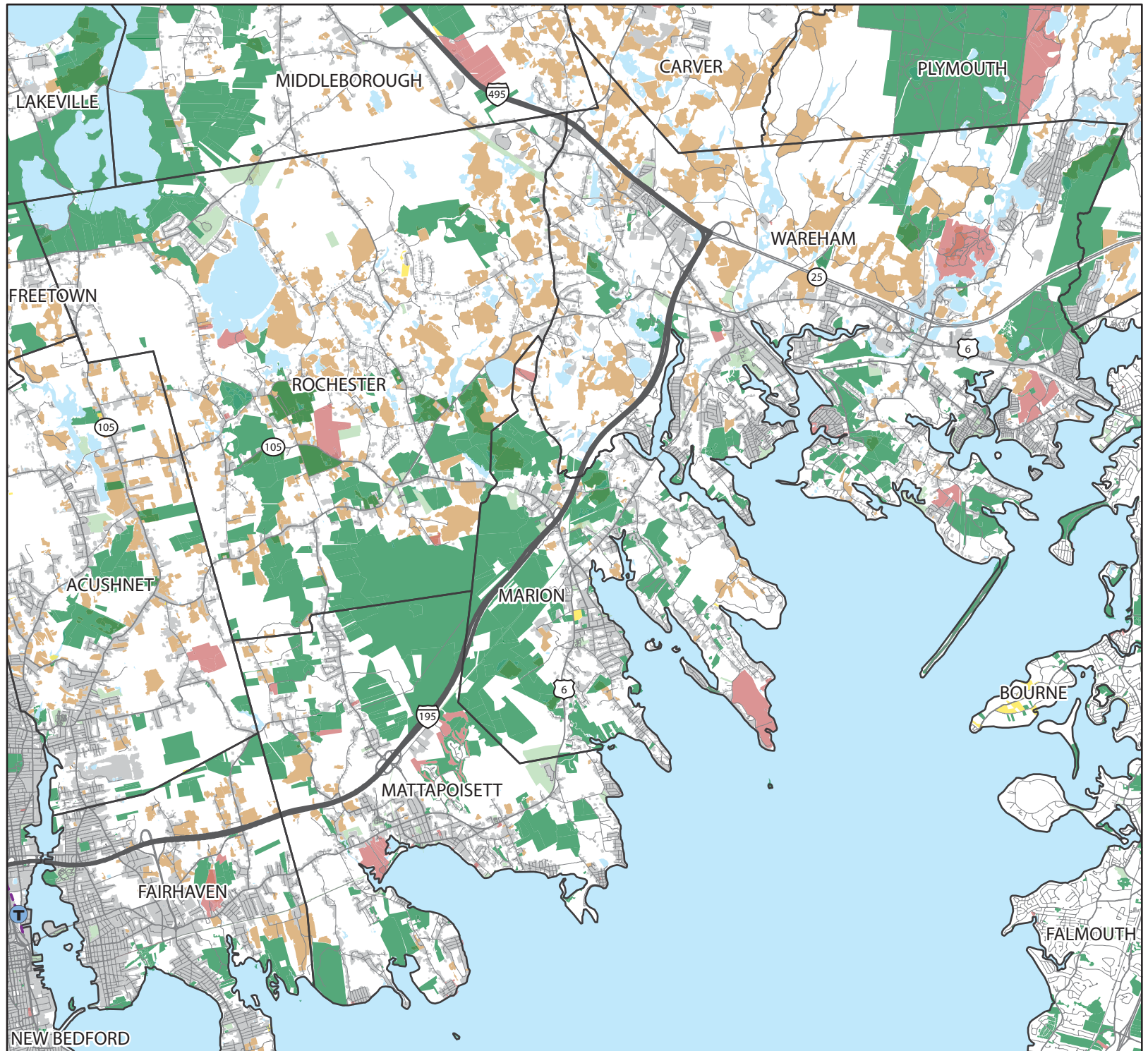
- Developed Land
- Open Space (Protected In Perpetuity)
- Open Space (Limited Protection)
- Open Space (Term-Limited or Unknown)
- Open Space (No Protection)
- Active Agriculture
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Proposed Stations
- MBTA Proposed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

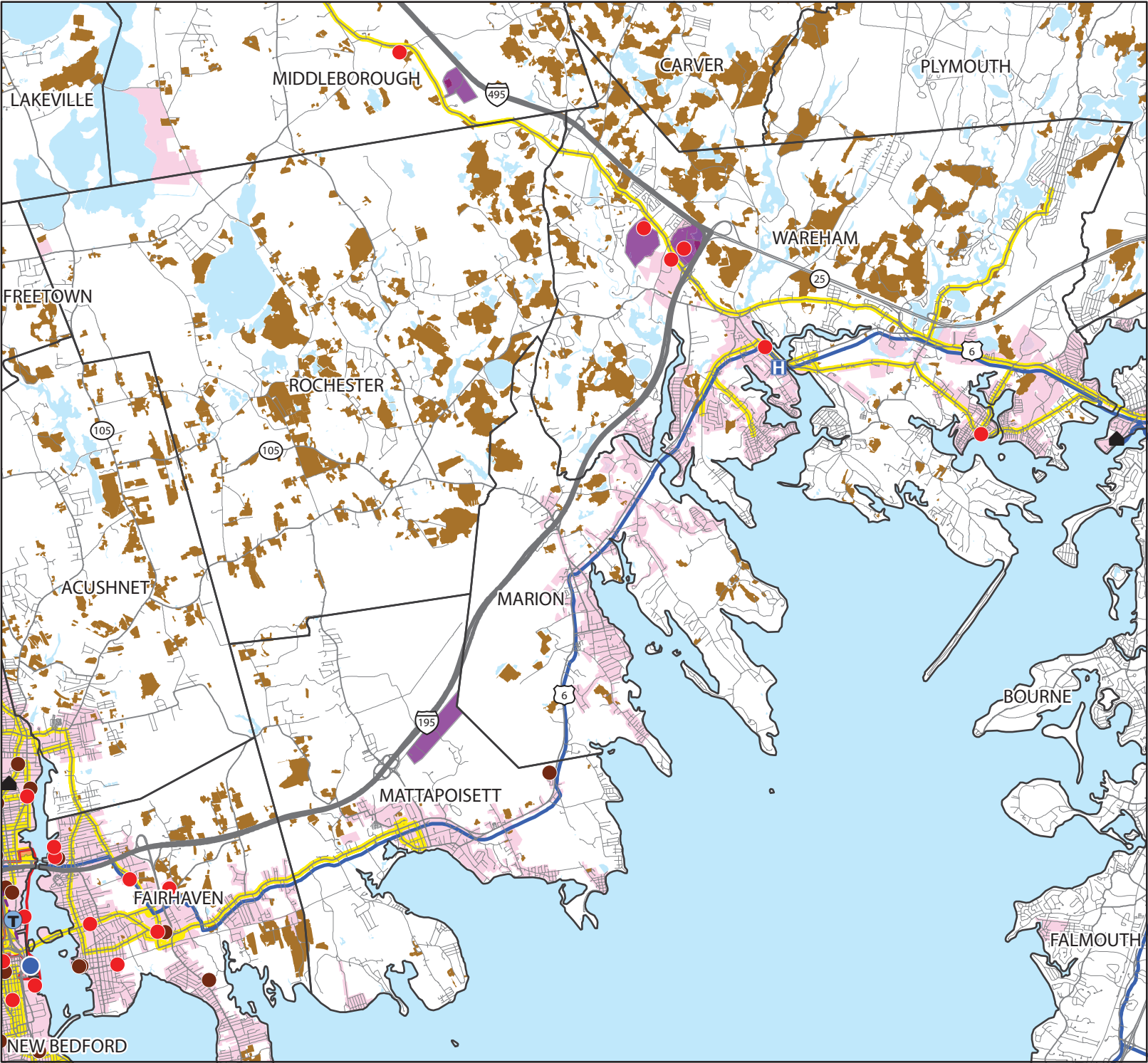
- Colleges and Universities
- Hospitals
- EOHED Growth Districts Initiative
- EOHED Chapter 43D Districts
- EOHED Chapter 40R Districts
- Industrial Parks
- Economic Opportunity Areas (EOAs)
- Seaport
- MassDEP Activity and Use Limitation (AUL) Brownfield Sites
- SRTA/GATRA Fixed Bus Routes
- OpenCape 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

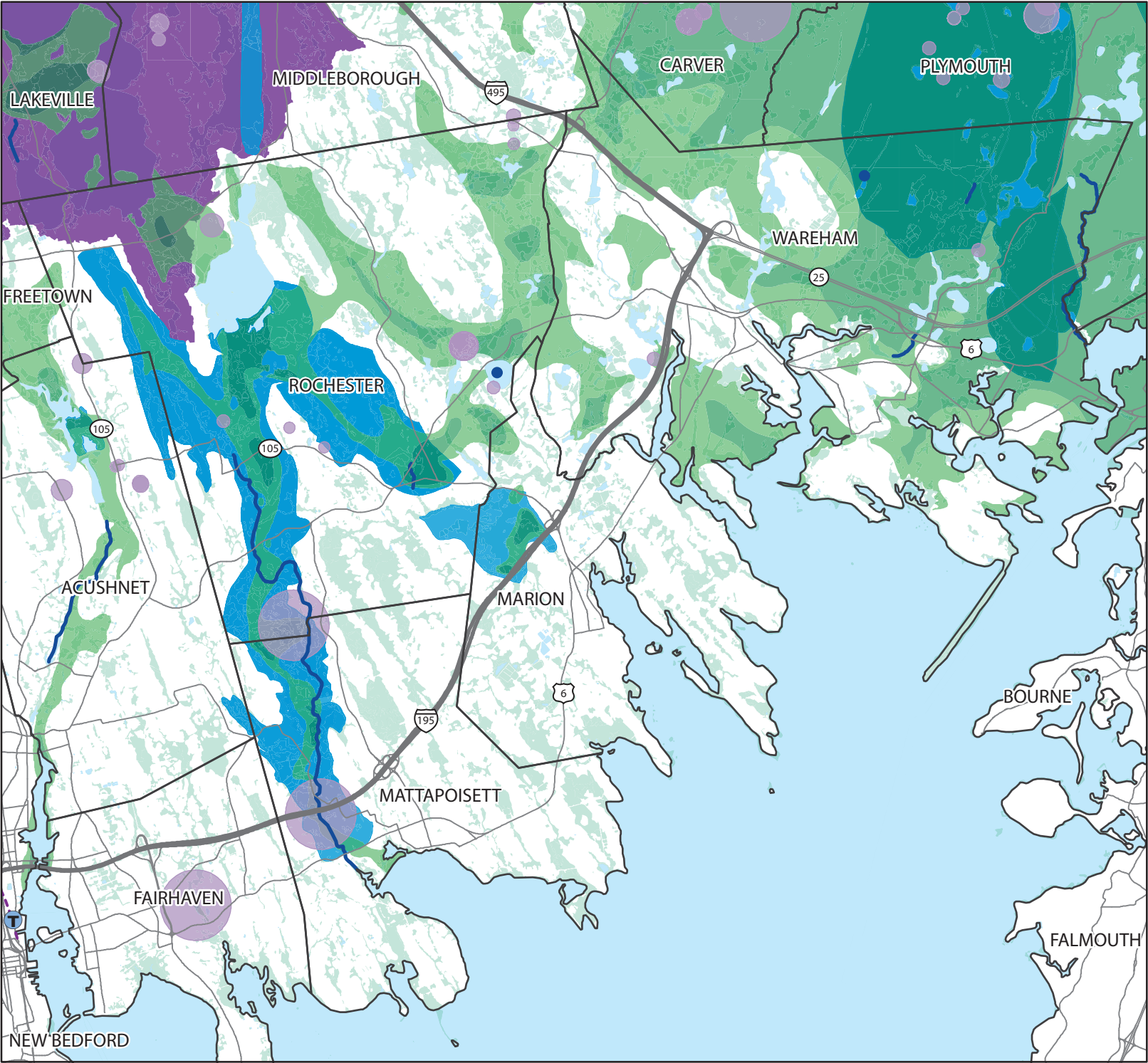
- DEP Approved Zone II Aquifers
- High-Yield Aquifers
- Medium-Yield Aquifers
- Interim Wellhead Protection Areas (IWPAs)
- DEP Outstanding Resource Waters - Public Water Supply Watershed
- DEP Wetland Bodies
- DF&G Coldwater Streams/Fisheries
- DF&G Coldwater Fishery Pond
- Water
- Municipal Boundaries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

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February 2013



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# South Coast Rail Priority Area 5-Year Update

## Subregion 7: Rochester, Wareham, Mattapoisett, Marion

Map 5: Biodiversity & Natural Resources

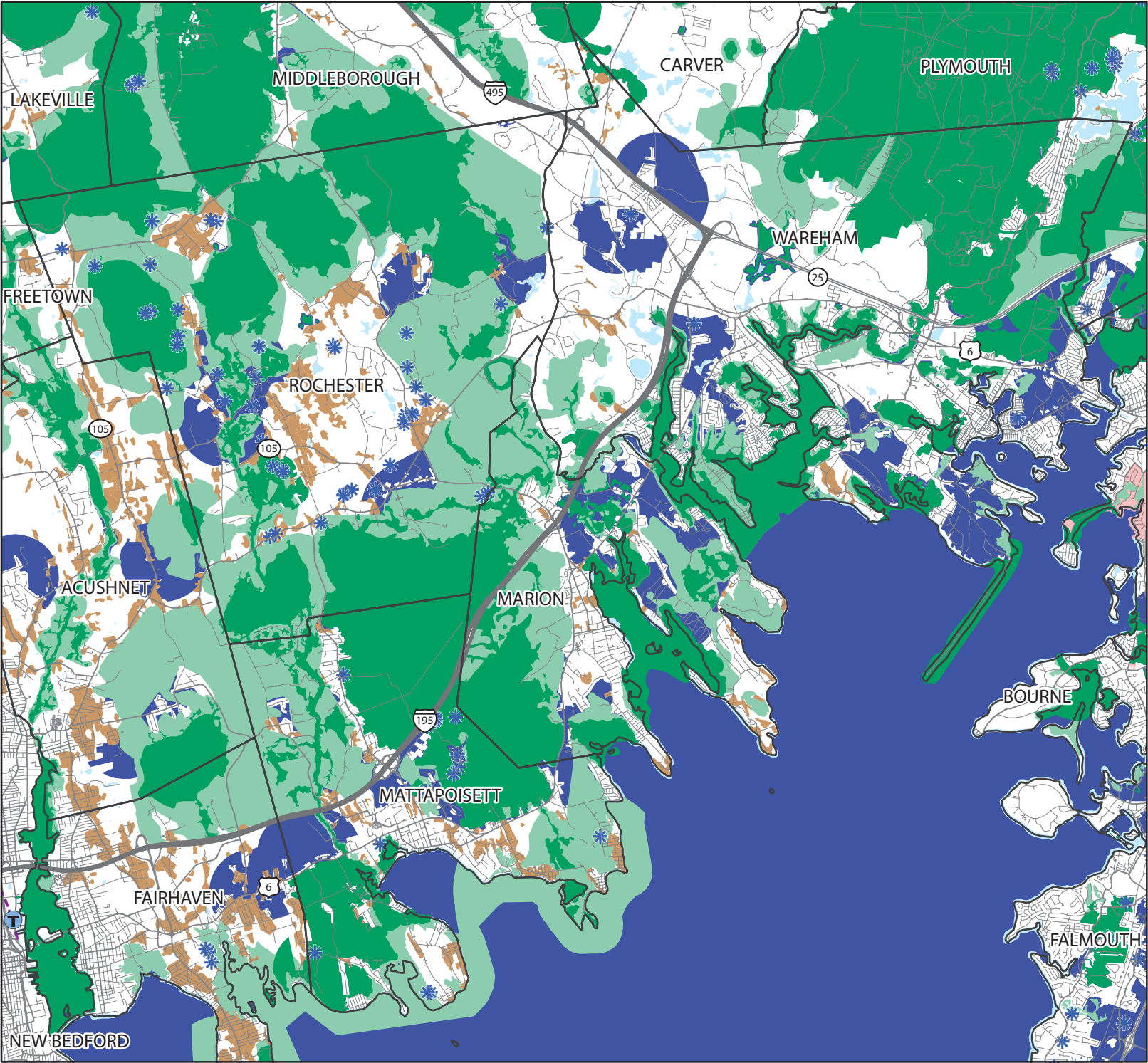
- NHESP Certified Vernal Pool
- All Areas Prime Farmland (NRCS SSURGO-Certified Soils)
- NHESP Priority Habitats
- BioMap2 Core Habitat
- BioMap2 Critical Natural Landscapes
- Area of Critical Environmental Concern (ACEC)
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local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

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# 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

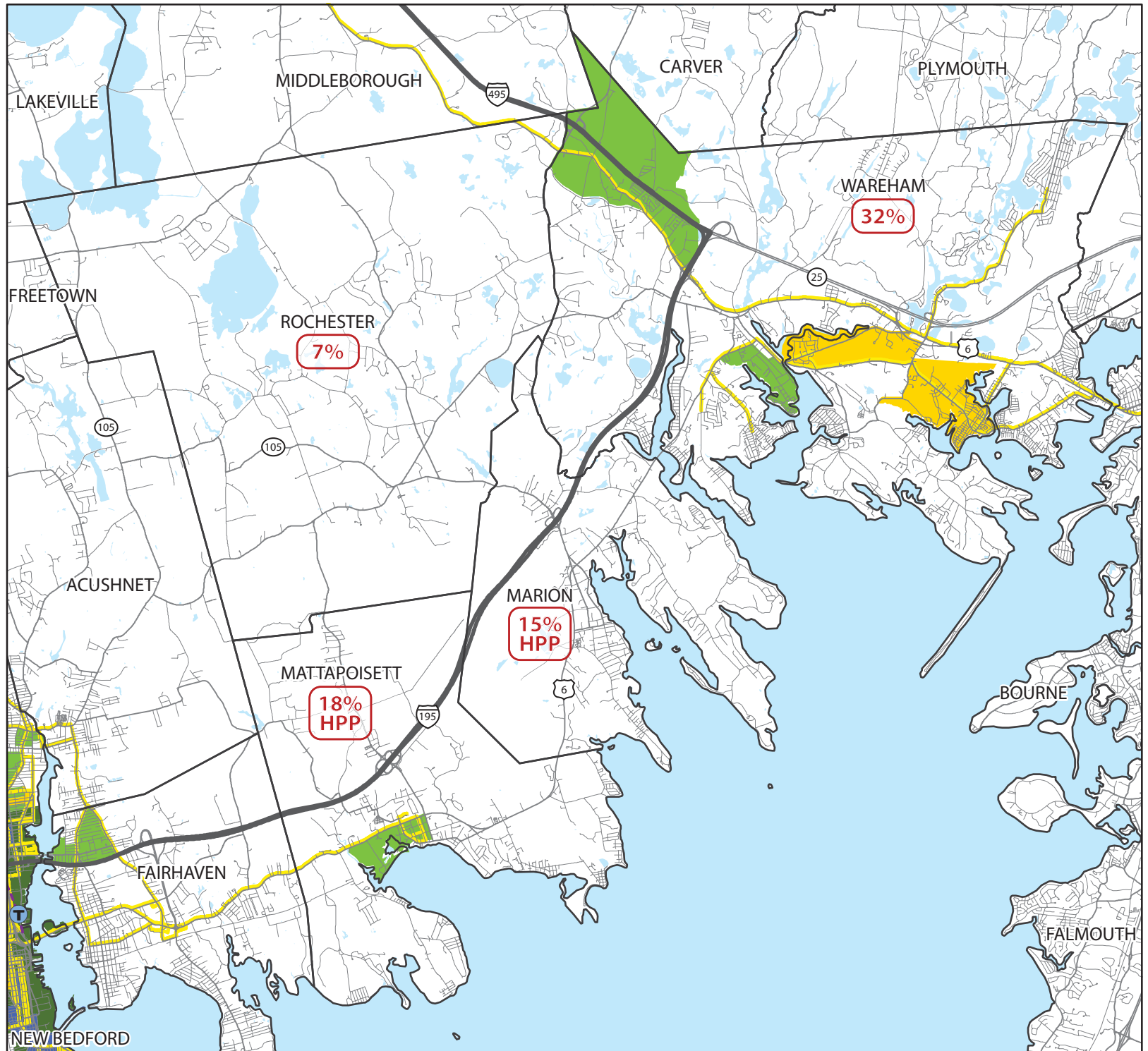
**35%** Percent of a community's total housing units that are affordable to households with incomes  $\leq$  80% the area median income (AMI). Note: 35% of all housing units in the South Coast Rail region are affordable to these households.

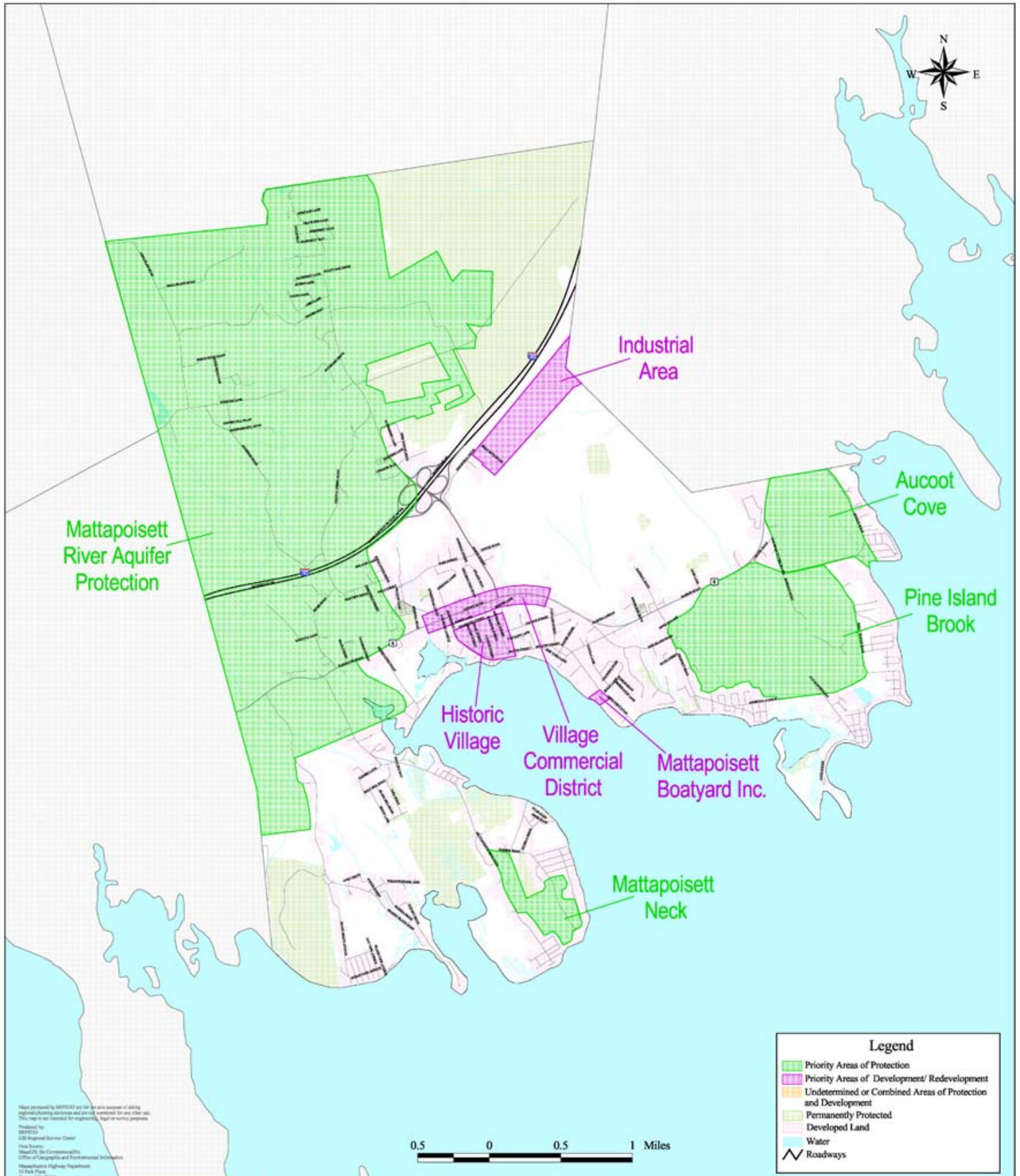
This map is for the sole purpose of aiding regional planning decisions and is not warranted for any other use.

February 2013



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**SOUTH COAST RAIL**  
Smart Growth  
Corridor Plan

Town of Mattapoissett  
Priority Development & Priority Protection



Prepared By:  
SRPEDO  
September 2008