

# Mattapoissett

## *Master Plan*



# ACKNOWLEDGEMENTS

This Mattapoisett Master Plan document would not have been possible without the support, input, and local knowledge provided by the town's citizens, professional staff, and leadership. The Town would like to acknowledge the following for their role in preparing this Master Plan.

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# INTRODUCTION

Each chapter contains the information needed to explore and address its subject matter and is broken down in the following way:

- **Vision** statements summarize the overarching themes within the chapter.
- **Strategies** contain important details to accomplish the vision, including its priority, the main steps to take, the lead party (“who’s in charge”), and recommended partnerships and programs to pursue.
- **Category of Change** is a reference key used to describe the type of action the Town will take and the scope for each strategy. These categories may be combined for Town-Wide strategies.

All of these details are summarized again in the “Implementation” chapter, which explores and organizes each Strategy in a user-friendly table.

It is now up to the residents, elected, and appointed officials to read the plan and use it to guide important decisions about Mattapoissett’s future.

Category of Change Key	
Zoning	Z
Programs and Policies	P
Capital Projects	C
Town Wide	TW

## Elements of the Master Plan

According to Chapter 41 Section 81D of Massachusetts General Law, each community Master Plan must consider standard elements that impact quality of life.

The Mattapoisett Master Plan addresses all planning elements which were used to organize the public workshops such as Land Use, Housing, Economic Development, Open Space and Recreation, Natural and Cultural resources, Services and Facilities, as well as Transportation and Circulation.

Due to the unique challenges that Mattapoisett faces as a coastal community, this Master Plan also considers the future of the Town through a lens of Resilience.

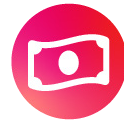
For the purpose of this Master Plan, each strategy denotes which element is addressed through its implementation.



**Land Use**



**Housing**



**Economic  
Development**



**Open Space &  
Recreation**



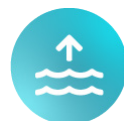
**Natural & Cultural  
Resources**



**Services & Facilities**



**Transportation &  
Circulation**



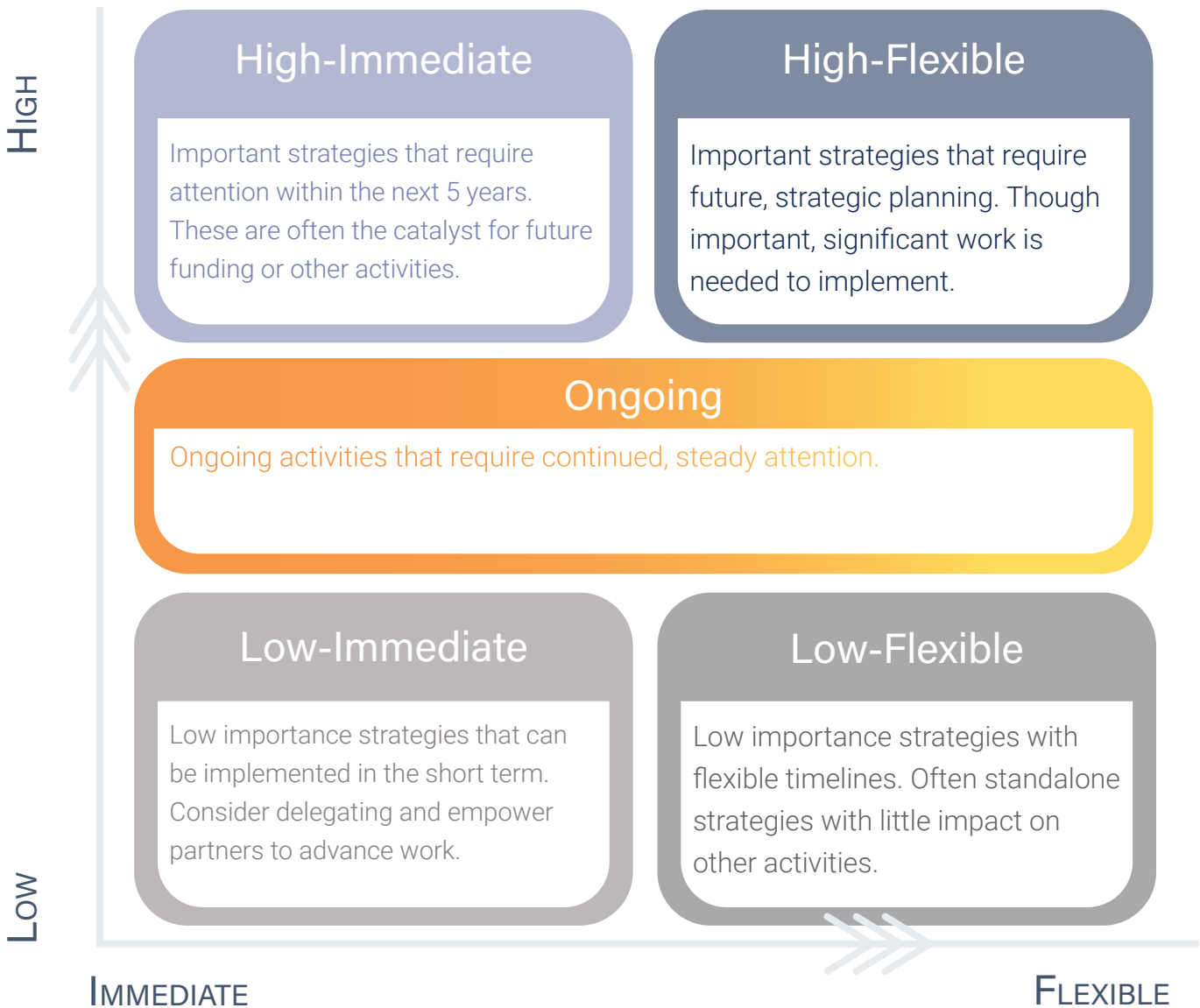
**Resilience**

### Element:



## Prioritizing Strategies in the Plan

Like all municipalities, Mattapoissett is constrained by its resources and staff capacity. The chart below illustrates how the planning team prioritizes strategies in this Plan. Each strategy is assigned a combination of High-Low Importance with Immediate-Flexible Timeline. Mattapoissett is already working on many strategies that require continued work - those are considered Ongoing.

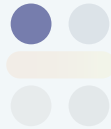




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For the purpose of the Master Plan, each strategy is assigned a priority. Visual cues at the end of each strategy let readers know how important and how quickly the town should act.

**Priority:** High-Immediate



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Figure 1. SRPEDD

# Community-Driven Planning

This Master Plan was informed by the vision of residents and local leaders. At the project's inception, the Town chose to recruit a Master Plan Committee which represents a variety of demographics and perspectives in Town. Of course, being a public process, the Master Plan provided opportunities for members of the public to participate through public virtual workshops and online activities. Due to the pandemic, the majority of public workshops took place virtually, but set a high bar for participation across all types of engagement practices.



## Mapping Exercise

A long-standing feature of the Mattapoissett Master Plan included the Mapping Exercise, which encouraged participants to pinpoint locations in Town that they identified as a problem, challenge, or solution. This exercise made up part of the suite of long-term feedback methods. Through this exercise, project staff validated discussions and findings revealed through other workshop activities.

The Mapping Exercise generated an impressive amount of feedback. Residents created more than 133 points, comments, and likes/dislikes on the map. Transportation & Circulation generated the most comments overall.

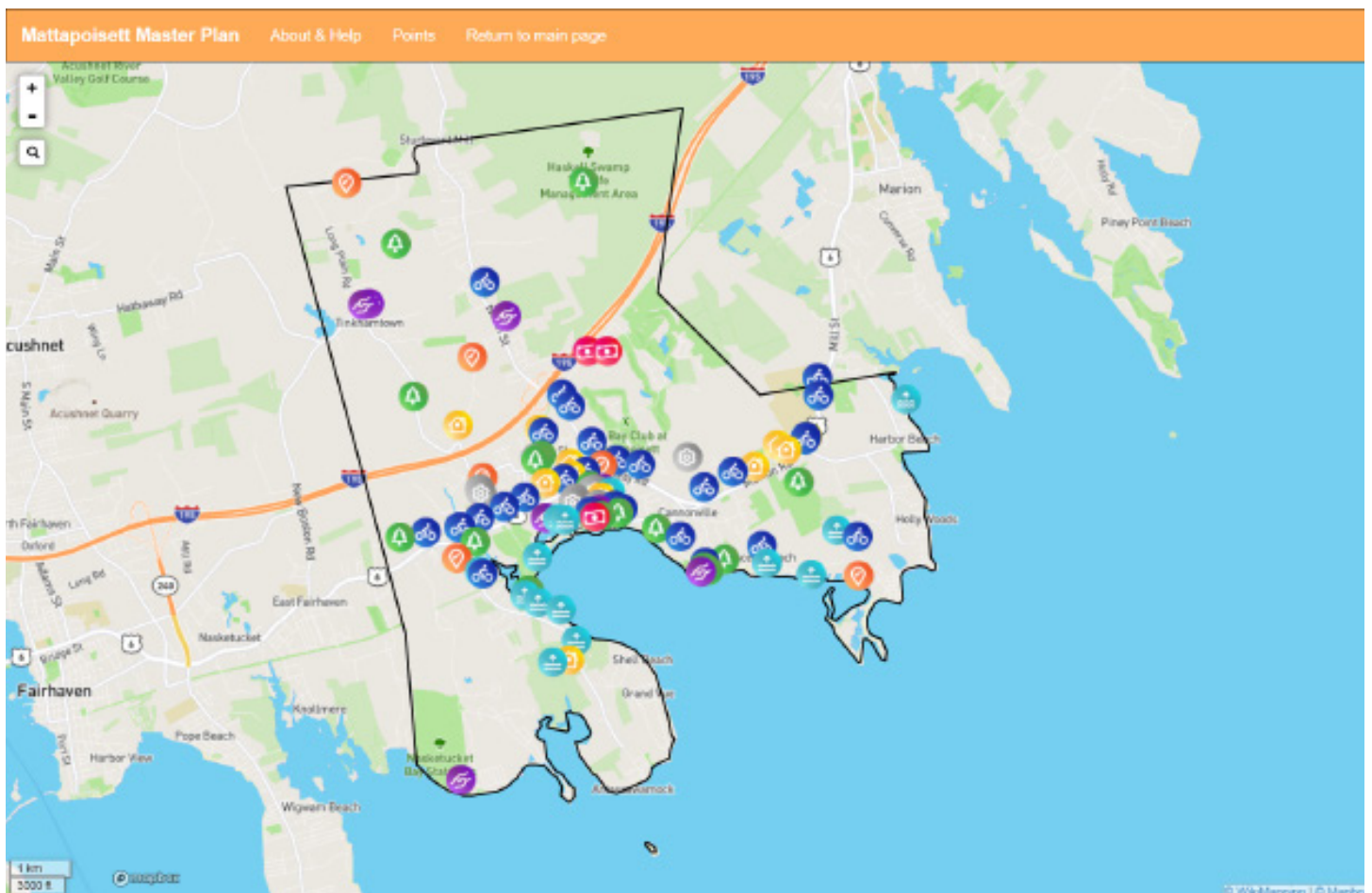


Figure 2. Mapping Exercise

## Planning Context

Part of Plymouth County in southeastern Massachusetts, Mattapoisett is nestled between Fairhaven to the west and Marion to the east. Mattapoisett is just about an hour from Providence and Boston, making it a desirable location for anyone commuting from or around these metro areas. Interstate I-95 and state Routes 6 act as the major connectors and economic corridors in Town.













As population plateaus, Mattapoisett needs to proactively plan for housing and service needs, while acknowledging that, like much of the region, the Town's population is aging while school and working-aged individuals make up less of the population year to year.

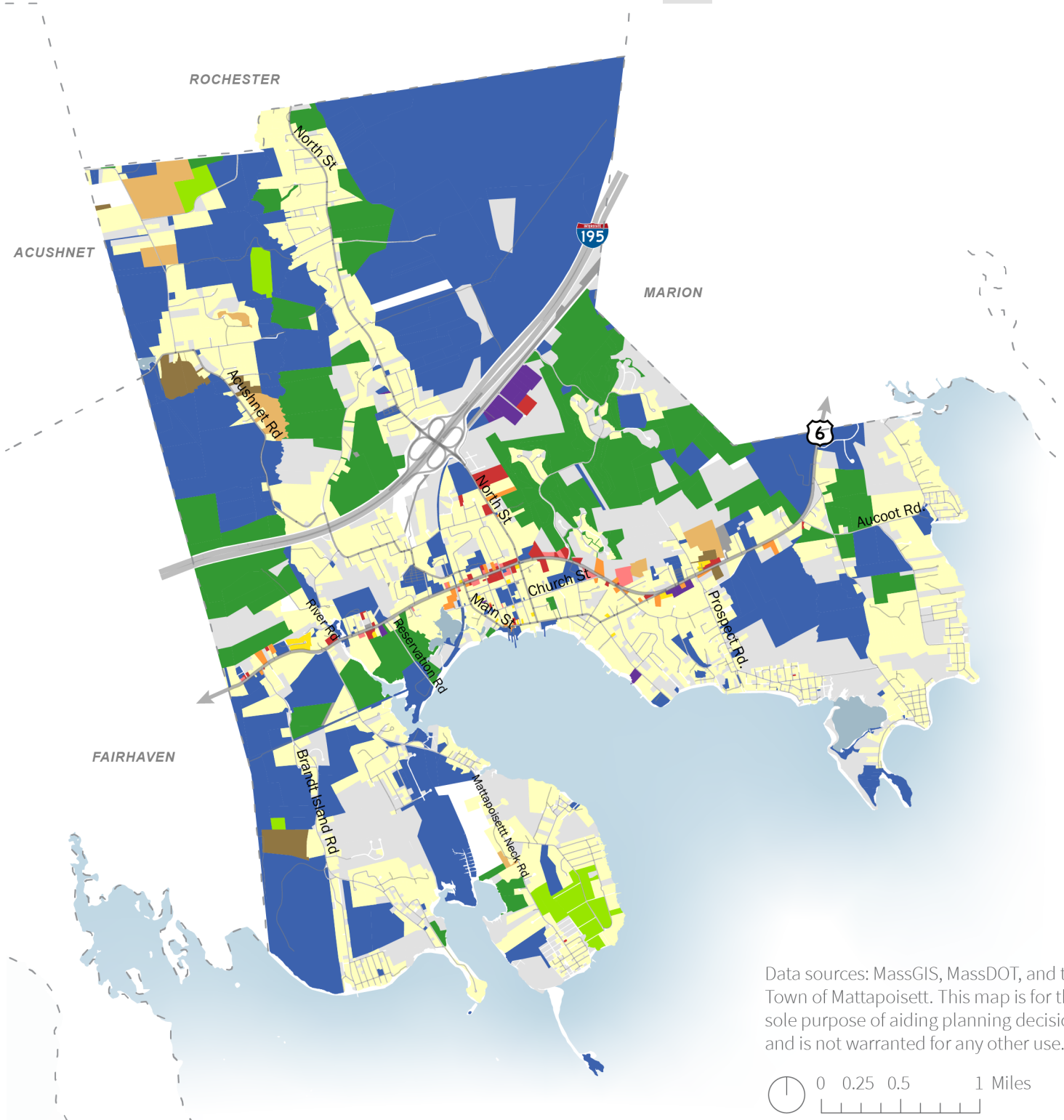
The Town benefits from a healthy economy buoyed by the success of Industrial Drive. Despite this cornerstone development, Mattapoisett's top industries also include professional and technical services, healthcare and social assistance, and construction. Affordable housing, subsidized or otherwise, is less than 10% of the Town's housing stock.

As Mattapoisett considers the next ten years, this Master Plan will help the Town weather economic change and growth, support existing and new residents, and carve out a modern identity that honors the Town's coastal identity. Mattapoisett's last Master Plan was released in 2000. Other planning efforts that informed this plan include:

- 2020 MassDOT Complete Streets Funding Program Prioritization Plan and 2019 MassDOT Complete Streets Funding Program Policy
- 2020 Route 6 Corridor Study (MassDOT, SRPEDD)
- 2019 Free Public Library Strategic Plan
- 2018 Municipal Vulnerability Preparedness Workshop Report
- 2017 Community Preservation Plan
- 2016 Coastal Resilience Report
- 2013 Priority Development Areas (PDAs) and Priority Protection Areas (PPAs)
- 2011 Waterfront Management Plan

# Land Use

- |  |  |   |
|--|--|---|
|  Residences <= 3 units |  Office                     |  Res/Agriculture            |
|  Apartments >= 4 units |  Commercial                 |  Agriculture                |
|  Mixed-Use             |  Industrial                 |  Non-productive Agriculture |
|  |  Institutional (tax-exempt) |  Open Space and Recreation  |
|  |  |  Vacant                     |



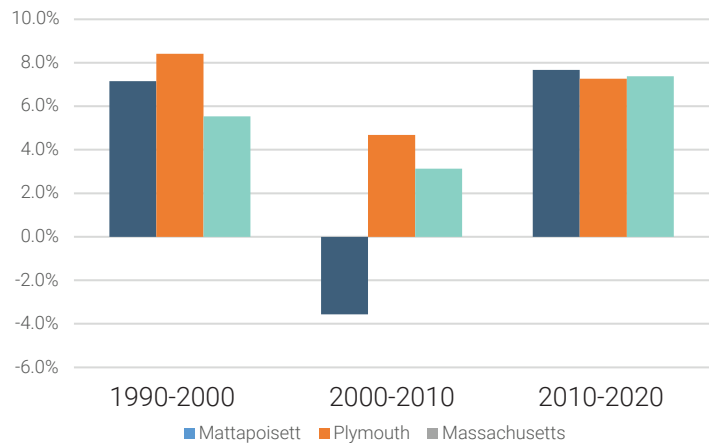
Data sources: MassGIS, MassDOT, and the Town of Mattapoisett. This map is for the sole purpose of aiding planning decisions and is not warranted for any other use.



## Population

- Between 2010-2020, the Town’s population grew to 6,508 - a 7% increase. However, the next several decades may see population loss resume in town (UMass-Donahue Institute).
- Median age increased from 46 to 56 between 2010-2020.
- The share of retirement age residents increased from 29.9% in 2010 to 41% in 2020
- In the last 10 years enrollment dropped by 442 students (2020).(Massachusetts Department of Elementary & Secondary Education)

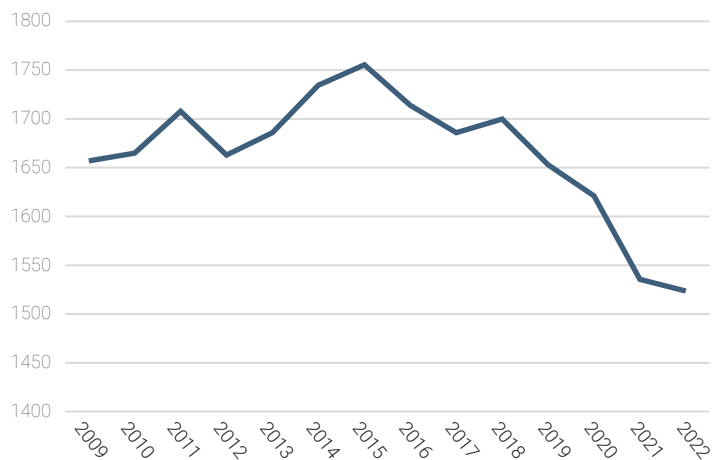
Population Growth 1990-2020



## Households

- 82% of Mattapoisett’s households own their home. (US Census ACS 2010-2020)
- Mattapoisett’s median income increased 21.2% over the last ten years to approximately \$90,747.
- 2.6% of Mattapoisett’s housing units (68 units) are income-restricted affordable, below the recommended 10% state threshold. (DHCD SHI 2020)

Total School Enrollment



# Zoning

## Rural Residential

- RR80
- RR45
- RR40
- RR30

## Residential

- R80
- R40
- R30
- R20

Village Residential (VR10)

Marine Residential (MR30)

Waterfront Residential (W30)

Village Business (VB)

General Business (GB)

Light Industrial (LI)



## Economy

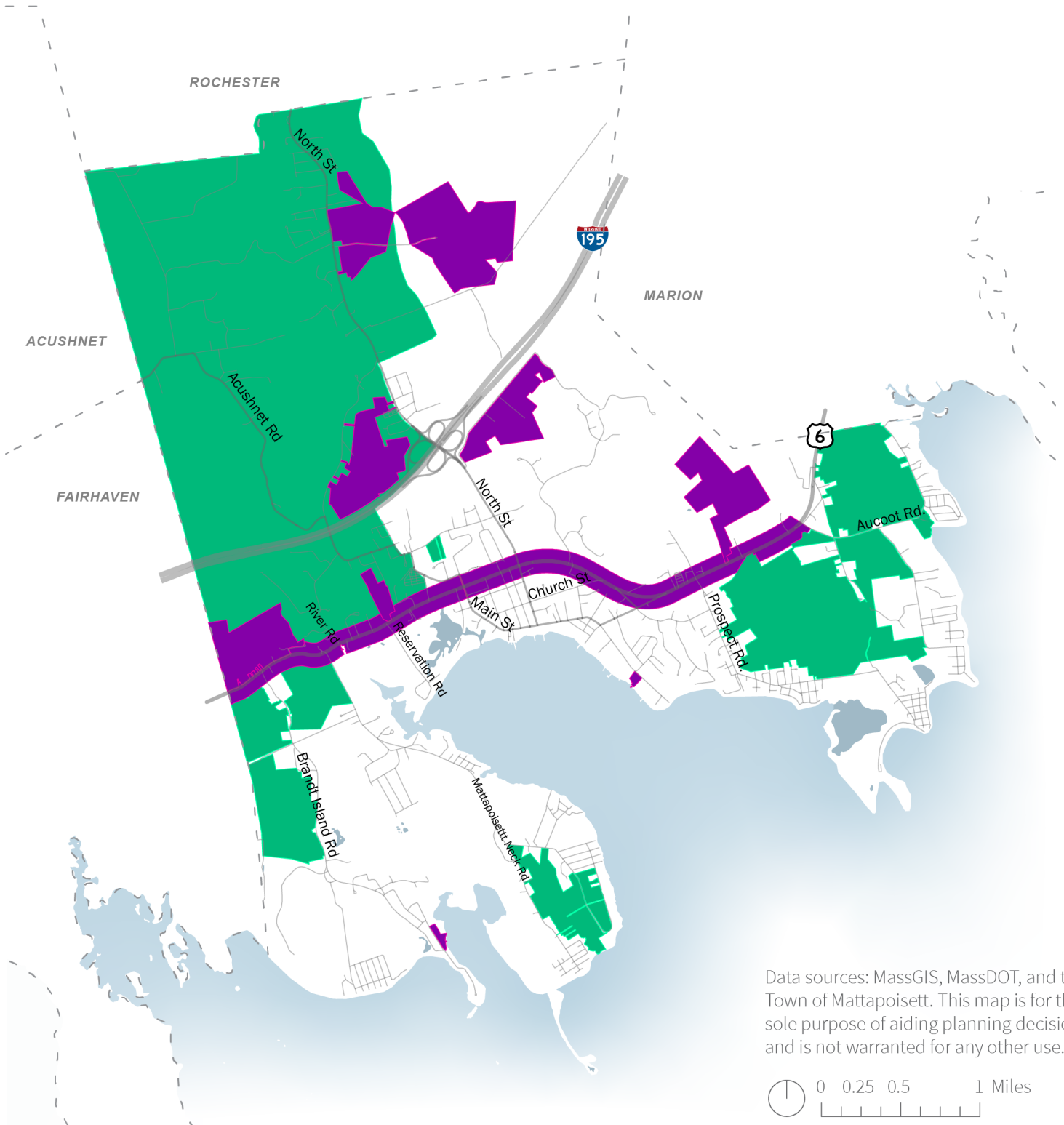
- Largest sectors are Educational Services (305 jobs), Accommodation and Food Services (270 jobs), Health Care and Social Assistance (206 jobs), (EOLWD)
- 7.3% of Mattapoissett's tax base is nonresidential. (Department of Revenue)
- Mattapoissett has a flat tax rate, 13.9% for both commercial and residential activities. (Department of Revenue)
- Prior to the pandemic, Mattapoissett experienced 20% job growth between 2010-2018. Today, growth has slowed to about 13% between 2010-2021.
- Mattapoissett has already identified locations for future growth through their Priority Protection and Development Areas





# PDAs & PPAs

-  Priority Development Areas (PDA)
-  Priority Protection Areas (PPA)



Data sources: MassGIS, MassDOT, and the Town of Mattapoissett. This map is for the sole purpose of aiding planning decisions and is not warranted for any other use.



# VISION

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The Master Plan process presents an opportunity to take stock of current conditions in Mattapoisett, but also establish a vision to guide the community over the next ten years. It is no easy – or simple – task to define a community’s relationship to the place they call home.

The Master Plan’s guiding principles are the broad Vision statements that help us understand the big picture in Mattapoisett. Using previous planning documents and existing policy, the Master Plan first established many of these Vision statements. To better understand the Town’s Vision, the Master Plan project team considered demographic and economic trends, as well as public feedback from a series of public events and online tools. These Vision statements represent the intersection of all required elements of a Master Plan including Land Use, Housing, Economic Development, Open Space and Recreation, Natural and Cultural Resources, Transportation and Circulation, as well as Resiliency.

As you read the Master Plan, you will notice that the chapters are organized by areas in town - not by the elements. The chapters highlight Mattapoisett’s unique areas, their individual strengths and weaknesses, and the public’s vision for each area. By organizing the Master Plan in such a way, the Town can consider implementation for each area in a more coordinated and consolidated fashion.

The Vision Area map summarizes the areas covered by each chapter. Since this is a living document the Town can revisit and revise, the boundaries of these areas may change.

Many town-wide strategies related to town services, climate change, and natural environments are categorized under broad areas that cover the entirety of Mattapoisett.

Figure 3. Joe’s Point (SRPEDD)





**Vibrant Village & Harbor:** Promote a strong historic coastal village character through a walkable, compact neighborhood, and welcoming waterfront with climate resilience in mind.

**Thriving Business Corridor:** Promote compact, walkable corridors that create jobs and community amenities

**Protected Coastal Neighborhoods:** Protect existing residents and discourage development in high-risk areas through nature-based solutions and commonsense policies.

**Sustainable Inland Growth:** Channel development pressure inland rather than on the coast while protecting rural character and ecologically-important areas.

**Preserve Natural Systems:** Protect habitats and natural areas as both spaces for recreation and nature-based solutions to adapt to climate change

**Resilient Services & Governance:** Modernize and protect facilities in vulnerable areas and allow for departmental growth.

**Safe, Connected, and Reliable Infrastructure:** Make routes to recreational areas and the Village safe for pedestrians and bikers, preparing critical roads for climate change.

## VIBRANT VILLAGE & HARBOR

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Promote a strong historic coastal village character through a walkable, compact neighborhood, and welcoming waterfront with climate resilience in mind.

### Zoning

- 1.Z.1. Enhance the architectural standards of the Village Business District with illustrative design guidelines.
- 1.Z.2. Expand flexibility in the Village Business District by assessing dimensional limitations including lot coverage, height, and density.
- 1.Z.3. Allow the development of duplexes, triplexes, ADUs, and small multi-family housing that fit the village character.
- 1.Z.4. Expand the Village Business District boundaries to include areas north and east along Route 6.
- 1.Z.5 Enhance public multi-modal parking opportunities in the Village to support cultural and recreational programming.
- 1.Z.6. Implement the Town’s Stormwater Management Plan Goals for the Village.

### Policy and Programs

- 1.P.1 Foster a greater sense of place in the Mattapoissett Village through wayfinding, events, and local partnerships.

### Capital Projects

- 1.C.1 Assess the future of the Town Hall to determine re-use that compliments the Village.
- 1.C.2 Support a school system that continues to attract families to Mattapoissett.
- 1.C.3 Continue to improve sidewalks and implement shared streets in and around Mattapoissett Village Center.

Figure 4. Center School (SRPEDD)



### 1.Z.1. Enhance the architectural standards of the Village Business District with illustrative design guidelines

While Mattapoissett Zoning bylaw provides some guidance on “Architectural Standards” for development in Village Business District (see the modest text of section 3.13.9), it does not include illustrated design guidelines or architectural standards. These types of documents are graphically rich, using images to guide or (in the case of strict standards) control growth. They are most appropriate and successful in or near historic areas, such as Mattapoissett Village, that have existing architectural character and value.

According to the existing VBD bylaw, its architectural standards support specific building configurations, while encouraging thoughtful consideration of paving, plantings, signage, and site furnishings. The 2020 Zoning Bylaw Review completed by Barret Planning Group LLC, found the architectural standards fail to fully illustrate the town’s goals for development in the VBD, which is to encourage mixed-use developments that complement the existing architecture of the Village.<sup>1</sup> To better achieve this outcome, the Town should create graphically designed and illustrated architectural guidelines or standards utilizing existing buildings around the Village; this document should provide

examples of the types of features the Town would prefer in new development. An illustrative guide would not impact the price of development by requiring specific materials, but encourage development that more clearly meets the existing spirit of the Village.

**Priority:** High-Immediate

**Responsible Party:** Planning Board, Town Administrator

**Performance Measures:**

- Hire consultant to develop the illustrative guide.
- Work collaboratively to determine the physical characteristics that the guide should encourage, support, and preserve.

**Success Story:** The City of New Bedford recently created Design Guidelines for their TOD Districts. These guidelines, completed by SRPEDD, illustrate the physical and dimension goals of the TOD zoning districts in the City.<sup>2</sup>

**Complementary Strategy:**

2.Z.1 Create a user-friendly Development and Permitting Guide to facilitate and encourage small-scale housing and retailers in the Village Business District.

**Element:**





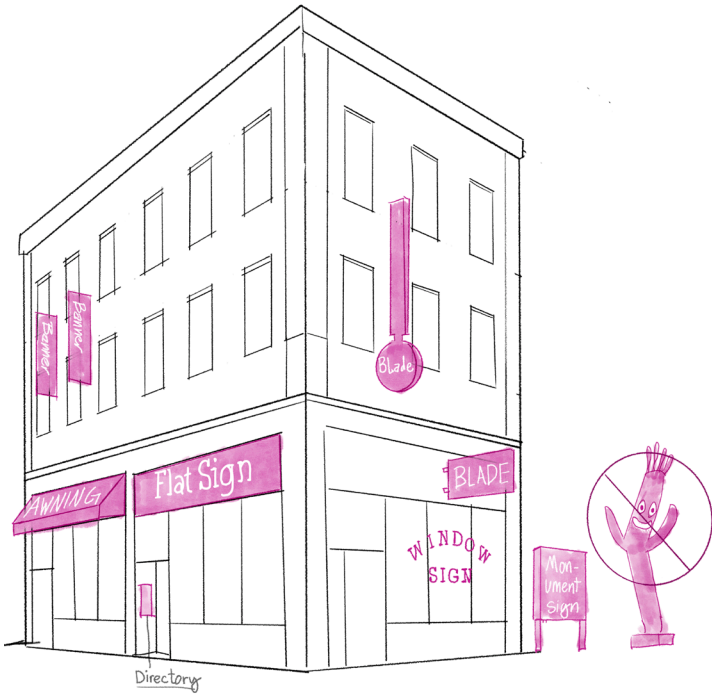
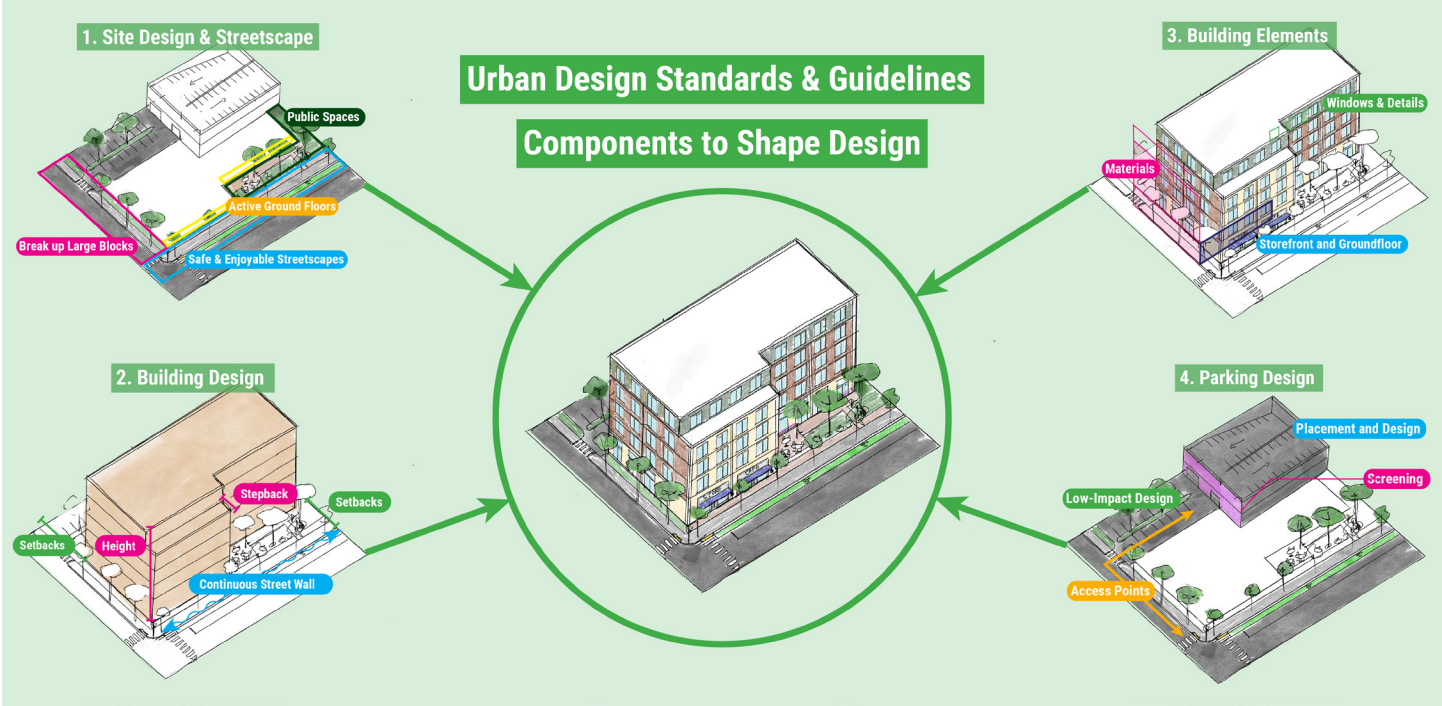


Figure 5. New Bedford TOD Design Standards and Guidelines (SRPEDD)

### 1.Z.2. Expand flexibility in the Village Business District by assessing dimensional limitations including lot coverage, height, and density.

The town’s Village Business District (VBD) allows development by special permit. Developed in 2005, the VBD was designed foster functional and attractive mixed-use development that supports economic, transportation, and housing goals. Though Mattapoissett first introduced the VBD over 15 years ago, few developments have opted to apply for this special permit.<sup>3</sup>

An assessment of the bylaw reveals regulations that contribute to its limited implementation. Clarifying the bylaw would enhance its application. For example, the VBD allows multi-family housing at a density of 3 units per acre in areas served by public sewer with a maximum of 80% impervious lot coverage. In mixed-use developments, the VBD allows a maximum 40% lot coverage (including parking) and a 40% minimum open space requirement. Conditions such as these

**Table 1: Village Business District Dimensional Restrictions**

Max Height (6.3.3)	35'
Minimum Lot Size*	
Frontage	
Setback Street/Front**	0'-10'
Setback Rear	15'-30'
Setback Side	10'
Maximum Lot Coverage	
Minimum Open Space	

- Total impervious coverage may be a maximum of 80% of the lot.
  - Street set back is 10 feet to Route 6 and 10 feet from any side street.
  - There is no minimum side set back unless the property abuts residential property. In this case, setback is 10 feet, or the setback of any existing structure, or the setback granted by an easement from the abutter, whichever is less.
  - Rear setback is unchanged at 30 feet, but may be reduced to 15 feet in the presence of adequate landscaping or screen.
- \*\*No structure need be setback from the street right-of-way line more than the average of the set-backs of the building or lot next thereto within 250 feet on each side; except in Business Districts on Route 6, where the minimum set-back from Route 6 shall be 65 feet. On all streets entering Route 6 in Business Districts, the minimum set-back shall be 50 feet for a distance of 150 feet from the right-of-way line of Route 6.

may be prohibitive to multi-family housing and commercial, mixed-use development. (See Table 1). Some strategies the Town may pursue to increase development in the VBD include:

- Eliminate special permit requirement.
- Add Site Plan Review with design guidelines to the Planning Board’s Rules and Regulations. Site Plan Review creates a predictable and streamlined development process that also protects the Village’s existing character.
- Reduce the open space requirements (40%) to levels that are more consistent with the existing, densely built historic fabric of the Village Residential District. Mattapoissett may conduct a GIS survey of the Village to establish existing ranges for units per acre, lot coverage, and other measures of density. This process would establish a range of options the town may use to implement a new open space requirement to create more flexible development opportunities compatible with mixed-use development.
- Increase maximum lot coverages and heights.

**Priority:** High-Immediate

**Responsible Party:** Planning Board

**Performance Measures:**

- Determine acceptable changes to the Village Business District Zoning Language.
- Draft amendments and share with the public.
- Planning Board approves the amendment through a vote.

**Success Story:** Village Center Core district in Norton encourages Village-style developments that support 1<sup>st</sup> floor retail, small-scale housing types, and walkability. Other communities across the Commonwealth adopt or amend zoning that includes higher intensity to create new or complement existing Village neighborhoods.

**Complementary Strategy:**

2.Z.1 Create a user-friendly Development and Permitting Guide to facilitate and encourage small-scale housing and retailers in the Village Business District

**Element:**



### 1.Z.3. Allow the development of duplexes, triplexes, ADUs, and small multi-family housing that fit the Village character.

Mattapoissett Village offers a concentration of uses and residents that predominantly live in single-family homes. Given the proximity to services and amenities along Route 6, the Village would benefit from a diversification of its housing stock to include accessory dwelling units, duplexes, and small multi-family housing consistent with the look and feel of the overall Village. Adding housing types to the Village would also address affordability concerns by allowing higher densities per lot. Under current zoning,

development of small-scale housing types requires special permits. The following table summarizes permitted residential uses in the Village, inclusive of the Village Residential and VBD districts.

Most small-scale housing types require a special permit for development in the Village. Accessory dwelling units, allowed in the VBD and Village Residential District, are defined as family-related apartments under Mattapoissett zoning and must meet specific criteria. All family-related apartments must be attached to the main structure. This eliminates the possibility of creating an ADU above a garage or behind the main house. Multi-family housing with 4 units or less must retain 40,000 square feet of land unoccupied by a building and must also be connected to town sewer. (See Table 2)

Further overview of permitted uses in the VBD exposed barriers that prohibit the diversification of housing stock in Mattapoissett. To counter these barriers, the Town may consider amending zoning criteria including:

- Eliminate the “family-related” requirement for ADU to allow more flexibility for



Figure 6. (Windswept Village)

different households and families to participate in the Mattapoissett housing market.

- Amend zoning to allow modest detached ADUs that are not substantially visible from the public right of way to preserve the appearance of a single-family home.
- Create a visual “ADU Guide” that shows examples of successful permits in Mattapoissett. Track ADU special permits to ensure policy is working as intended.
- Amend zoning to add duplexes to allowed housing types.
- Specific to the VBD, increase building lot coverage, currently limited by open space requirements.

Thanks to recent amendments to the M.G.L. c. 40A (commonly known as the Zoning Act), the process for amending or adopting certain kinds of zoning that produces more housing has been simplified – primarily by reducing the required town meeting vote from a two-thirds super majority to a simple majority.<sup>4</sup> These important changes contribute to the town’s implementation of many of the above zoning-related strategies.

**Priority:** High-Immediate

**Responsible Party:** Town Administrator, Planning Board

**Performance Measures:**

- Determine acceptable changes to the Village Business District and Village Residential Zoning Language.
- Draft amendments and share with the general public through civic engagement in advance of Town Meeting.
- Planning Board brings the warrant article to Town Meeting for approval.<sup>++</sup>

**Success Story:** The town of Norwell amended its zoning bylaws to allow 900 s.f. ADUs by-right with no family restrictions in 2022.

**Complementary Strategy:**

- 2.Z.1 Create a user-friendly Development and Permitting Guide to facilitate and encourage small-scale housing and retailers in the Village Business District.
- 3.Z.2 Allow compact, climate-resilient adaptations, including raised houses and vertical additions.
- 4.Z.1 Preserve open space and rural character of rural residential areas north of I-195 while allowing for creative housing solutions beyond detached, single-family houses on large lots.

**Element:**



# Housing

- Single-Family
- Two-Family, Three-Family
- Apartments and Condos
- Multiple Houses on one Parcel



**Table 2: Permitted Use Table**

<b>Uses</b>	<b>R40</b>	<b>R80</b>	<b>R30</b>	<b>R20</b>	<b>W30</b>	<b>VR10</b>	<b>MR</b>	<b>RR30, 40 45, 80</b>	<b>GB</b>	<b>VB</b>	<b>LI</b>
Renting of rooms for not more than two (2) persons in a dwelling regularly occupied for residential purposes, provided no signs are displayed.	P	P	P	P	P	P	P	P	P	P	
Not more than one (1) guest house provided the lot size for a principal dwelling and one (1) guest house is at least 50,000 square feet.	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	
Family-Related Apartments	SP	SP	SP	SP	SP	SP	SP	SP	SP	SP	
One-family conversion into a two-family dwelling, lot must retain at least 20,000 square feet unoccupied by buildings.					SP	SP	SP	SP	SP	SP	
Multi-family dwellings (four dwelling units or less and max 2.5 stories in height) provided the lot retains at least 40,000 square feet unoccupied by buildings						SP			SP	SP	
Multi-family dwelling – Route 6											

### 1.Z.4. Expand the Village Business District boundaries to include areas north and east along Route 6.

The current Village Business District begins at Mendell Road to the intersection of North Street and Route 6, which has limited water and sewer infrastructure. Since much of the desired development in the VBD, as revealed by the Master Plan’s public input, includes mixed-use development that makes way for multi-family or small-scale housing types and which often requires connections to town water and sewer, Mattapoissett should consider extending the boundaries of the VBD to the eastern portions of Route 6 that are already equipped with necessary infrastructure. According to the Estimates of Future Growth created for the Master Plan, Mattapoissett has the most residential capacity on the eastern portion of the VBD. The eastern end of the VBD and beyond into the remainder of Route 6 has significant and moderate capacity for commercial development. This model utilizes existing zoning and land characteristics to predict potential growth. Given the greater flexibility in the VBD compared to the General Business district, extending the VBD to the east would allow the town to tap into existing commercial growth potential while expanding mixed-use and residential opportunities.

**Priority:** High-Flexible

**Responsible Party:** Town Administrator, Planning Board

**Performance Measures:**

- Determine new boundaries for expanded district.
- Draft amendments and share with the public through civic engagement in advance of Town Meeting.
- Planning Board brings the warrant article to Town Meeting for approval.

**Element:**





# Zoning - Expanded VB District

## Rural Residential

- RR80
- RR45
- RR40
- RR30

## Residential

- R80
- R40
- R30
- R20

Village Residential (VR10)

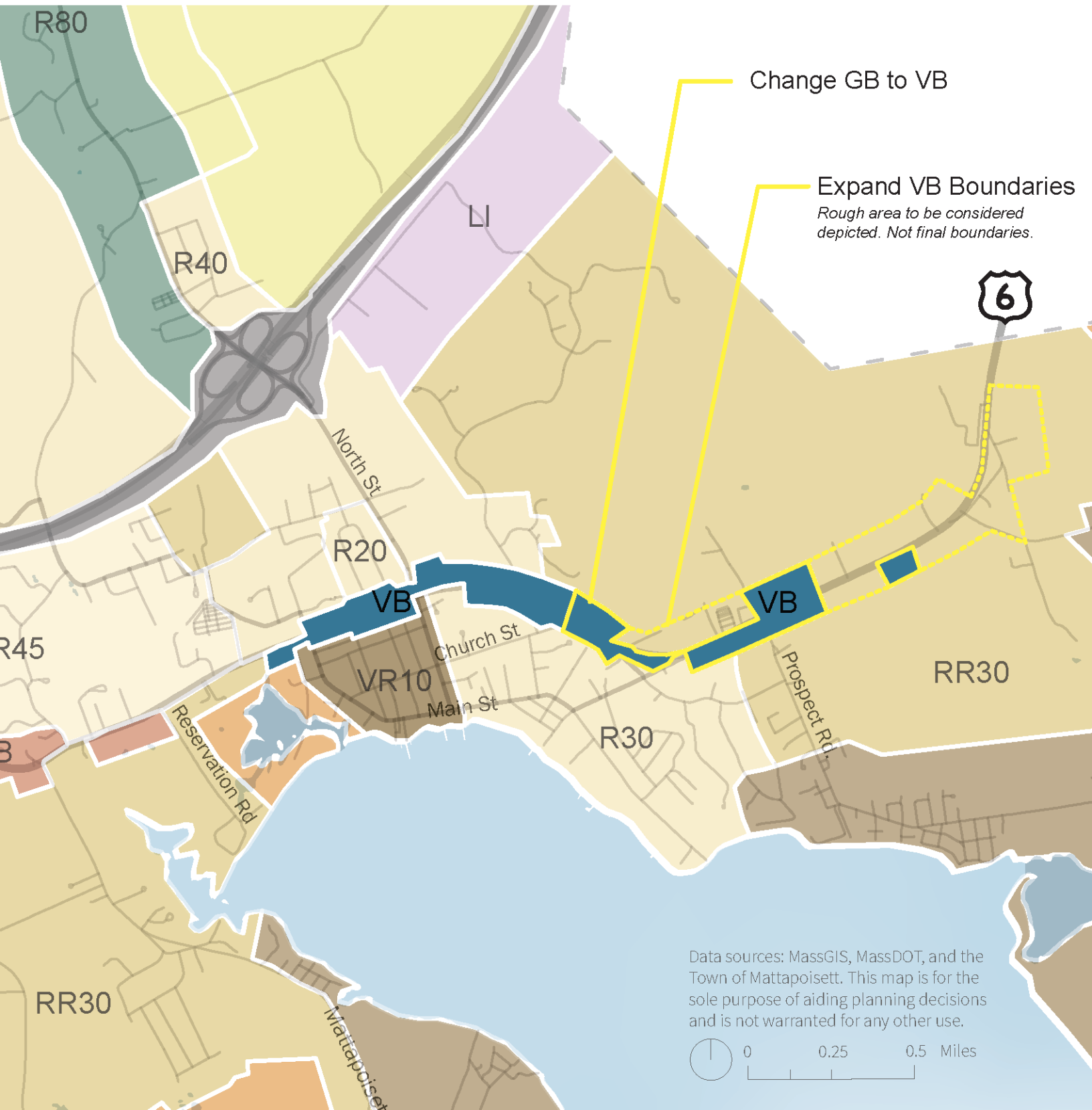
Marine Residential (MR30)

Waterfront Residential (W30)

Village Business (VB)

General Business (GB)

Light Industrial (LI)

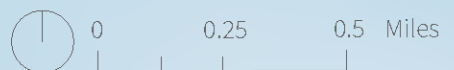


Change GB to VB

Expand VB Boundaries

*Rough area to be considered depicted. Not final boundaries.*

Data sources: MassGIS, MassDOT, and the Town of Mattapoisett. This map is for the sole purpose of aiding planning decisions and is not warranted for any other use.



### 1.Z.5 Enhance public multi-modal parking opportunities in the Village to support cultural and recreational programming.

The Village is the cultural center of town, yet residents reported limited parking opportunities for bikes and scooters to attend events and activities. Currently, the Village struggles to provide vehicle parking for town-wide events.

Much of the excess parking in the area is privately-owned. Organizations such as the Mattapoissett Museum and Center School draw in many residents and visitors but have limited on-site parking. The Museum relies on street parking nearby and the Town Hall parking lot outside of its normal operating hours. During Harbor Days, which takes place at Shipyard Park, the COA provides shuttle service from a local parking lot.

The Town can diminish demand for parking by providing alternatives, such as multi-modal infrastructure and bike or scooter racks. These amenities encourage visitors to leave their cars behind and bike or walk to the Village. Given widespread support for the Bike Trail and biking accommodations, the Town should consider multi-modal parking installations for bikes, scooters, and other modes of transportation in the Village. Providing multi-modal parking close to high-profile amenities, such as Shipyard Park,

Depot Street, Town Wharf, Town Beach, and Ned's Point would encourage visitors to bike or scooter to events and recreation sites, reducing congestion and demand for on-street parking.

Multi-modal parking amenities coupled with creative solutions, such as shuttle services, may decrease demand for public and on-street vehicle parking. Additionally, it's important to highlight the dual role bike racks and scooter parking can play in advancing an area's brand or appeal. Multi-modal parking in the Village provides benefits far beyond decreasing parking demand; it also offers opportunities to coordinate wayfinding efforts and branding throughout the village.



Figure 7. Providence Public Library Bike Racks (Arden Engineering)

**Priority:** Low-Flexible

**Responsible Party:** Town

Administrator, Planning Board, Friends of the Mattapoissett Rail Trail, Bike Path Committee



**Performance Measures:**

- Pursue funding including MassDOT Shared Streets, Complete Streets Project Funding, Safe Routes to School, and MassTrails.
- Determine sites in the Village appropriate for bike and scooter parking.
- Define the style of bike parking infrastructure and coordinate with local wayfinding efforts.

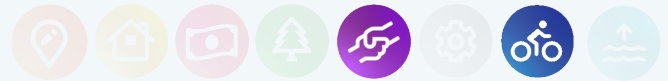
**Success Story:** Nearby in Dartmouth and Providence, local libraries installed bike racks with artistic designs. Dartmouth installed bike racks through one-time funding provided through the Transportation Improvement Program (TIP),<sup>5</sup> the State provides a series of programs including Shared Streets and Spaces which supports biking and walking improvements and amenities.

**Complementary Strategy:**

5.TW.C.1 Provide bike-vehicle parking at boardwalks, trails, and Town beaches to enhance public access and encourage multi-modal transportation methods in Town

7.TW.C.4 Establish protocol for Bike path maintenance, considering appropriate expansion of staff and funding to operate within the Highway Department

**Element:**



### 1.Z.6 Implement the Town’s Stormwater Management Plan Goals for the Village.

In 2018, Mattapoissett drafted its Stormwater Management Plan to reduce stormwater flooding, mitigate flooding, and promote groundwater recharge. The Plan provided best management practices (BMP) that specifically apply to the Village, including the Green Infrastructure Report. According to the Plan, Mattapoissett commits to develop a report assessing existing local regulations to determine the feasibility of making green infrastructure practices allowable when appropriate site conditions exist. Green infrastructure redirects the storage and infiltration of stormwater, while reducing flow into sewer systems and surface waters. Older systems of pipes, gutters, and tunnels have traditionally met the needs of stormwater management, but as extreme events become more common, communities may implement alternative strategies through green infrastructure and low-impact development strategies, which includes:

- Rainwater harvesting and rain barrels
- Rain gardens and green roofs
- Planter boxes
- Bioswales
- Pervious Pavement

In addition to drafting the Green Infrastructure Report, Mattapoissett may consider integrating green infrastructure allowances into their zoning bylaws. Currently, town zoning only includes provisions related to stormwater drainage and flow in relation to developments that require Site Plan Approval. The bylaw leaves stormwater management at the discretion of the developer. Completion of the Green Infrastructure Report is critical in recommending changes to zoning, building codes, and any new stormwater ordinances.

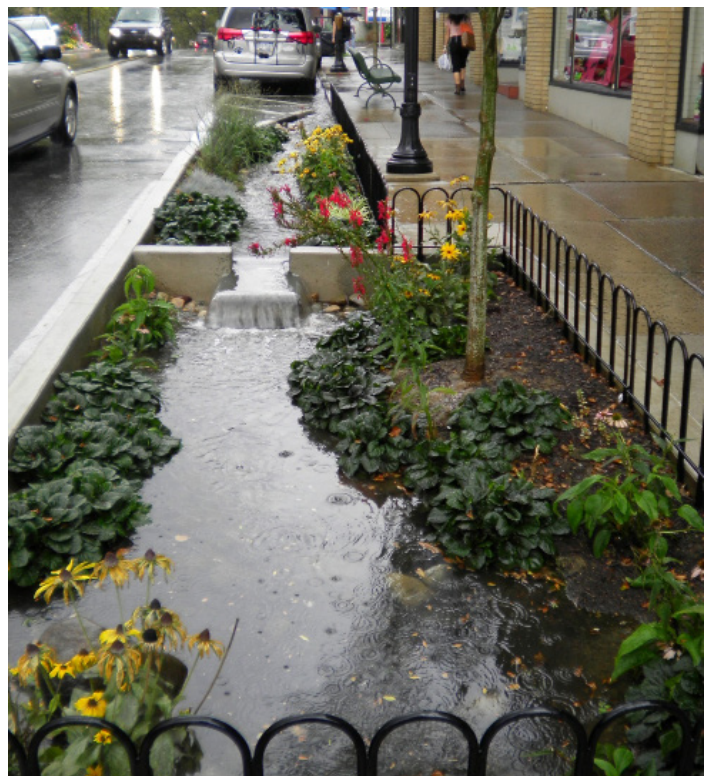


Figure 8. Rain Garden (State College Borough)

**Priority:** High-Flexible

**Responsible Party:** GIS Coordinator,  
Highway Department, Conservation  
Agent, Planning Board



**Performance Measures:**

- Collaborate with the Southeast New England Program (SNEP) Network, Buzzards Bay Coalition, and/or Mass Audubon to determine the Green Infrastructure practices that may be applied in Mattapoisett, and in particular the Village by 2027.
- Apply for an MVP Action Grant to implement activities by Spring 2028
- Planning Board should propose zoning changes to support implementation of Green Infrastructure in new local developments.
- Integrate green infrastructure into Village zoning districts to coordinate stormwater management with local street improvements and developments by 2028 through Town Meeting vote.

**Element:**

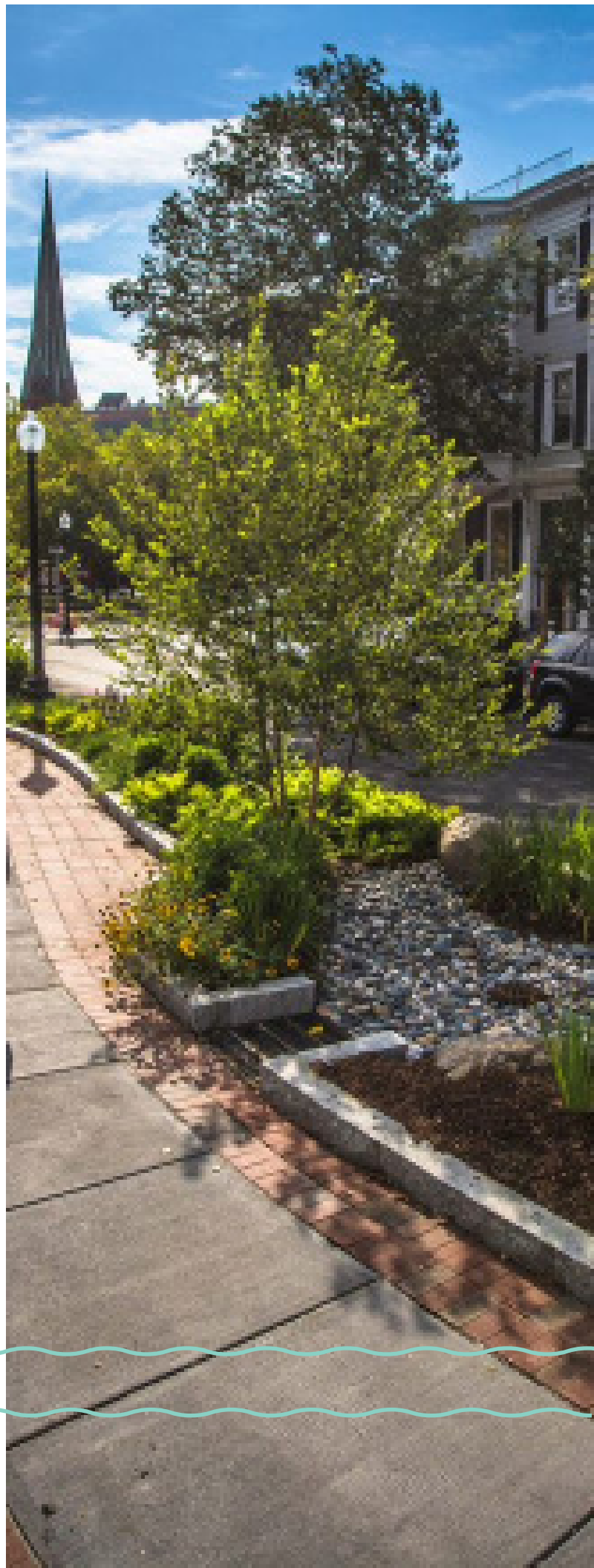
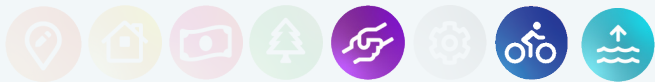


Figure 9. Cronin Park (HDR)

### **1.P.1 Foster a greater sense of place in the Mattapoissett Village through wayfinding, events, and local partnerships.**

Many already consider Mattapoissett Village the heart of town because of its coastal location, historic assets, and local businesses. To cement this for new residents and potential visitors, the Town may implement a combination of wayfinding, town-wide events, and local business partnerships. Otherwise known as Placemaking, this combination of strategies blends experiences with physical improvements to create a greater sense of place within a neighborhood or community.

Adding public infrastructure, such as wayfinding, signage, public seating,

landscaping, and public art, helps create a cohesive look and feel in the Village. Wayfinding and signage foster a sense of place by differentiating a specific area or neighborhood from others by using graphic elements such as type, color, logos, and pattern. Placemaking strategies in Mattapoissett should draw from the Town's natural and cultural heritage to accentuate the experiences and identity of specific spaces in town. Wayfinding in the Village should coordinate with conservation and bike path wayfinding efforts as well as architectural standards as defined by the Village Business

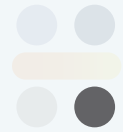


District. Town-wide events and partnerships can create experiences such as farmer’s markets, art festivals and performances, and shop local days and outdoor dining weekends.

Funding to support technical assistance to prepare a placemaking strategy can come from the Massachusetts Downtown Initiative (MDI), which has received additional support through the Rapid Recovery Plan (RPP) Program as a response to the pandemic to help local downtowns. In addition, the Community One Stop for Growth can provide additional assistance through the Community Planning Grant program to assist in technical planning and land use/zoning assessments. Local partnerships can help leverage private funding as well as pursue Massachusetts Cultural Council funding in conjunction with the Town.

**Priority:** Low-Flexible

**Responsible Party:** Town Administrator, Cultural Council, Mattapoisett Museum



**Performance Measures:**

- Identify strategies that the town wants to pursue including wayfinding strategies in the Village, wayfinding for recreation and public access, and locations for active placemaking with Cultural Council and the Mattapoisett Museum by 2027.
- Apply for Funding in winter of 2028 via MDI or Community One Stop for Growth.
- Pursue a coordinated brand and visual identity for the town by contracting with a consultant or graphic design company by 2029.
- Purchase and install wayfinding signage throughout Town.
- Redesign public space targeted for placemaking and town-wide events by 2030.

**Element:**



Figure 10. Music at the Shanties (Arts Barnstable)

### **1.C.1 Assess the future of the Town Hall to determine re-use that compliments the Village.**

Town Hall is currently located at 16 Main Street and is vulnerable to the impacts from flooding and sea-level rise. Built in 1896, Town Hall is an aging facility that lacks many modern features that are required of public facilities according to the American with Disabilities Act of 1990. Considering the compounding limitations of Town Hall and its location, Mattapoissett should find a new facility for Town Hall at an alternative location that provides adequate space for Town Hall functions, more accessible physical space, and protection from environmental hazards. The Town's most recent Capital Plan revealed that the town will contribute \$15,000 in 2025 to determine the relocation of Town Hall to an alternative existing facility or build new altogether. Though many alternative locations have been discussed, namely relocation to Center School, the Town must balance the needs of a rising senior population with residents' vision for the future.

The Town should consider scenarios in which Town Hall ceases to operate as a public facility. Though the Mattapoissett Historical Commission has not designated Town Hall as a historic facility, it is expected that the next survey will incorporate this building

into the town's inventory. The potential for adaptive reuse is determined by its historic designation, zoning, as well as vision for this area of the Village. A decision on the future of Town Hal should complement goals to create more activity in the Village As a next step, a feasibility study would determine options for a new location for Town Hall, as well as the potential reuse of the existing site and accessibility improvements.

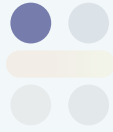
Figure 11. Town Hall (SRPEDD)





**Priority:** High-Immediate

**Responsible Party:** Capital Planning Committee, Town Administrator, Historic Commission



**Performance Measures:**

- Conduct feasibility study for scenarios of future use with necessary improvements to create an accessible, public space.
- Carry out transparent process to determine the best use of the facility should it become a registered historic building.

**Success Story:** In Easthampton, MA, CitySpace revitalized the Old Town Hall into an arts incubator space that hosts local events and adds to the local culture. Since 2006, the Old Town Hall experiences cosmetic and accessibility improvements, as well as restoration. In 2019, CitySpace signed a 44-year lease to preserve, maintain, and increase the use of the city’s most prominent and historic building.<sup>6</sup>

**Complementary Strategy:**

6.TW.P.9 Pursue Green Communities designation to support resilient facility improvements and developments.

**Element:**



### 1.C.2 Support a school system that continues to attract families to Mattapoisett.

Mattapoisett residents want to continue the tradition of raising and educating their children in Mattapoisett public schools. Residents are proud of the quality of education and the relationship their children have with the town itself, especially the Village. At the same time, the Master Plan revealed that Mattapoisett's school enrollment has decreased over the last ten years. Trends such as these informed discussions about the future viability of Old Hammondtown and Center School – and whether the town could justify the expense of maintaining both schools with declining

school enrollment. Further, these discussions provided details on the condition and use of Center School in particular, which serves children from kindergarten through 3<sup>rd</sup> grade, while also doubling as the Council on Aging (COA) and Recreation Office. As a COA and Recreation Office, Center School fails to meet the full scope of the community's needs. Seniors lack ADA accessibility, and both the COA and Recreation department are limited in the programming and services they can provide out of their portion of space in Center School.

In 2022, the Town's Capital Plan allocated \$110,000 to renovations and upgrades to Center School for fiscal year 2023. That same year, the Finance Committee initially voted against the School's \$7.5 million budget, citing concerns about the cost of both elementary schools, salaries, as well as the rising cost per pupil.<sup>7</sup> With more necessary improvements expected in the next ten years, the Town will need to balance residents' desire to keep both schools and the cost of maintenance with potential, more efficient uses.

If residents want to continue to use both Old Hammondtown and Center School as

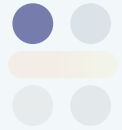


Figure 12. Center School (SRPEDD)

educational facilities, the town should focus on increasing enrollment rates. One strategy is increasing affordable housing policy to enable families to live in town in the long term. A greater number of children enrolling in Mattapoissett schools would justify the schools' maintenance and preservation. At the same time, residents should also be aware of the difficulty in shifting such trends and consider the possibility of reuse. The Town is currently working with the UMass Collins Center to establish a study to explore enrollment trends in town. This trend report, coupled with a feasibility study to compare reuse and maintenance scenarios would support a school system that continues to meet the needs of residents while balancing fiscal responsibility. Though the decision on the future use of these facilities falls under the purview of the School Committee, a collaborative and public-facing process to reach that decision will generate greater consensus and support.

**Priority:** High-Immediate

**Responsible Party:** Capital Planning Committee, Town Administrator, School Committee



**Performance Measures:**

- Review findings and analysis of UMass Study in 2023.
- Use findings to complete feasibility study and explore scenarios of reuse for both schools by 2026.
- Implement the recommendations of the Housing Production Plan to generate more affordable and subsidized homes to ensure a greater participation of families in the Mattapoissett housing market.
- Provide public engagement opportunities to foster a transparent public decision-making process.

**Complementary Strategy:**

6.TW.P.9 Pursue Green Communities designation to support resilient facility improvements and developments.

6.TW.C.2 Explore potential opportunities to provide community and performance space to support local organizations in expanding arts and culture programming in Town.

**Element:**



### **1.C.3 Continue to improve sidewalks and implement shared streets in and around Mattapoissett Village Center.**

Participants in the Master Plan process proposed a vision for the Village that includes enhanced pedestrian amenities and accessibility, as well as welcoming streetscapes for dining and leisure. In 2016, the Town commissioned the Municipal Bike and Pedestrian Plan, which outlined existing conditions and priority improvements across town, with particular emphasis on improving pedestrian safety in the Village. Likewise, the Complete Streets program addresses smaller infrastructure projects for all users

of our streets. Mattapoissett has continued to upgrade existing sidewalks in the Village and to construct new sidewalks. Mattapoissett partnered with MassDOT and VHB to carry out Village roadway improvements as part of the Transportation Improvement Program (TIP) estimated at \$7.6 million. This project will reconstruct Main Street, Water Street, Beacon Street and Marion Road, integrating new sidewalks, reducing parking, and allowing for green space. Improvements are expected



to begin in 2026.<sup>8</sup>

Altogether, the project advances Mattapoissett’s goal to create continuous separated walking zones between popular destinations along frequented routes. Complementary to the Village roadway improvements is the Town’s commitment to create a Street Design and Parking Lot Guidelines Report, which originated from the town’s Stormwater Management Plan. This plan seeks to assess requirements that impact the creation of impervious surfaces and determine if design standards for streets and parking lots can be modified to support low-impact development. Together, these projects, along with continued assessment of green infrastructure and placemaking, will encourage pedestrian traffic in town and activation of the Village.

**Priority:** High-Flexible

**Responsible Party:** Highway Department, Town Administrator, Friends of the Mattapoissett Rail Trail



**Performance Measures:**

- Continue to collaborate with MassDOT, through its Complete Streets Funding Program, and the SMMPO’s TIP to make improvements to the Village Center roadways and sidewalks.
- Collaborate with the Bike Path Committee/ Friends of Mattapoissett Rail Trail to coordinate improvements with the goals of the bike path and to create connections.
- Continue to pursue funding to support future improvements.

**Complementary Strategy:**

7.TW.C.2 Continue implementation of the Town’s Complete Streets Program and Municipal Bicycle and Pedestrian Plan.

2.Z.1. Create a user-friendly Development and Permitting Guide to facilitate and encourage small-scale housing and retailers in the Village Business District.

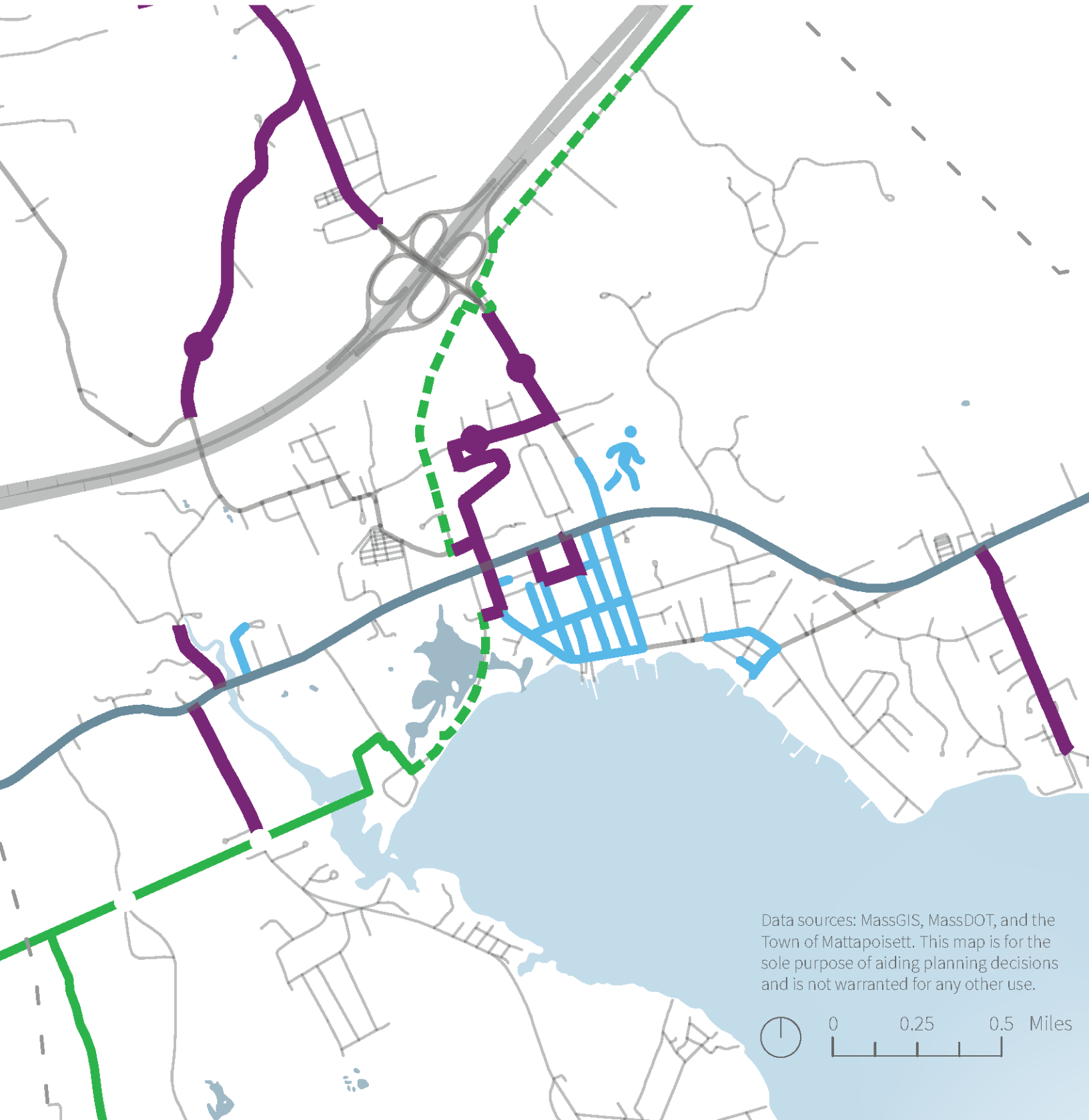
**Element:**



Figure 13. Water Street (Redfin)

# Complete Streets Projects - Village

- Complete Streets Projects
- Sidewalks
- Bike Path or On-street Path
- Planned Bike Infrastructure



Data sources: MassGIS, MassDOT, and the Town of Mattapoiet. This map is for the sole purpose of aiding planning decisions and is not warranted for any other use.





# THRIVING BUSINESS CORRIDOR

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Promote compact, walkable corridors that create jobs and community amenities.

## Zoning

2.Z.1. Create a user-friendly Development and Permitting Guide to facilitate and encourage small-scale housing and retailers in the Village Business District.

2.Z.2 Reduce parking requirements, encourage shared parking, and otherwise pursue creative parking solutions in the Village Business District and Village Residential District.

2.Z.3 Link larger developments with corridor pedestrian and infrastructure improvements.

## Policy and Programs

2.P.1 Attract potential higher-value light industrial uses along Industrial Drive.

2.P.2 Use grant funding opportunities to prepare key development sites, such as the Holy Ghost site.

2.P.3 Implement policies, such as permitting permanent outdoor dining, that support small business and provide important community amenities.

## Capital Projects

2.C.1 Collaborate with MassDOT to implement design changes along Route 6 that improve safety and appearance for all users.

2.C.2 Evaluate potential uses of the former Fire Station site including commercial, mixed-use, or institutional.

Figure 14. Industrial Drive (SRPEDD)



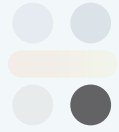


### 2.Z.1. Create a user-friendly Development and Permitting Guide to facilitate and encourage small-scale housing and retailers in the Village Business District.

Many communities across Massachusetts create user-friendly economic development and permitting guides. These documents can take the form of concise handbooks, topic-specific brochures, marketing campaigns, E-Government webpages, or a coordinated combination of all the above. These “Permitting Guides” use graphic design, flow charts, and simple diagrams to help describe and simplify required procedures, to identify departmental points of contact, and to highlight fees, resources, and timelines needed to obtain various permits in town. Mattapoissett’s Guide should also prominently feature the many assets that make Mattapoissett a very attractive place to live and do business, such as its coastal character, its proximity to Route 6 and I-195, and its highly educated workforce.

**Priority:** Low-Flexible

**Responsible Party:** Select Board, Planning Board



**Performance Measures:** Create an Economic Development Guide by the end of calendar year 2025. Partner with consultant (with graphic design capabilities) and municipal Department Heads who are area experts in local permitting and procedures.

**Success Story:** The City of Taunton and the Towns of Mansfield and Middleborough recently created Economic Development Guides through the Community Compact Program and the District Local Technical Assistance (DLTA) Program.<sup>9</sup>

**Complementary Strategy:**

2.P.3 Implement policies that support small business and provide important community amenities.

**Element:**



# Obtaining a Building Permit



## **What is the difference between change of occupancy and change of use?**

A change of occupancy permit is required for a change in the purpose or level of activity, involving change in the application of code requirements. This may involve a change in the occupant load or occupancy classification (Example: a “Mercantile use” convenience store is converted into an “Assembly use” restaurant). A change of use permit is required for a change within an occupancy classification; the work may include the reconfiguration of space which does not affect any life safety provisions (Example: a “Business use” Bank is converted into a “Business use” office building). Many alterations include both a change of use and occupancy.



## **Work NOT requiring a Building Permit**

- 1-story detached residential accessory structures used as tool or storage sheds, playhouses and similar uses, with floor area of 200 sq. ft. or less
  - 1-story detached commercial accessory structures with floor area less than 120 sq. ft.
  - Walls retaining less than four feet.
  - Painting, papering, tiling, carpeting, cabinets, counter tops, and similar finish work.
  - Residential swings and other playground equipment
- While the examples above outline some work that does not require a building permit, all structures require a Zoning Compliance Permit.

## **Contact**

### **Building**

#### **Department**

Building Commissioner  
508-821-1015

[Department Website](#)

### **Planning and Conservation**

#### **Department**

Director of Planning  
508-821-1051

[Department Website](#)

### **Dept. of Public Works**

Assistant Commissioner  
508-821-1431

[Department Website](#)

### **2.Z.2 Reduce parking requirements, encourage shared parking, and otherwise pursue creative parking solutions in the Village Business District and Village Residential District.**

Densely settled, mixed-used areas must often navigate the tension between providing sufficient parking and the desire to repurpose land that is occupied by parking facilities – land that is often in high demand and scarce supply – for other active uses. Mattapoissett Village is no exception; this Master Plan’s public process revealed that citizens wanted to see the Village become host to more events, placemaking investments and public art, infill housing and small business opportunities, and other activities. As such, the town should balance parking availability with creative physical solutions by addressing parking design or off-site parking and reimagining parking policies to manage parking demand by establishing new minimum and maximum parking standards for new developments or incentivizing shared parking between non-competing uses.

While numerous communities – especially those with historic downtowns or village centers – have enacted a mix of solutions

to address parking, there is no one-size fits all approach.<sup>10</sup> This Master Plan therefore recommends that Mattapoissett conduct a specialized parking study, similar to the ongoing (2022) study being completed in neighboring Marion Village. Numerous engineering and planning firms are capable of creating the necessary analysis,<sup>11</sup> which should include: data collection (such as a current, accurate inventory of existing parking); analysis of parking signage and existing pavement markings and conditions; a literature review of existing zoning and parking policy; an assessment of current and future parking demand; and a survey that gathers input from residents and business owners. Using the results of the above analysis as a guide, the study can propose Mattapoissett-specific implementation strategies that draw from specific precedents and general best practices to address and influence both existing and future parking demand in the Village.

**Priority:** High-Flexible

**Responsible Party:** Planning Board,  
Department of Public Works



**Performance Measures:**

- By calendar year 2027, Mattapoisett can work with SRPEDD (at no-cost under its UPWP or under DLTA) or another qualified consultant to conduct a parking study for the Village.
- Work should account for ongoing studies of municipal facilities in the Village, especially Center School, and would therefore ideally take place after that work concludes.

**Success Story:** The Towns of Oak Bluffs and [Hyannis, MA](#).<sup>12</sup>

**Complementary Strategy:**

5.TW.C.1 Provide bike-vehicle parking at boardwalks, trails, and Town beaches to enhance public access and encourage multi-modal transportation methods in Town.

**Element:**



**Downtown Hyannis  
Special Event Parking**

*It's a short, easy walk to Hyannis Main Street and Hyannis Harbor from any downtown parking lot.*

**P COMPLIMENTARY** six hour parking in Town Hall, Red Cross, & North St lots. Complimentary two hour parking along Main St.

**P METERED** lots at Ocean St & Bismore Park.

**Walkway to the Sea**  
8-10 min walk between Hyannis Harbor & Main Street

10-15 min walk between Hyannis Harbor & the bus & train

to JFK Memorial, Korean War Memorial, Veterans & Naimus Beaches  
15-20 min walk

ArtsBarnstable.com

Figure 16. Special Event Parking Map (Town of Barnstable)

### 2.Z.3 Link larger developments with corridor pedestrian and infrastructure improvements.

The Route 6 Corridor in Mattapoisett is largely considered the commercial backbone of the community, though connectivity along this corridor and other major developments, such as Industrial Drive, is limited. Part of the Master Plan considered the effectiveness of existing transportation networks for vehicles, pedestrians, and bicycle-users. Given growing emphasis on connectivity since the inception of the Bike Path, coupled with the demand for walking routes during the pandemic, the town should continue to make efforts to link larger developments with further pedestrian and infrastructure improvements.

Mattapoisett has already laid a foundation for improvements through the Complete Streets Prioritization Plan of 2020. This plan highlights existing sidewalks, on-road bike lanes, and shared-use paths. Most existing sidewalks are concentrated around Route 6 and the Village, though there are remaining opportunities to enhance connectivity and safety. These include several roads in the Village such as Hammond Street and Tobey Lane, which are not included in the town’s Prioritization Plan and list of projects. The Mattapoisett Bike Path Committee continues to make strides to connect all segments


of the path including the off-road separate use path from Industrial Drive to North Street. Design planning underway for those traveling from Route 6 to Industrial Drive and the Marion Town Line. As an existing site of commercial development, with some potential for future growth, the Town should support enhancing connections to Industrial Drive by continuing to implement Complete Streets projects, expanding their priority list as needed every 3 years, and advancing the work to complete the Bike Path.

**Priority:** Low-Flexible

**Responsible Party:** DPW, Town Administrator, Friends of the Mattapoisett Bike Path

**Complementary Strategy:**  
7.TW.C.2 Continue implementation of the Town’s Complete Streets Program and Municipal Bicycle and Pedestrian Plan.

**Element:**



# I want ... a Route 6 that everyone can enjoy.

Priority on Route 6 improvements



Figure 17. Transportation Workshop (SRPEDD)

## **2.P.1 Attract potential higher-value light industrial uses along Industrial Drive.**

Industrial Drive is Mattapoissett's only business park and a critical source of revenue for the town, yet less than 100 acres remain available for development.<sup>13</sup> In 2020, the Town received \$735,000 from the Economic Development Administration (EDA) to complete improvements to Industrial Drive. This federal grant enabled public work infrastructure improvements including paving of Industrial Drive, integration of an eco-friendly drainage system, and improvements to the intersection of Industrial Drive and North Street. These improvements provide opportunities to fully build-out Industrial Drive.

Attracting higher value uses along Industrial Drive entails consideration of expansion opportunities of existing facilities and identification of redevelopment potential. Industrial Drive currently offers vacant sites and the former Sid Wainer facility, which offers expansion opportunities. A small portion of the parcels remain available or vacant, many of which are privately-owned and under single ownership. Though ownership and location constraints may limit the ability to consolidate parcels and enable more intense uses, Mattapoissett may incentivize light industrial uses, such as

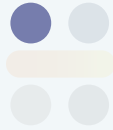
breweries, light manufacturing, warehousing, and distribution with ancillary office space, through zoning and program participation. Currently Industrial Drive is zoned as Limited Industry (LI) which enables warehousing, storage, manufacturing, flex-lab space, construction services, as well as publishing and printing, food processing, and marine industry activities. To achieve development upon smaller parcels in the Business Park, the town should expand permitted uses to enable flexibility and development of the remaining parcels.

Furthermore, Mattapoissett may utilize state incentives to promote development including 43D Expedited Permitting which streamlines the development process upon priority development sites in town.<sup>14</sup> Mattapoissett meets many of the 43D prerequisites. This program provides a framework under which Mattapoissett may collaborate with landowners to foster development that closely aligns with larger town goals. Importantly, Industrial Drive houses a former landfill that prevents development due to contamination. The 43D expedited permitting process may also address brownfields and remediation at this site.



**Priority:** Ongoing

**Responsible Party:** Town Planner,  
Town Administrator, Private partners



**Performance Measures:**

- Determine zoning additional permitted uses in the LI zone to encourage a wider range of commercial/industrial development outcomes.
- Apply for assistance to adopt Chapter 43D Expedited Permitting Designation through the Community One Stop for Growth program or District Local Technical Assistance (DLTA) by Summer 2024.
- Work with property owners to designate parcels along Industrial Drive as 43D Priority Development Sites by through Town Meeting vote by Summer 2025.

**Success Story:** The Town of Wareham applied for 43D expedited permitting at the existing Rosebrook Business Park to further develop available parcels and facilitate several successful developments, such as SouthCoast Physician Services.

**Element:**



Figure 18. Industrial Drive (SRPEDD)

## 2.P.2 Use grant funding opportunities to prepare key development sites, such as the Holy Ghost site.

Mattapoissett’s inventory of town-owned land appropriate for development is limited; however, the Town should pursue state funding to prepare key sites such as the Holy Ghost grounds for redevelopment. In 2016, town voters approved the \$500,000 purchase of the former Holy Ghost Grounds on Park Street. Since then, the site has remained untouched. That year, the Town utilized \$100,000 worth of CPA funds to complete the purchase and committed to using at least part of the site for active recreation. According to the Town’s Community Preservation Plan (2017), the town supports projects that meet multiple goals of the CPA.<sup>15</sup> For Mattapoissett, this means CPA funds may be utilized to fund recreation as well as affordable housing. Given the site’s proximity to the Bike Path, as well as senior and affordable housing, the Town may consider ways to incorporate connections and amenities to support bicyclists. The Master Plan process revealed that residents perceive this site as ideal for potential development that meets a variety of needs including housing, economic development, and open space.

**Priority:** High-Flexible

**Responsible Party:** Town Administrator, Conservation Commission, Housing Authority



**Performance Measures:**

- Create an RFP in collaboration with the Housing Authority and Conservation Commission by end of 2024.
- Accept proposals and select a developer to create additional affordable housing using the 40B Comprehensive Permit process while integrating open space and enhancing connections to the bike path route.
- Sign agreement with developer by the end of year 2025 and initiate construction.

**Success Story:** In 2010, the Town of Dennis purchased 18 acres of land for both open space and agricultural, as well as affordable housing. Through a combination of funding, the Town paid \$10.5 million, of which the Dennis CPA contributed \$470,000. Today, this development provides 27 townhouses for rent for households making less than 60% area median income (AMI).

**Element:**



Figure 19. (SRPEDD)



**2.P.3 Implement policies, such as permitting permanent outdoor dining, that support small business and provide important community amenities.**

Mattapoisett has a variety of commercial nodes; each area offers varying intensity of commercial activity. The Master Plan process revealed that residents seek a greater variety of businesses to create jobs and provide amenities to enhance community experiences. To do so, Mattapoisett should work toward facilitating the arrival of new businesses – both large and small. Redevelopment along Industrial Drive will support high-wage jobs, though the town should also encourage job creation among

small businesses that provide meaningful employment and contribute to community character, such as bookstores, sidewalk cafes, and local breweries. Additionally, Mattapoisett should support those well-established existing businesses such as the Inn at Shipyard Park, Magpies, the Ropewalk Shops and Café, as well as Uncle John’s Java House to name a few.

At the most fundamental level, Mattapoisett should implement recommendations in



this Master Plan to streamline zoning to make it more user-friendly in areas where development is encouraged. A permitting guide (such as the one recommended in 2.Z.1) will facilitate business owner’s navigation of local zoning and permitting, while hastening their ability to open their doors.

For example, during the pandemic, outdoor dining supported several businesses and enabled them to stay afloat despite the economic impacts of social distancing. This is true for Mattapoisett as several businesses utilized outdoor dining to expand their business model. Of course, outdoor dining may entail the use of public space, which should be formally managed by the town. Mattapoisett should implement a formal outdoor dining policy that dictates the use of sidewalks and on-street parking spaces, while ensuring access to all public users. Combined, these actions will encourage restaurants and other businesses to invest, settle, and stay in Mattapoisett.

**Priority:** High-Flexible

**Responsible Party:** Town Administrator, Planning Board

**Performance Measures:**

- Identify outdoor dining sites by 2024.
- Draft outdoor dining policy that manages the use of public sidewalks and on-street public parking spaces by Spring 2024.
- Implement outdoor dining policy by Summer 2024.
- Ensure work to craft an outdoor dining policy aligns with the parking study recommended in this plan.

**Success Story:** Hyannis implemented a license and permitting process to approve outdoor dining.<sup>16</sup> The ordinance manages the layout and location of seating relative to the restaurant, while also dictating requirements to preserve the public right of way. Each application costs \$50 and ensures review of the application.

**Complementary Strategy:** 2.Z.2 Reduce parking requirements, encourage shared parking, and otherwise pursue creative parking solutions in the Village Business District and Village Residential District.

**Element:**

Figure 20. Outdoor Dining (Cape Cod Chamber of Commerce)

## 2.C.1 Collaborate with MassDOT to implement design changes along Route 6 that improve safety and appearance for all users.

Route 6 was – without a doubt – a major subject of public comment during the Master Plan process. In fact, Route 6, and its influence on the way the Mattapoissett looks, feels, and functions was likely **the** predominant theme during public workshops. And just as improvements to Route 6 are central to many of Mattapoissett’s goals for transportation and community development, so Strategy 2.C.1 is central to the Master Plan. In short, by working directly and collaboratively with MassDOT to make

improvements to roadway’s safety and appearance, Mattapoissett will implement numerous Master Plan goals.<sup>17</sup>

Fortunately, Mattapoissett has a head start on addressing some of the above concerns and achieving many of the public’s goals for improving Route 6. The recent MassDOT- and SRPEDD-sponsored **Route 6 Corridor Study** (approved by the Southeastern Massachusetts Metropolitan Planning Organization in March of 2020<sup>18</sup>) provides clear guidance for improvements to the roadway.<sup>19</sup> Moreover, the neighboring town of Marion’s recent partnership with MassDOT, which actively seeks to reach consensus and begin implementing the study, provides a recent playbook for Mattapoissett to adapt for its own process, within its own boundaries. It is also important to note that the collaborative implementation process in Marion is being led by the town’s **Transportation and Circulation Task Force** (TCTF), a group that was created as part of the town’s own Master Plan process (2017); the TCTF was subsequently enabled and authorized by Select Board and tasked with “explor[ing] options to improve all modes of circulation/transportation in the Town of Marion to assist residents and



Figure 21. Route 6 (SRPEDD)

visitors in negotiating local streets and recreational areas safely, efficiently, and enjoyably.”<sup>20</sup>

Of primary interest for implementing many of Mattapoissett’s goals is the idea of a Route 6 “road diet;” this strategy entails changing the roadway’s alignment and reducing the number of vehicular travel lanes. In turn, these changes serve to reduce travel speeds, to provide dedicated space for bicycles and pedestrians, and – when combined with other improvements such as crosswalks and signage – to improve both the safety and appearance of the roadway. The 2020 study establishes the feasibility of a road diet intervention (based on current and projected traffic volumes) and explores several alternatives for the new alignment within the parameters of current federal and state roadway design guidance.<sup>21</sup> While the *Route 6 Corridor Study* recommends other general<sup>22</sup> and near-term improvements in town,<sup>23</sup> working with MassDOT to implement a road diet is the most comprehensive way to achieve Mattapoissett’s goals for Route 6 and beyond.

**Priority:** High-Immediate

**Responsible Party:** Select Board and Proposed Task Force (see below)



**Performance Measures:**

- Once this Master Plan is completed and adopted, the Select Board can establish a Task Force dedicated to implementing Strategy 2.C.1 and all its related activities.
- This newly established and authorized entity can then seek initial guidance from the Marion TCTF and adapt its approaches to meet Mattapoissett’s needs. The two groups may collaborate as needed.
- By calendar year 2023, the new Mattapoissett Task Force will establish a collaborative working relationship with MassDOT.
- By 2024, efforts begin design, fund, and construct consensus “road diet” improvements along Route 6.

**Success Story:** Marion’s TCTF and its partnership with MassDOT

**Complementary Strategy:**

7.TW.C.3 Implement and complete the Bike Path, including beginning construction on Phase 2B and completing Phase 2A.

**Element:**



## 2.C.2 Evaluate potential uses of the former Fire Station site including commercial, mixed-use, or institutional.

Located at 26 County Road, along Route 6, Mattapoissett's original Fire Station represents an opportunity for redevelopment and should be prioritized for commercial, mixed-use, or institutional uses. The original fire station was built in 1954, though it is not considered a historical facility. Surrounded by banks, restaurants, a post office, and other services, the site offers a strategic location for commercial or mixed-use development. Reuse, redevelopment, and even adaptive reuse of former fire stations is not uncommon, and Mattapoissett should consider these various paths as they determine the future of this site. Prior to the completion of the Master Plan, the Select Board approved the posting of a RFP/RFQ for the purchase and sale of the building with preference for developers willing to adhere to the VBD development recommendations.

### **Mixed-use**

In 2012, NLB Enterprises redeveloped the Central Village Fire Station in Westport, MA into a commercial, mixed-use development at 911 Main Road. Built in 1928, the fire station was owned by the Westport Volunteer Fire Company and outgrew its original purpose. NLB Enterprises converted the space into an

office for rent on the ground floor and a one-bedroom apartment on the second.<sup>24</sup>

### **Residential**

The City of Springfield has extensive experience with the redevelopment of fire stations for a variety of uses, including residential. Mental Health Association purchased the former station at 145 Pine, creating 15 studio and one-bedroom apartments. Though this particular example contributes to the town's goals of providing affordable housing, numerous examples of residential reuse of fire stations include market-rate rents or sales.

### **Commercial/Non-Profit**

Framingham converted the town's former fire station into an arts center. Amazing Things, a local non-profit, secured a \$1-a-year-lease for 50 years on the historic former fire station at 160 Hollis Street. The group invested over \$1 million to renovate, creating a 135-seat performing arts theater and four galleries.



**Priority:** Low-Flexible

**Responsible Party:** Capital Planning, Planning Board, Town Administrator



**Performance Measures:**

- Undertake RFP process and secure bids.
- Secure funding through CDBG, Community One Stop for Growth, and other sources to incentivize development and offset costs for developers.

**Success Story:** Westport, Springfield, and Framingham offer redevelopment scenarios upon former fire stations that retain their original character and design.

**Element:**



Figure 22. Old Fire Station (SRPEDD)

## PROTECTED COASTAL NEIGHBORHOODS

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Protect existing residents and discourage development in high-risk areas through nature-based solutions and commonsense policies.

### Zoning

3.Z.1 Discourage further development in the most vulnerable areas.

3.Z.2 Allow compact, climate-resilient adaptations, including raised houses and vertical additions.

### Policy and Programs

3.P.1 Explore participation in FEMA's Community Rating Service program to bolster flood mitigation town-wide while also reducing flood insurance premiums.

### Capital Projects

3.C.1 Implement important water and sewer improvements identified in the Municipal Vulnerability Plan

3.C.2 Expand water and sewer access to vulnerable coastal areas to prevent environmental contamination and ensure water supplies during droughts.

3.C.3 Elevate roads or improve stormwater drainage at key flood points to ensure emergency access.

### Town Wide

#### *Capital*

7.TW.C.6 Improve the safety of walking routes along rural roads and implement the Complete Streets projects.

Figure 23. Joe's Point (SRPEDD)



### 3.Z.1 Discourage further development in the most vulnerable areas.

Balancing property rights with health and safety concerns is at the heart of climate-resilient land use policies and zoning. While Mattapoissett's housing stock is aging and more housing is needed, coastal areas, particularly in the Floodplain Overlay District, should limit development. Around 290 acres out of 520 acres of 'Developable Residential Land' in Mattapoissett are in the Floodplain Overlay District.<sup>25</sup>

The Town should publish clearer information about the Floodplain Overlay District and potential flood heights to ensure that existing and future residents, as well as real estate professionals can evaluate their risk.

The Town should also continue working with the Land Trust and other non-profits, such as the Buzzards Bay Coalition, to acquire or permanently protect open space in coastal flood zones. Priority acquisitions should be ecologically significant parcels and those that enhance resiliency, such as coastal wetlands that protect the town and act as a natural buffer for storms. For additional acquisitions, the town might look at properties with the highest remaining development potential according to the Master Plan's Estimates of

Future Growth Tool and consider connections to existing trails and open space. Mattapoissett and its partners have a history of land acquisition for conservation and climate vulnerability - the most recent example being the Pine Island Pond project.

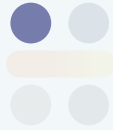
The Town should continue to regularly meet with the Land Trust and Buzzards Bay Coalition to track key parcels. Because matching funds are needed for these acquisitions, the Town should consider a dedicated fund for parcel acquisition, including but limited to CPA funding. In previous years, the Town successfully applied for grant funding, including:

- MVP Action Grants
- Local Acquisitions for Natural Diversity (LAND) Grant Program
- Massachusetts Land and Water Conservation Fund Grant Program

The Town and its non-profit partners can also apply for the Conservation Partnership Grant Program in addition to the regional Coastal Zone Management (CZM) office to apply for Federal funding, including NOAA funding provided by the Bipartisan Infrastructure Law.

**Priority:** High-Immediate

**Responsible Parties:** Planning Board, Conservation Commission, partnerships with Mattapoissett Land Trust and the Buzzards Bay Coalition



**Performance Measures:**

- Continue to enforce stricter zoning, lower densities, and higher building requirements in the Floodplain Overlay District. Consider enacting stricter standards as the local effects of climate change and sea level rise are better understood.
- Set up a regular meeting between the Town and its local conservation partners to identify and monitor parcels for conservation potential and development threat.
- Regularly update the Open Space and Recreation Plan to be eligible for funding sources, such as LAND Grants.
- Acquire climate-vulnerable parcels when the opportunity arises.

**Success Story:** In 2019, through the Municipal Vulnerability Preparedness Program Action Grant Project funding, the Mattapoissett Land Trust (MLT) partnered with the Town and Buzzards Bay Coalition to acquire 120 acres of climate-vulnerable land near Pine Island Pond. The team acted quickly to acquire the land that was under development threat. The Trust also built public

support for the project over 18 months through print and digital materials, community meetings, and public hikes.<sup>26</sup>

The Town of Scituate implemented a Saltmarsh and Tideland Bylaw that prevents development in designated areas. Property owners can apply for special permits for construction, but these are not granted where impacts to the natural character of the area may occur.

**Complementary Strategy:**

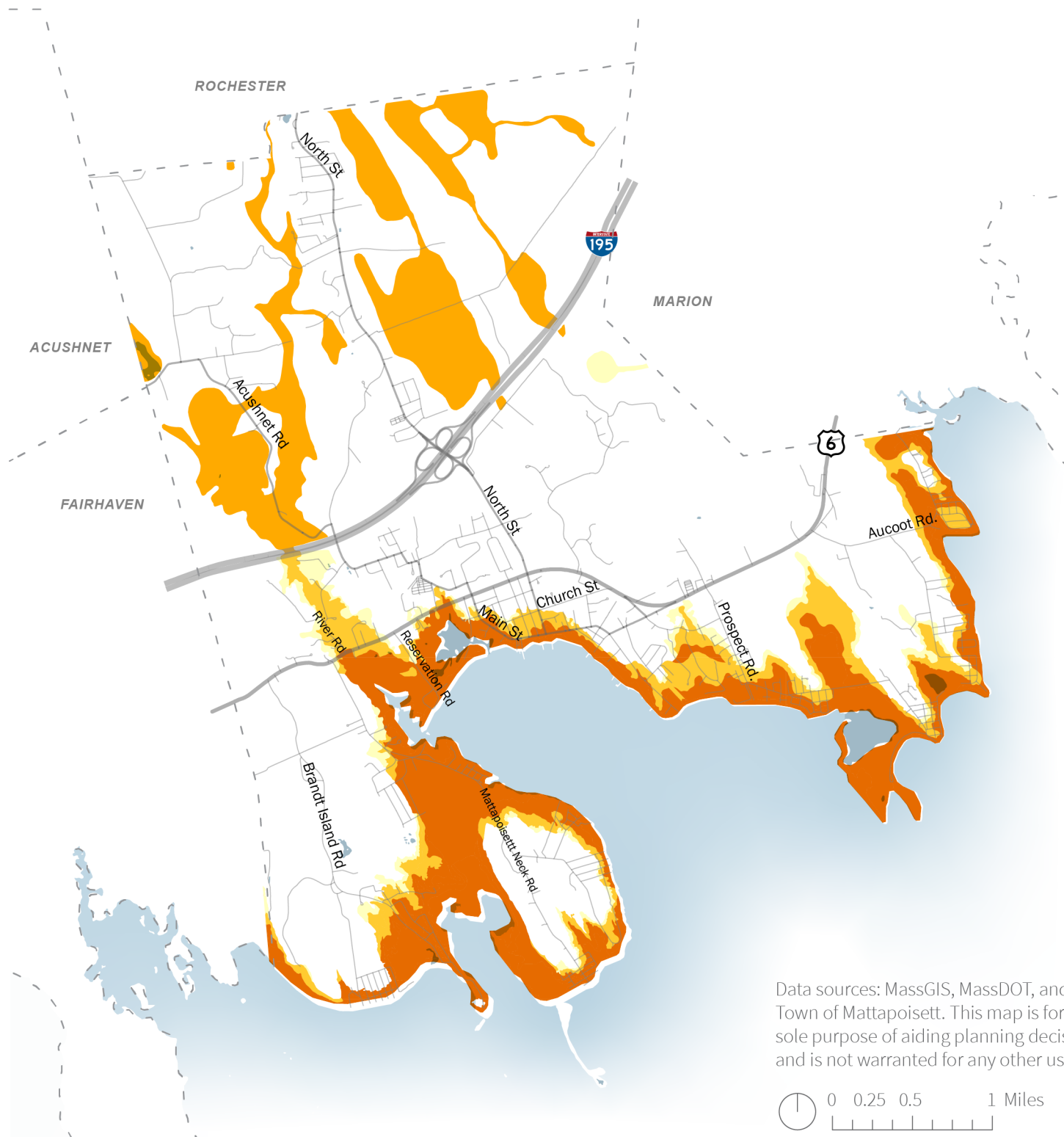
4.TW.C.1 Expand sewer access to existing residential areas most at risk for environmental contamination due to septic leaching and to higher-ground areas for future development.

**Element:**



# Flood Hazard Areas

- VE High Risk Coastal Areas
- A: 1% Annual Chance of Flooding, no BFE
- AE: 1% Annual Chance of Flooding, with BFE
- X: 0.2% Annual Chance of Flooding





### 3.Z.2 Allow compact, climate-resilient adaptations, including raised houses and vertical additions.

Additions or renovations to adapt existing housing to sea level rise often conflicts with zoning code. Around 1,400 existing residences are in the Floodplain Overlay District. With sea level rise, even more properties will be in a special hazard zone. Much of the coastal areas are either in Waterfront Residential (WR), Maritime Residential (MR), or Residential (R) zoning districts and currently do not provide any special dimensional considerations for climate adaptation techniques.

Currently, the overlay district allows variances for compliance with National Flood Insurance requirements. The maximum height across most of town is 35 ft, which prevents construction techniques that elevate structures above flood-prone areas. While new developments should be discouraged in these hazardous coastal zones, homeowners of existing homes should be provided enough flexibility to ensure the safety of their home during storms. The Town should consider increasing the height limit in these coastal areas to 50 ft, like Scituate and other coastal communities. Of course, this kind of retrofit would incur an additional expense that may be challenging for homeowners. It is

important to keep in mind that the goal of this strategy is to ensure the safety of those living on the coast. In Hull, the town measures base height from the flood elevation rather than the mean grade of the property. Some towns also allow encroachments into setbacks to ensure utilities are placed in the safest location.

The Overlay District should also be expanded to include areas predicted to be in the 1-percent annual flood zone by 2070, so homeowners and businesses can begin considering climate adaptive strategies in renovations and new constructions.<sup>27</sup>

In addition to providing special zoning relief, the Town can also consider creating a short, illustrated Design Standards & Guidelines document to help homeowners and business owners plan for future adaptations. Near and long-term solutions help existing properties adapt to sea-level rise and increased storm-related flooding. The guidelines would provide recommendations on the best placement of critical building utilities, strategies to improve building access while raising the entrance, and other ways to ensure climate-adapted buildings visually contribute to the neighborhood rather than detract.



**Priority:** High-Immediate

**Responsible Parties:** Planning Board,  
Building Department



**Performance Measures:**

- Update Flood Plain Overlay Zoning to allow for climate-resilient strategies. Expand Overlay Zoning to include areas that will be vulnerable in 2070.
- Use MVP Action Grant to update zoning and create design guidelines.

**Success Story:** Boston’s Climate Ready Zoning and Design Guidelines. Communities like Brookline, Cambridge, and Hull have proactively updated their zoning to anticipate future flood conditions

**Complementary Strategy:**

1.Z.2 Allow the development of duplexes, triplexes, ADUs, and small multi-family housing that fit the village character.

**Element:**



## Key Definitions

*(A full list of terms used in this document is included in the glossary)*

### 1 Percent Annual Chance Flood

A “1 percent annual chance flood” is a flood event that has a 1 in 100 chance of occurring in any given year. Another name for this flood is the “100-year flood.” Experts prefer not to use the “100-year” term since it gives the impression that a certain level of flooding will only occur once every 100 years. In fact, it has a one percent chance of occurring in any given year and can even occur multiple times in a single year or decade. Over a 30-year period, there is almost a one in three chance that a 1 percent annual chance flood will occur at least once.

### Sea Level Rise—Base Flood Elevation (SLR-BFE)

The term used in the Overlay and the Design Guidelines for the top of the water elevation projected for the 1 percent annual chance coastal flood in the 2070 scenario under the Boston Harbor - Flood Risk Model. This includes 40 inches of sea level rise (including 2 inches to account for subsidence.) The SLR-BFE is separated from the SLR-DFE by the freeboard.

### Sea Level Rise—Design Flood Elevation (SLR-DFE)

The term used in the Overlay zoning and the Design Guidelines for the minimum elevation of the lowest occupiable floor for residential uses, or dry floodproofing for non-residential uses. This elevation is separated from the SLR-BFE by the freeboard.

### Freeboard

Defined by FEMA as a factor of safety or a buffer between the predicted flood elevation levels and a building’s lowest occupiable floor for residential uses, or dry floodproofing for non-residential uses. For purposes of the Overlay zoning and the Design Guidelines, the freeboard is the distance between the SLR-BFE and SLR-DFE.

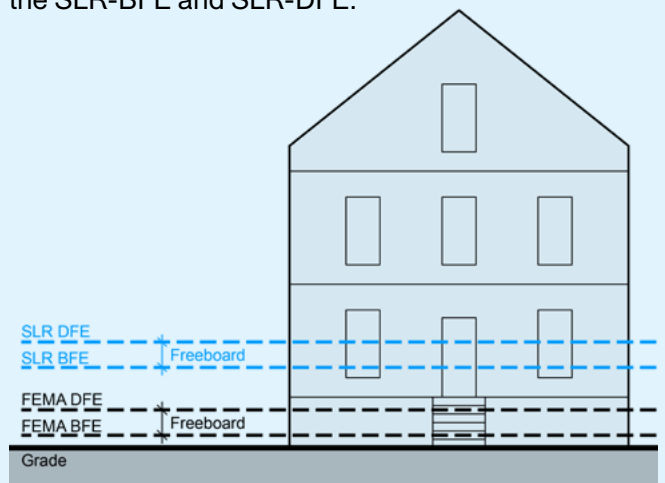
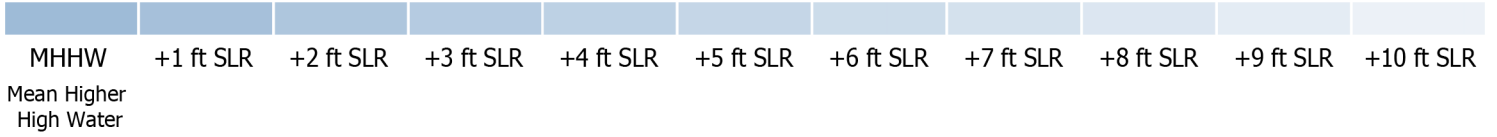


Figure 24. Coastal Flood Resilience Design Guidelines (Boston Planning & Development Agency)

# Sea Level Rise



Data sources: MassGIS, MassDOT, and the Town of Mattapoisett. This map is for the sole purpose of aiding planning decisions and is not warranted for any other use.





### 3.P.1 Explore participation in FEMA's Community Rating Service program to bolster flood mitigation town-wide while also reducing flood insurance premiums.

The Community Rating System (CRS) is a voluntary incentive program that recognizes and encourages community floodplain management practices that exceed the minimum requirements of the National Flood Insurance Program (NFIP). Over 1,500 communities participate nationwide. According to FEMA, Mattapoissett has 532 National Flood Insurance Program (NFIP) policies, the 25<sup>th</sup> highest in the state.<sup>28</sup>

In CRS communities, flood insurance premium rates are discounted to reflect the reduced flood risk resulting from the community's efforts that address the three goals of the program:

- Reduce and avoid flood damage to insurable property
- Strengthen and support the insurance aspects of the NFIP
- Foster comprehensive floodplain management

CRS communities gain discounted flood insurance premium rates by accruing points for certain activities. The four categories are:

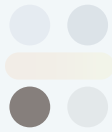
- Public Information
- Mapping & Regulation
- Flood Damage Reduction
- Flood Preparedness

By implementing strategies of the Master Plan, the Town will accrue points, particularly in Mapping & Regulations and Flood damage Reduction. One significant benefit of the program is showing residents that the many strategies proposed in this Master Plan contribute to reducing flood damage and improving knowledge around flood issues.

Management of the program require sufficient staff capacity. Many communities rely on their Conservation Commission and/or planning department to coordinate the requirements between different commissions. Another consideration is whether the effort to apply for participation is worth the potential reduction in insurance premiums since most communities are within Class 7 – 9 or 5% - 15% in premium reduction.<sup>29</sup>

**Priority:** Low-Immediate

**Responsible Parties:** Planning Board,  
Building Department, Conservation  
Commission



**Performance Measures:**

- Evaluate Mattapoisett’s rating and consider strategies to improve town’s rating to qualify.
- Identify a point-person to manage CRS eligibility.

**Success Story:**

In the SRPEDD region, Norton is a member. 23 communities in Massachusetts currently participate. Chatham and Mashpee are Class 8 communities and entitles residents to a 10% flood insurance discount. These communities also have similar number of NFIP policies. Barnstable County has a regionally managed CRS program and a dedicated CRS coordinator to help local communities participate in CRS.

**Complementary Strategy:**

- 3.Z.1 Discourage further development in the most vulnerable areas.
- 3.Z.2 Allow compact, climate-resilient adaptations, including raised houses and vertical additions.

**Element:**



*“Route 6 should be reimagined to be safer and more livable for the community. It was built to provide a route for people to go to the Cape and travel long distances [but] with the construction of I-195/I-495 it no longer serves that purpose.*

*Reimagining by reducing the number of travel lanes on [Route] 6 provides a unique opportunity to upgrade an existing roadway to connect the community, provide slower speeds, increase safety for walkers/ bicyclists/vehicles, and beautify the area.*

### 3.C.1 Implement important water and sewer improvements identified in the Municipal Vulnerability Plan

The 2018 Municipal Vulnerability Plan identified three water and sewer mains that were most at risk. Today, each of these are in different stages of planning and design.

**Eel Pond Force Main:** This critical Force Main carries most of the Town's wastewater through two crossings that could be adversely affected by storm surge, flooding, and Seal Level Rise. The Town completed preliminary evaluations and alternative analysis regarding relocating and re-routing this force main.

The Town also completed detailed design drawings regarding the proposed relocation.

On June 1, 2022, the Town held a public meeting to discuss next steps to reroute Eel Pond Force Main. The Town is using the Coastal Zone Management (CZM) Coastal Resiliency Grant and matched Town funding to finalize the design and acquire necessary permits to complete the work.



**Water Main Crossing between Pease’s Point and Point Connett:**

This critical water main was exposed during a June 2013 storm event. After being exposed, the Town isolated the water main while the beach and the cover were restored. While the water main was isolated, the Town suffered from water quality issues in the tow area and low-pressure. The Town obtained two CZM grants to evaluate options for relocating the water main. The first recommended horizontal directional drilling of a portion of the water main and open cut replacement at a deeper depth for two other portions of the pipe between Avenue A and Beach/Bay Road. The second CZM grant provided funding for the design, permitting, and bidding of the proposed improvements. The Town is currently seeking funding from CZM to complete the construction of this critical crossing.

**Wellhouse No 3 Water Transmission Main:**

Widely changing flows in the Mattapoissett River expose the piping of this main that crosses the river to the east of Well house No. 3. Evaluations of the main led to recommendations that it be relocated. The relocation will use horizontal direction drilling to install the water main below the

river bottom to eliminate its exposure to river conditions. This directional drilling will also minimize wetlands buffer zone disturbance.

Additional capital improvement funding could be sourced from the: CZM, MVP, MassWorks, and Economic Development Administration (EDA) funding.

**Priority:** Ongoing

**Responsible Parties:** Highway Department, Water & Sewer Department



**Performance Measures:**

- Continue engineering and design work for these three projects.
- Secure capital improvement funding and begin construction.

**Element:**



Figure 25. Eel Pond (Buzzards Bay Coalition)

### **3.C.2 Expand water and sewer access to vulnerable coastal areas to prevent environmental contamination and ensure water supplies during droughts.**

Water and sewer expansions are high-cost investments for Towns, Mattapoisett experiences competing needs. Coastal residential areas are most at risk for environmental contamination due to septic leaching, and expanded sewer access to high-ground areas would allow denser developments in less vulnerable areas.

While this plan clearly recommends reducing further development in flood-prone areas (see 3.Z.1), existing neighborhoods may require infrastructure investments to remain viable. The Town should balance these investments with other priorities and needs – and with other climate mitigation strategies such as managed retreat. On the other hand, they must nonetheless be included for consideration in the town’s Capital Improvement planning and in this Master Plan.

Much of Mattapoisett outside of Route 6 and the Village Center lacks access to municipal sewer services. These homes rely on septic systems to process wastewater. In 2010, Mattapoisett approved a \$6.8M project to extend the sewer on Mattapoisett Neck. There was also an application for the Brandt Beach sewer expansion.

Many homes also lack connections to municipal water and therefore rely on wells on their property. As droughts become more extreme and common, groundwater insufficient supplies may become deficient. Saltwater intrusion due to sea-level rise can also affect groundwater supplies in coastal communities.

In February 2022, as part of the municipality’s Departmental input for the Master Plan, the Water and Sewer superintendent indicated that extended water service along Brandt Island Road and Mattapoisett Neck Road were on the radar and that a sewer expansion into the Pease’s Point neighborhood would be put before the residents at Town Meeting to secure a two-thirds vote of the accompanying betterment fees.

These expansions should not be used to encourage more development in coastal neighborhoods. The Town should be careful about how water and sewer expansions relate to climate resilience issues since system investments might have a longer lifespan and serve more residents in a different part of town.



**Priority:** Ongoing

**Responsible Parties:** Water & Sewer Department, Conservation Commission, Health Department



**Performance Measures:**

- Continue wastewater improvements and maintenance in Capital Plan.
- Identify coastal areas with existing development that may need future water and wastewater expansion, based on environmental contamination and drought threat.

**Element:**

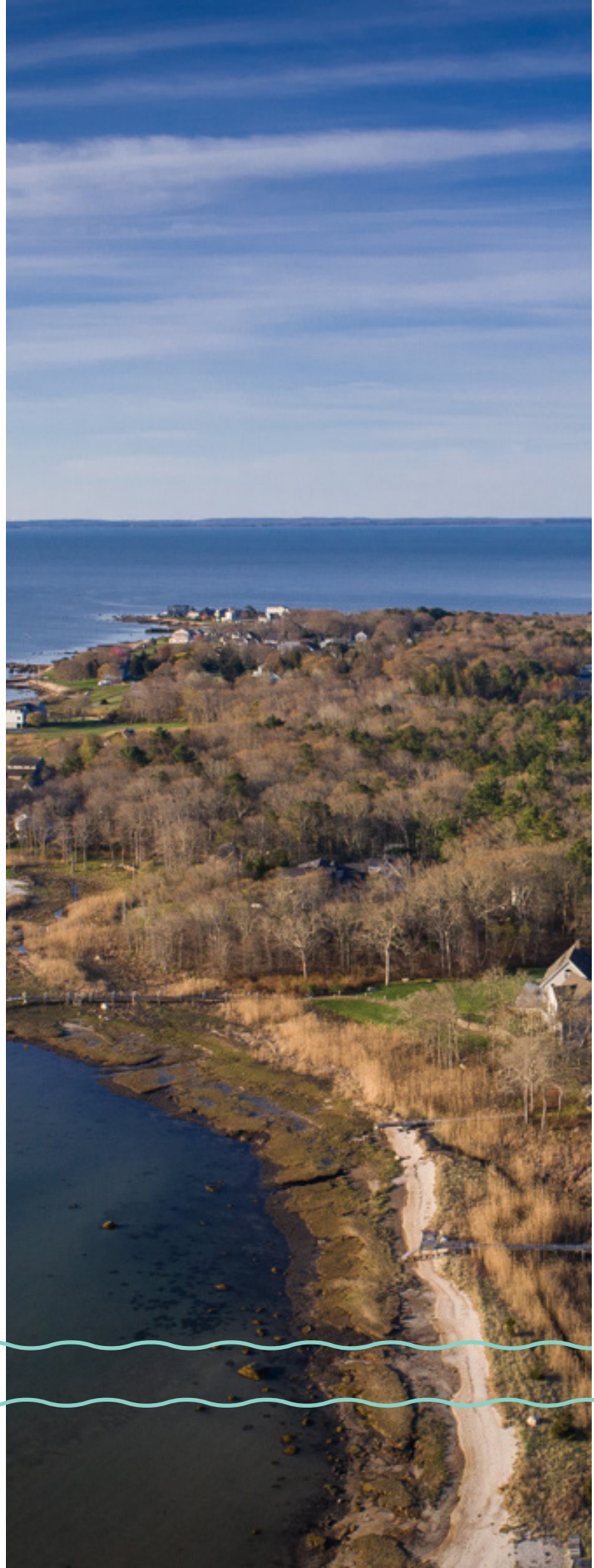
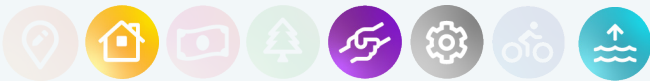


Figure 26. Mattapoisett Coast (SRPEDD)

### **3.C.3 Elevate roads or improve stormwater drainage at key flood points to ensure emergency access.**

Roads in low lying areas and along the coastline are cause for concern in Mattapoissett. Often, these roads are the only way out from certain neighborhoods. During emergencies, if residents do not evacuate, Emergency Personnel may not be able assist or rescue these residents.

In the Fall of 2020 Mattapoissett received an award for \$74,981 for the Mattapoissett Neck Road Flood Resilience Project from CZM's Coastal Resilience Grant Program. The

Town continued working with Fuss & O'Neill to complete a feasibility study on elevating Mattapoissett Neck Road, the only access point for about 250 residents.

The study recommended elevating the road to 7.5 feet, applying 'Hybrid' and 'Natural' slope and bank treatments to stabilize slopes and protect against storm surges, and replacing existing aged culverts while protecting wetlands. The estimated cost of elevating



the road ranges from \$2.1M to \$3M for about 2,500 feet of roadway.

The Town should continue to apply for CZM grants and other grant opportunities to study other roads, particularly ones that are the only access routes for some residents; this includes Angelica Avenue, Aucoot Road/Hollywoods Road in East Mattapoisett and Brandt Island Road in West Mattapoisett. Portions of Route 6 should also be considered, particularly near the mouth of the Mattapoisett River at the Harbor.

Alternatively, the Town is exploring alternative methods to enhance safety and access. In 2022, CZM awarded the Town with funds to reopen Old Slough Road, which is protected from storm. This provides an alternate route for residents in Point Connett and Angelica Point who predominately use Angelica Avenue.

Like water and sewer network expansions, these road improvements should not be used as a signal to increase development in coastal neighborhoods.

**Priority:** Ongoing

**Responsible Parties:** Highway Department



**Performance Measures:**

- Identify the most vulnerable stretches of important evacuation routes.
- Continue applying for CZM grants and other grants to implement road elevation studies and projects.
- Success Story:
- The Town has already begun the Mattapoisett Neck Road Flood Resiliency Project, which illustrates the importance and large investment required to implement such a project.<sup>30</sup>

**Complementary Strategy:**

7.TW.C.1 Improve stormwater drainage at key flood points to ensure there's access and evacuation.

**Element:**



Figure 27. Brandt Island (SRPEDD)

### 7.TW.C.6 Improve the safety of walking routes along rural roads and implement the Complete Streets projects.

Many residents enjoy walking, jogging, or biking along Mattapoissett's scenic roads, which also connect important attractions, such as Ned's Point, beaches, hiking trails, parks, and the Bike Path. Sidewalks are mostly concentrated in the Village Center.

The Complete Streets Prioritization Plan identified potential improvements to many roads in northern Mattapoissett. Only a small stretch of Angelica Avenue and Mattapoissett Neck Road were identified as potential projects in Mattapoissett's coastal neighborhoods. Many of these rural roads only serve a small population of residents. Still, it is important that they have safe ways to walk to and from local recreational areas.

Sidewalks can be expensive to build. As an alternative, the Town should evaluate whether widened, paved shoulders can be extended to provide additional space for pedestrians. Another consideration is to create separate walking paths and trails as an alternative to these collector roads. Currently, there is not a town-wide map of all trails; by connecting trails, an alternative network can serve walkers and joggers.

Other markings to create space would help to improve pedestrian comfort and safety. These are not perfect solutions – and sidewalks are safer and should be used on more heavily-trafficked roads. Widened shoulders should be coupled with traffic calming measures. Flashing pedestrian crossing signs and crosswalks would help pedestrians cross rural roads more safely.

Some rural and suburban roads to explore additional improvements include:

**Angelica Avenue** - Connects multiple pocket neighborhoods and beaches

**Hollywoods Road and Aucoot Road** - Connects multiple pocket neighborhoods

**Ned's Point Road** - Connects the Village Center to Ned's Point, a popular attraction

**Mattapoissett Neck Road** - Connects to the rail trail, pocket neighborhoods, and Munn Preserve

**Brandt Island Road** - Connects to the rail trail, pocket neighborhoods, Brandt Cove Marina and Beach, Nasketucket Bay State Reservation

**Priority:** Ongoing

**Responsible Parties:** Highway Department



**Performance Measures:**

- Identify potential roads for lower-cost re-design opportunities.
- Identify potential funding, including Complete Streets and Shared Streets and Spaces grant program, though only certain types of improvements would qualify (e.g., bike sharrows would not qualify for funding).

**Success Story:**

US DOT Federal Highway Administration provides a comprehensive guide on strategies and Success Story for smaller towns, called 'Small Town and Rural Multimodal Networks.'

**Element:**



Figure 28. Ned's Point (SRPEDD)

# SUSTAINABLE INLAND GROWTH

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Channel development pressure inland rather than on the coast while protecting rural character and ecologically-important areas.

## Zoning

4.Z.1 Preserve open space and rural character of residential areas north of I-195 while allowing for creative housing solutions beyond detached, single-family houses on large lots.

4.Z.2 Revisit the Town's cluster and Special Residential Development bylaw to allow maximum flexibility in development, minimizing lot size and parcel thresholds.

## Policy and Programs

4.P.1 Support the findings and recommendations of the Town's Housing Production Plan to facilitate subsidized and market-rate housing development and increase affordable housing opportunities in Town.

## Town-Wide

4.TW.P.1 Adopt Low-Impact Development (LID) strategies to mitigate effects and reverse damage caused by existing development in the Town's ecosystems or watershed.

4.TW.C.1 Expand sewer access to existing residential areas most at risk for environmental contamination due to septic leaching and to higher-ground areas for future development.

7.TW.C.6 Improve the safety of walking routes along rural roads and implement the Complete Streets projects.

Figure 29. Route 6 (SRPEDD)



#### **4.Z.1 Preserve open space and rural character of residential areas north of I-195 while allowing for creative housing solutions beyond detached, single-family houses on large lots.**

The inland portions of Mattapoissett are primarily zoned as Rural Residential (RR) and Residential (R), with varying minimum lot sizes, from 40,000 sf to 80,000 sf. Much of the area north of I-195 is made up of important natural areas, including the Haskell Swamp and the Mattapoissett River Aquifer. Large lot size requirements regulate the density of housing to preserve the rural character of the area and to safely accommodate septic systems and wells since many areas are not connected to town

sewer and water. These same requirements make housing more expensive and encourage sprawl since each house required more land.

Currently, R and RR districts only allow single-family homes. Without substantially changing zoning, the Town can preserve open space while allowing smaller developments and increased housing options by encouraging Accessory Dwelling Units and Cluster or Special Residential Development areas.





Some accessory uses are allowed, including family-related apartments, but the requirements and approval process for family-related apartments (a form of Accessory Dwelling Units, or ADUs) are too prohibitive. The spirit of the regulations ensures structures visually resemble a single-family home and that the lot can support the infrastructure and parking needs of its residents. With minor tweaks, the ADU policy can still achieve Town goals while allowing more flexibility.

**Priority:** High-Flexible

**Responsible Parties:** Planning Board

**Performance Measures:**

Redefine family-related apartments to be more general and allow most types of attached and detached Accessory Dwelling Units (ADU), as long as they meet the dimensional guidelines of the existing zoning by 2029.

**Success Story:** Northampton’s updated ADU policy allows accessory units within a single-family dwelling by-right while detached ADUs require a special permit. Floor area is limited to 900 s.f. and a maximum of 3 people. There are no specific dimensional requirements and no relationship restrictions.

**Complementary Strategy:**

1.Z.3 Allow the development of duplexes, triplexes, ADUs, and small multi-family housing that fit the village character

2.Z.1 Create a user-friendly Development and Permitting Guide to facilitate and encourage small-scale housing and retailers in the Village Business District.

3.Z.2 Allow compact, climate-resilient adaptations, including raised houses and vertical additions.

**Element:**



Figure 30. (SRPEDD)

#### **4.Z.2 Revisit the Town’s cluster and Special Residential Development bylaw to allow maximum flexibility in development, minimizing lot size and parcel thresholds.**

In Mattapoisett, there are two mechanisms to develop multiple homes in a way that provides flexibility and preserves open space: Cluster Subdivision and Special Residential Development bylaw. While similar in purpose, their requirements are quite different.

According to reporting by the Planning Board and Master Plan Committee, the success of these bylaws is mixed. Two separate, related, but competing bylaws complicates the development process. In order to consolidate and modernize its cluster development bylaws, Mattapoisett should re-evaluate both its SRD and cluster bylaws to create one comprehensive policy that is more consistent with OSRD best practices. This includes changing procedures from special permit to by-right wherever possible, simplifying the rules and incentives, and creating a step-by-step permitting guide. Updating the OSRD permitting process to a clear [‘4-step’ design process](#) will ensure that the future cluster developments align with town-wide conservation goals. This 4-step process is an evolution of the existing bylaw because it incorporates a step where the proponent must do a Resource Analysis and show how their design protects these natural, historic,

and cultural resources on site.

Further, to make the process more predictable, the Planning Board and other boards need to have a strong understanding of the bylaw. If a proposed development is at the same density as a conventional subdivision development, adequately demonstrates wastewater and water needs are met, and protects key open spaces, they should allow the development to move forward without extra constraints, studies, or requests beyond the requirements set forth in the bylaw; these add unpredictability and should be minimized.

Finally, there should be close coordination with the Mattapoisett Land Trust, Conservation Commission, and Buzzards Bay Coalition, to make sure usable open space is prioritized for conservation and ecological purposes or to further town-wide goals on recreation and trails.



**Priority:** High-Flexible

**Responsible Parties:** Planning Board

**Performance Measures:**



- Evaluate recent SRD and Cluster applications to understand regulatory barriers to development by 2027.
- Create one modern Open Space Residential Development (OSRD) bylaw that consolidates and simplifies the two separate processes and prioritizes preserving contiguous open space systems for ecological and recreational purposes. Strike the prior SRD and cluster bylaws from the Zoning.

**Success Story:**

Harvard, MA is revising its Open Space and Conservation Planned Residential Development (OSC-PRD) Bylaw which works similarly to Mattapoisett’s SRD and Cluster Subdivision Bylaws.

**Element:**



Figure 31. (SRPEDD)

#### **4.P.1 Support the findings and recommendations of the Town’s Housing Production Plan to facilitate subsidized and market-rate housing development and increase affordable housing opportunities in Town.**

To support affordable housing in town, Mattapoissett produces a Housing Production Plan (HPP) every few years. An HPP enables proactive planning and development of affordable housing by creating a strategy to meet affordable housing needs. By taking this approach, Mattapoissett is more likely to achieve both its housing and community planning goals. Moreover, HPPs give communities that are under the 10% affordable housing threshold of Chapter 40B more control over comprehensive permit

applications. According to the Massachusetts Department of Housing and Community Development (DHCD), HPPs must be updated every 5 years; Mattapoissett’s 2010 plan is therefore in need of a full update – a process which is taking place as a complementary and coordinated project along with this Master Plan.

The HPP is a specialized plan that considers strategies the Town may pursue to increase the share of year-round housing stock that



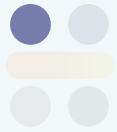
is eligible for the State’s Subsidized Housing Inventory (SHI). SHI units can be created through 40B Comprehensive Permits, donation of municipally-owned land, local bylaws that result in deed-restricted units, or the use of local funds. Once Mattapoissett has 10% of its stock on the SHI or meets other production thresholds to “certify” its HPP, it can exert more control of “40B” developments in town.

At approximately 2.67%, Mattapoissett is far from the 10% threshold. The HPP is particularly important for communities such as Mattapoissett that seek to meet a unique set of needs based on demographic trends. Mattapoissett’s senior population continues to grow and is increasingly vulnerable to income limitations as they enter retirement, and their household sizes decrease. Ensuring Mattapoissett pursues affordable housing, and specifically affordable senior housing, will enable current residents to age in a community where they will have access to existing social and support networks.

The detailed HPP will provide a more in-depth discussion of housing issues and implementation strategies.

**Priority:** High-Immediate

**Responsible Parties:** Planning Department, Planning Board, Housing Authority



**Performance Measures:** Complete HPP shortly after the Master Plan. Identify locations for new housing and policies/programs to support new market-rate housing and subsidized housing.

**Example Success Story:** Cities and towns across the state successfully implement HPPs, leading to more control over the 40B process and improved outcomes.

**Element:**



Figure 32. Village Court (Next Phase Studios)

#### **4.TW.P.1 Adopt Low-Impact Development (LID) strategies to mitigate effects and reverse damage caused by existing development in the Town's ecosystems or watershed.**

The Mattapoissett River Valley, a critical watershed, passes through the northwest part of town. Beyond the Mattapoissett River Aquifer Protection District and large lot size minimums, the Town should consider setting development standards that consider Low-Impact Development (LID) strategies. These best practices go beyond standard requirements for stormwater management and instead encourage a holistic approach to managing and retaining stormwater to reduce flood risk and improve local water quality and ecologies, such as those needed to support healthy shellfish habitats and safe shell-fishing.

Traditional suburban development patterns clear trees and topsoil, replacing them with paved driveways and grass lawns. Run-off can include chemical and nutrient pollution, such as nitrogen loading, which harm water quality. LID strategies can be more cost-effective than conventional methods of managing stormwater because they requires less infrastructure and site preparation, including reductions in clearing, grading, pipes, ponds, inlets, curbs, and paving. See 1.Z.6 for common LID strategies.

Model LID bylaws can be cumbersome and technically complex. The Town's Building Department may not have the capacity to add another permitting step. Instead of adding a separate permitting step, the Town should review its current code to remove barriers and provide incentives to implement LID. Code obstacles include language that requires an unnecessary amount of impervious space or inflexible standards on setbacks, curbing, or vegetated strips; for example, some codes might require streets that are too wide in a subdivision plan.

The Town should treat LID strategies as a toolkit, where existing permitting-related Commissions can suggest these strategies to homeowners and property owners. Incentives, such as counting LID practices as part of open space requirements, can allow for higher density projects that also benefit the environment. These strategies should be laid out in a simple-to-understand fact sheet, explaining the use cases of each strategy. An education campaign should focus on the benefits of these strategies and to counter misconceptions (e.g., some people see bioswales 'flooding' and become concerned).

**Priority:** High-Flexible

**Responsible Parties:** Planning Board

**Performance Measures:**

- Evaluate existing zoning bylaw, subdivision bylaw, stormwater regulations, and other codes to determine and remove barriers to implementing LID strategies.
- Consider adding LID incentives, such as including LID techniques in open space percentages.

**Success Story:**

Uxbridge worked with the Central Massachusetts Regional Planning Commission to evaluate their zoning bylaw, subdivision rules and regulations, and stormwater regulations. The evaluation identified areas where LID strategies could be promoted or where current regulations prevent LID best practices.

**Complementary Strategy:**

1.Z.6. Implement the Town's Stormwater Management Plan Goals for the Village.

**Element:**

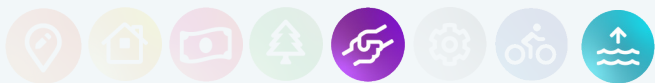


Figure 33. Pinehills LID Community Plymouth MA (The Pinehills)

**4.TW.C.1 Expand sewer access to existing residential areas most at risk for environmental contamination due to septic leaching and to higher-ground areas for future development.**

Though North Mattapoisett is not directly on the coast, many areas are still at risk for flooding and storm surges. In a Category 3 storm, the storm surge would push seawater up the Mattapoisett River. While the model predicts that open spaces and wetlands would buffer homes from such a scenario, stormwater flooding is also a possibility. Environmental contamination from septic leaching degrades water quality and important habitats. Currently, no new septic system can be built within 100 feet of a wetland, and there are additional restrictions by the Board of Health for existing septic systems within 100 feet of a water body or wetland.

The Town should identify areas near wetlands or water bodies that are most at risk for septic leaching, but which can also support future residential development at higher ground (from more compact subdivisions to modest multi-family homes). An expanded sewer system could both protect the environment and encourage more compact residential development that prioritizes contiguous open spaces (See OSRD Strategy).

**Priority:** Ongoing

**Responsible Parties:** Water & Sewer Department, Conservation Commission, Health Department



**Performance Measures:**

- Continue wastewater improvements and maintenance in Capital Plan.
- Identify areas at risk for future flooding needing water and wastewater expansion, based on environmental contamination and drought threat.

**Complementary Strategy:**

3.Z.1 Discourage further development in the most vulnerable areas.

**Element:**



Figure 34. (SRPEDD)





### **7.TW.C.6 Improve the safety of walking routes along rural roads and implement the Complete Streets projects.**

The rural road network in North Mattapoissett is spread far apart. North Street is the primary artery; Acushnet Road, Crystal Spring Road, and Wolf Island Road are other important connectors. Because there are so few intersections and curb cuts, vehicles can travel quite fast down these rural roads. To create a complete pedestrian and bike network, these major roads should have pedestrian and bike facilities to connect Mattapoissett's village to the homes and trails in North Mattapoissett.

Currently, North Street has many planned improvements through the Complete Streets program. These new roadside paths and sidewalks will connect trails and improve access to open spaces. Crystal Springs Road was also identified as another roadway that needed a sidewalk. Acushnet Road, though less densely settled, connects a few important open spaces, including The Bogs and Tinkhamtown Woodlands.

Sidewalks should cover more densely settled areas, such as along Park Street. The future Rail Trail will also cross through the neighborhood, so improving neighborhood connections is important to encourage the

use of the Town's trail network.

Coupled with existing planned Complete Streets projects, lower-cost pedestrian and bike improvements and more designated crossings along Acushnet Road, as described in 3.C.2, could improve safety and complete the network. "Side-paths," are narrower alternatives to sidewalks (3-4 feet) and are separated from traffic by a grass strip. For any widened shoulders, there should be a clear painted white edge line and share-the-road signs.

**Priority:** High-Immediate

**Responsible Parties:** Highway  
Department



**Performance Measures:**

- Implement planned Complete Streets projects.
- Identify potential funding, including Complete Streets and the Shared Streets and Spaces grant program, though only certain types of improvements would qualify (e.g., bike sharrows would not qualify for funding).

**Success Story:**

US DOT Federal Highway Administration provides a comprehensive guide on strategies and Success Story for smaller towns, called 'Small Town and Rural Multimodal Networks.'

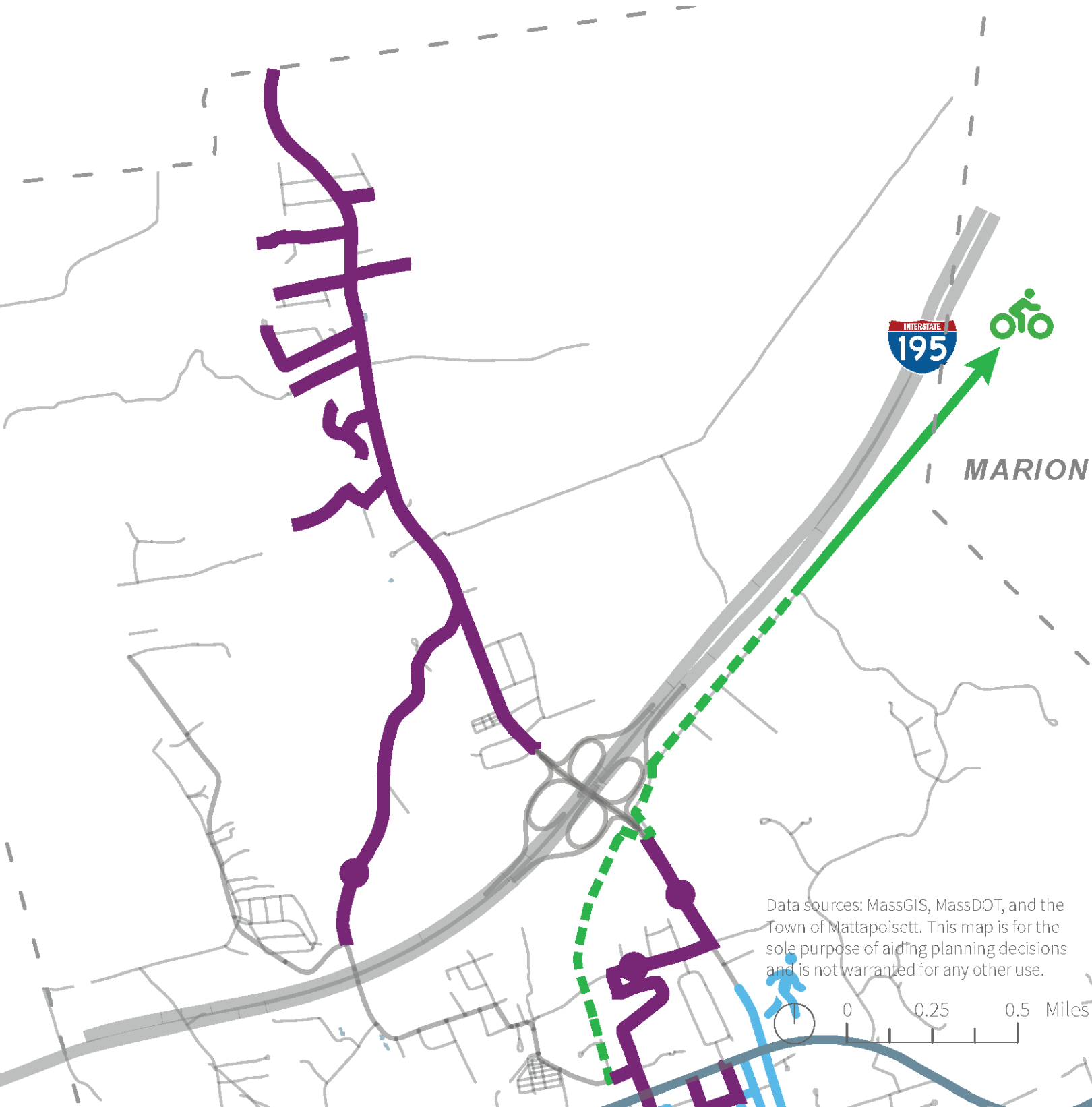
**Element:**



Figure 35. (SRPEDD)

# Complete Streets Projects - Inland

- Complete Streets Projects
- Sidewalks
- Bike Path or On-street Path
- Planned Bike Infrastructure





# PRESERVE NATURAL SYSTEMS

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Protect habitats and natural areas as both spaces for recreation and nature-based solutions to adapt to climate change.

## **Town-Wide Policy**

- 5.TW.P.1 Protect the Town’s vulnerable open spaces and wetlands by enforcing policies managed by the Town.
- 5.TW.P.2 Work with Buzzard Bay Coalition and Land Trust to identify and acquire any ‘retiring’ agricultural areas or other vacant properties/ rural properties that are most at risk of flooding.
- 5.TW.P.3 Implement the Waterfront Management Plan to ensure the stewardship of the Town’s waterfront.
- 5.TW.P.4 Continue removing invasive species that degrade the quality of wetlands.
- 5.TW.P.5 Manage and protect shellfish and fish habitats and populations.
- 5.TW.P.7 Participate and study the outcome of the soon-to-be-released Trustees State of the Coast Report for the South Coast/ Buzzard’s Bay area that looks at the impacts of climate change on coastal communities.

## *Capital Projects*

- 5.TW.C.1 Provide bike-vehicle parking at parks, trails, and Town beaches to enhance public access and encourage multi-modal transportation methods in Town.
- 5.TW.C.2 Improve town signage at trails, beaches, and town waterfront to enhance public access and ensure appropriate activities to support safety and longevity of infrastructure.
- 5.TW.C.3 Evaluate coastal erosion and improve coastal buffers.

Figure 36. (SRPEDD)



### 5.TW.P.1 Protect the Town’s vulnerable open spaces and wetlands by enforcing policies managed by the Town.

The best way to protect Mattapoissett’s open spaces and wetlands is through permanent protection and acquisition. Parcels owned by the Town, MLT, or the State have the highest level of protection (See 5.TW.P.3). Proper regulations and educational campaigns are also important because Mattapoissett cannot feasibly acquire all open space parcels. Homeowners and property owners should be aware of regulations and overlays, some of them state laws. These policies include but are not limited to Chapter 61 and State Wetland Regulations that are enforced by the Conservation Commission and are intended to protect important habitats.

For projects in a Priority Habitat and Estimated Habitat, project proponents must file with the [National Heritage & Endangered Species Program \(NHESP\) \(321 CMR 10, 310 CMR 10\)](#). Developments in wetlands and within 100 feet have to comply with the [Wetlands Protection Act \(M.G.L. c 131 s. 40\) and its regulations \(310 CMR 10\)](#) by filing with the Conservation Commission and receiving a Certificate of Compliance after review. The Water Resource Protection Overlay also places additional restrictions on what developments can occur that might affect

water quality or water recharge.

Some parcels are not permanently protected by conservation restrictions, rather they are part of the Chapter 61 program, which offers tax breaks to private property owners who commit their land to forest, agricultural use, or open space. When forested or agricultural properties under the Chapter 61 or 61A program go on sale, the Town will have right of first refusal to acquire the parcel before it hits the open market. The Town should regularly keep in touch with Chapter 61 property owners and be prepared to act if these properties go on the market.

**Priority:** Ongoing

**Responsible Parties:** Conservation Commission



**Performance Measures:**

Continue monitoring undeveloped parcels for opportunities and to prevent habitat or wetland degradation.

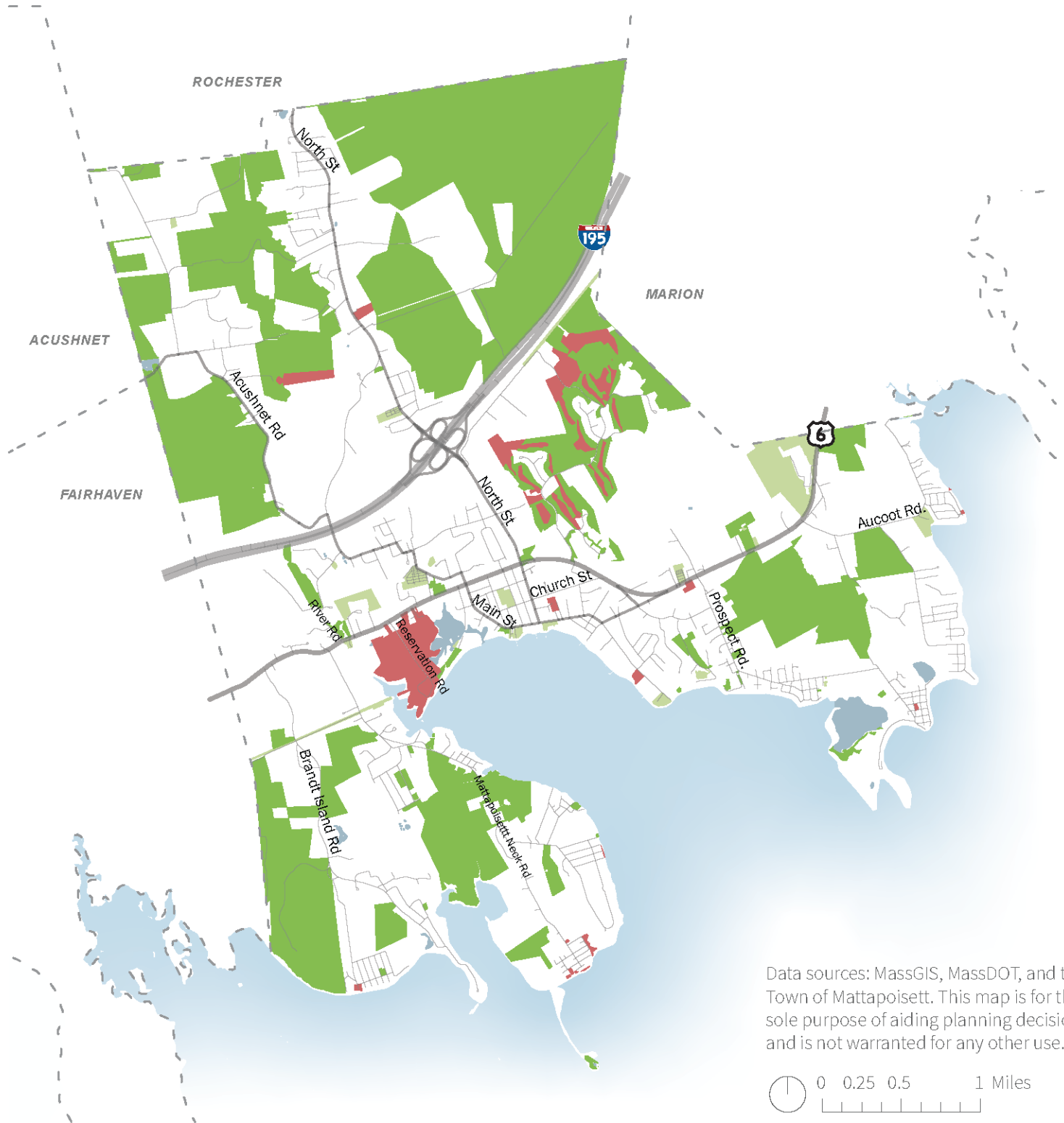
**Element:**





# Open Space

- In Perpetuity
- Limited Protection
- None



Data sources: MassGIS, MassDOT, and the Town of Mattapoissett. This map is for the sole purpose of aiding planning decisions and is not warranted for any other use.



## 5.TW.P.2 Work with Buzzard Bay Coalition and the Mattapoissett Land Trust to identify and acquire important land areas areas or vacant/rural properties that are most at risk of flooding.

Mattapoissett and its partners are experienced in acquiring land for conservation and climate vulnerability, most recently through the Pine Island Pond project. The Town should continue to work with the Mattapoissett Land Trust (MLT) and Buzzards Bay Coalition to keep track of key parcels and how likely they will be sold or developed. Generally, the town should consider conservation, including retiring agricultural areas, properties that provide important wildlife habitat, recharge of public groundwater resources, outdoor recreation opportunities or migration pathways for salt marshes and other habitats threatened by climate change. As mentioned in 5.TW.P.1, the Town needs to monitor Chapter 61 or 61A parcels.

Priority should be given to parcels that:

- Are vulnerable to flooding and can be used as a natural 'buffer' as green armature to protect built areas of town from flooding
- Help complete contiguous ecological or recreation network
- Will soon be up for sale or have preliminary development plans

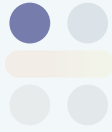
Because the Town will need to provide matching funds, the Town should consider setting aside a dedicated fund for parcel acquisition, drawing from CPA funding. Building on the success of previous efforts, the Town should be prepared to apply for future rounds of funding from the following sources:

- MVP Action Grants
- [Local Acquisitions for Natural Diversity \(LAND\) Grant Program](#)
- [Massachusetts Land and Water Conservation Fund Grant Program](#)
- The Town can also work with its non-profit partners to apply for the [Conservation Partnership Grant Program](#)
- The Town can also work with the regional Coastal Zone Management (CZM) office to apply for Federal funding, including [NOAA](#) funding and that provided by the [Bipartisan Infrastructure Law](#)

If the Town and its partners cannot acquire parcels or prevent development, they should work with new owners to guide development to minimize the built footprint and preserve open space while allowing new residential development.

**Priority:** High-Immediate

**Responsible Parties:** Planning Board, Conservation Commission, MLT, Buzzards Bay Coalition



**Performance Measures:**

- Set up a regular meeting between the Town and its local conservation partners to identify and monitor parcels for conservation potential and development threat.
- Regularly update the Open Space and Recreation Plan to be eligible for funding.
- Acquire climate-vulnerable parcels when the opportunity arises.

**Success Story:** In 2019, through the MVP Action Grant Project funding, the MLT partnered with the Town and Buzzards Bay Coalition to acquire 120 acres of climate-vulnerable land near Pine Island Pond. The team acted quickly to acquire the land that was subject to a development proposal. MLT built public support for the project over 18 months.

**Element:**



Figure 37. Pine Island Pond (Mattapoissett Land Trust)

### **5.TW.P.3 Implement the Waterfront Management Plan to ensure the stewardship of the Town's waterfront.**

Mattapoissett's coastline and maritime activities form a core part of its identity. Managing the use of the waterfront ensures that there's equitable access. The Waterfront Management Plan was updated in 2019. This update was a collaboration between the Harbormaster, Marine Advisory Board, Shellfish Warden, and Select Board.

The previous plan focused on managing mooring locations and updating areas of restrictions on navigation. The update focused on infrastructure needs, climate adaptation, and other strategies to coordinate and improve Mattapoissett's maritime industries. The goals of the plan are:

- Protect and maintain navigation.
- Coordinate between multiple uses of the waterfront to avoid conflict (recreation, marine industry, etc.).
- Provide safe mooring and anchoring.
- Preserve natural resources, such as shellfish and fish habitats.
- Support marine industry.
- Identify areas not suitable for navigation, recreation, and/or future mooring expansion.

One key aspect of the Plan is to identify infrastructure needs. For example, the historic Long Wharf will need to be updated in consultation with the Historical Commission. The Seaport Economic Council Grant Program and matching CPA funding is providing \$260,000 to pay for the design and engineering. Future grants can help pay for the physical repairs and construction. Staffing is another important need to ensure that infrastructure is maintained and that people are properly following regulations.

Figure 38. Mattapoissett Boat Yard (SRPEDD)

**Priority:** High-Flexible

**Responsible Parties:** Harbormaster, Marine Advisory Board, Shellfish Warden, Select Board



**Performance Measures:**

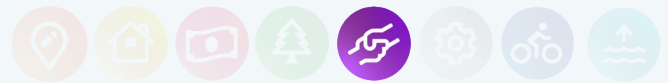
- Implement Waterfront Management Plan to ensure equitable access to different users and to identify needed infrastructure improvements.
- Use local and grant funding to provide necessary improvements to the historic Long Wharf.
- Identify staffing needs and hire staff to

help enforce rules and maintain maritime infrastructure.

**Success Story:**

In 2016, Fairhaven used the SEC grant program to make critical repairs to the Union Wharf bulkhead.<sup>31</sup>

**Element:**



### 5.TW.P.4 Continue removing invasive species that degrade the quality of wetlands.

Invasive species harm Mattapoissett’s coastal wetland ecologies by pushing out native species. In many cases, invasive species lack natural predators. Once an invasive species takes hold, it is nearly impossible to completely eradicate. Instead, many focus on limiting its spread to other areas and continue monitoring existing conditions. Many of Buzzard Bay’s tidal wetlands are invaded by a nonnative plant called *Phragmites*, also known as the common reed. It grows densely and crowds out other plants, such as native salt meadow hay, and threatens smooth cordgrass.

While difficult, the Buzzards Bay Coalition completed a [model project in 2013](#) to wipe out *Phragmites* at three salt ponds in Dartmouth and Falmouth. These sites were ideal because ponds are closed systems, reducing the chances that *Phragmites* would migrate from other areas. The process took three years and involved a combination of herbicides and mowing. Once 99% of the plant is eliminated, it is easier for restoration staff to monitor for signs of the plant and manually remove new growth. Over time, native cattails and smooth cordgrass can reestablish.

**Priority:** Ongoing

**Responsible Parties:** Conservation Commission, Buzzards Bay Coalition, MLT



**Performance Measures:**

- Continue monitoring invasive species.
- Identify key sites for wetland restoration and invasive species removals, like the Dartmouth and Falmouth model projects.

**Success Story:** From 2020 to 2022, MLT eliminated invasive species from an area of salt marsh on the west side of Mattapoissett Harbor. MLT joined owners of adjoining salt marsh properties to remove approximately 0.5 acres of invasive *phragmites* and multiflora rose within this roughly seven acre marsh area. Monitoring in late 2022 revealed that approximately 98 percent of invasive plants are eliminated.

**Element:**



Figure 39. Phragmites (Save Buzzards Bay)



### **5.TW.P.5 Manage and protect shellfish and fish habitats and populations.**

Shell fishing is an important part of Mattapoisett's natural heritage. Residents enjoy taking their families to find quahogs, clams, oysters, scallops, and eels. Maintaining shellfish populations will allow residents to continue shell fishing safely for years to come. Permits are required to shellfish, and there are weekly limits to how much each permit-holder can harvest. Shellfish must meet size thresholds for harvesting, which allows juvenile shellfish to grow and replenish populations. The Town maintains a well-updated website and map of area closures and notices. Physical signs are also placed to indicate any closures.

The primary threats to shell fishing and fishing are over-harvesting and water pollution. The Massachusetts Division of Marine Fisheries (DMF) helps to monitor water quality and population health through sanitary surveys. In June 2022, the state revoked Mattapoisett Harbor's conditional approval status and closed the area to shell fishing due to changes in water quality.

The Buzzards Bay Coalition proposes a number of high-level strategies to improve shellfish beds and open up more areas to

shell fishing. Upstream pollution sources should be monitored, identified, and mitigated to reduce bacteria contamination. Treating stormwater discharge and reducing nitrogen are key ways to reduce pollution. Nitrogen pollution causes algae blooms that coat open water, block sunlight, and deoxygenate waterways and kill aquatic life. Conventional septic tanks are a common source of nitrogen, and expanding sewers in key watershed areas (Strategy 3.C.5 / 6.TW.C.2) will eliminate the need for individual septic systems and reduce water pollution. Because municipal sewer systems are costly, less dense areas could consider implementing [state-of-the-art nitrogen-reducing septic systems](#). Propagation and seeding programs, such as shellfish upwellers, can help to replenish shellfish populations.



**Priority:** Ongoing

**Responsible Parties:** Animal Control & Shellfish Department, Harbormaster, Buzzards Bay Coalition, MLT, Division of Marine Fisheries



**Performance Measures:**

Continue to monitor water quality. When areas are closed due to water quality issues, identify sources of pollution and work to mitigate them.

**Complementary Strategy:** 4.TW.P.1 Adopt Low-Impact Development (LID) strategies to mitigate effects and reverse damage caused by existing development in the Town's ecosystems or watershed.

**Element:**



Figure 40. Brandt Island Salt Marsh (Save Buzzards Bay)

**5.TW.P.6 Study the outcome of the Trustees *State of the Coast* Report for the South Coast that looks at the impacts of climate change on coastal communities.**

The Trustees of Reservations (Trustees) is an organization that “protects and shares the Massachusetts places people love for their exceptional scenic, historic, and ecological value.” Their work includes land conservation and stewardship, arts and culture, historic preservation, and agriculture. The Trustees have recently published two *State of the Coast* Reports, covering the North Shore and the Islands. These reports highlight the impact sea level rise and future coastal storms will have on these communities and their ecologies. The Trustees plan to publish a report on the South Coast region in 2022, including the Buzzard’s Bay.

Following the report’s publication, Mattapoissett should review the report and extract important data and potential regional action that will affect the Town. Many of these strategies will overlap with the recommendations of this Master Plan. The report may also suggest potential regional coordination efforts that Mattapoissett should participate in.

**Priority:** Ongoing

**Responsible Parties:** Conservation Commission, Planning Board, MLT

**Performance Measures:**  
Review Report when it is published later in 2022. Consider ways in which the Report overlaps with the Master Plan.

**Element:**

Figure 41. Cover *State of the Coast* Report

FUTURE CLIMATE-DRIVEN RISKS—AND THEIR  
SOLUTIONS—ON MASSACHUSETTS' SOUTH COAST



# STATE OF THE COAST

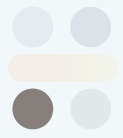


**5.TW.C.1 Provide bike-vehicle parking at parks, trails, and Town beaches to enhance public access and encourage multi-modal transportation methods in Town.**

Car parking at trailheads and beaches is limited. Residents mentioned wanting to walk and bike more for recreational reasons but noted that walking and biking on Mattapoissett’s roads can feel unsafe. Adding bike racks to trailheads and beaches will encourage residents to bike to these important natural resources. Bike parking is significantly more compact than parking for cars; about 10 bike spaces can fit in one car parking space. These bike parking racks will complement the Rail Trail and other on-road infrastructure improvements. Lastly, as bike racks are added to trail heads and beaches, these should be noted on an easily accessible town-wide trail and beach map.

**Priority:** Low-Immediate

**Responsible Parties:** Recreation Department, Mattapoissett Land Trust, Buzzards Bay Coalition



**Performance Measures:**

- Identify locations for bike racks by 2025.
- Apply for and secure funding for bike racks and install by 2027.

**Complementary Strategy:**

- 3.C.2 Improve safety of walking routes along rural roads
- 7.TW.C.4 Establish protocol for Bike path maintenance, considering appropriate expansion of staff and funding to operate within the Highway Department

**Element:**



Figure 42. Bike Racks Cape Cod (Red Jacket Resorts)



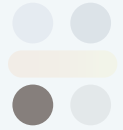
**5.TW.C.2 Improve town signage at trails, beaches, and town waterfront to enhance public access and ensure appropriate activities to support safety and longevity of infrastructure.**

Mattapoisett has many incredible open spaces and trails. The Town is also fortunate to have many organizations dedicated to protecting and caring for these spaces – including the Town itself, the Mattapoisett Land Trust, Buzzard’s Bay Coalition, and the State of Massachusetts. One problem is that it might be difficult for residents and visitors to have a comprehensive understanding of all of Mattapoisett’s publicly-accessible parks, trails, and beaches.

The Town Recreation department should coordinate closely with the Mattapoisett Land Trust and the Buzzards Bay Coalition to create a one-stop website with trail and beach locations, information about access and amenities, and trail maps. The Mattapoisett Land Trust already has excellent trail maps but does not mention beaches. This resource should be shared and promoted between the different organizations.

**Priority:** Low-Immediate

**Responsible Parties:** Recreation Department, Mattapoisett Land Trust, Buzzards Bay Coalition



**Performance Measures:**

Set a meeting to discuss how best to combine existing resources and figure out who would be the best ‘steward’ for the one-stop website by 2025.

**Complementary Strategy:**

1.P.1 Foster a greater sense of place in the Mattapoisett Village through wayfinding, events, and local partnerships.

**Element:**



Figure 43. Taunton River Trail Marker (Dighton Trails Facebook)

TAUNTON  
RIVER  
TRAIL



### 5.TW.C.3 Evaluate coastal erosion and improve coastal buffers.

Coastal erosion gradually changes the shape of the shoreline. Large storm events can also dramatically damage coastlines and affect vulnerable infrastructure. In 2016, the Town worked with RPS and Fuss & O'Neill to prepare a Coastal Resilience report that focused on the impact of future storms and sea level rise on critical water and wastewater infrastructure.

The changes to the shoreline particularly affect the western inlet that connects Eel Pond to the Harbor. This inlet has migrated south and west over time. Changes to this particular section is concerning because it affects a sewage force main. The Town conducted preliminary engineering design studies to reinforce this main (See 3.C.1 'Implement important water and sewer improvements identified in the Municipal Vulnerability Plan'). The report also notes other important infrastructure improvements to existing wellhouses and pump stations to dry-proof them from storm surges. Much of the funding for the design and construction work are supported by Coastal Zone Management (CZM) grants.

Beach nourishment is the process of placing additional sediment on a beach. In 2017, at a meeting of the Conservation Commission, a homeowner along Goodspeed Island presented a beach nourishment project to buffer their properties, noting that there had been 15 feet of erosion. Many other residential properties along Mattapoisett's coast will face similar issues. In lieu of 'hard barriers' such as sea walls, additional soft buffers that rely on nature-based solutions can reduce the impact of coastal storms on the Town. Beyond beach nourishment, protecting coastal wetlands and planting coastal grasses can also add an additional buffer. Future studies should examine what areas would benefit the most from such interventions. For now, the Town should continue to monitor how the shoreline is changing and its effect on infrastructure and coastal homes.

Figure 44. (SRPEDD)



**Priority:** Ongoing

**Responsible Parties:** Water & Sewer  
Department, Harbormaster



**Performance Measures:**

Continue evaluating effects of coastal storms on vulnerable infrastructure near the coast.

**Element:**



## RESILIENT SERVICES & GOVERNANCE

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Modernize and protect facilities in vulnerable areas and allow for departmental growth.

### **Town-Wide** *Policy*

6.TW.P.1 Expand Harbor Master capacity and resources to match increased responsibilities and demands.

6.TW.P.2 Ensure shelter is provided and communication is preserved during emergencies.

6.TW.P.3 Maintain a FEMA-approved Hazard Mitigation Plan to preserve access to pre- and post-disaster mitigation funds.

6.TW.P.4 Work with the Town's Cultural Council and other local groups to determine actions needed to better support existing events.

6.TW.P.5 Encourage the creation of new events and cultural activities.

6.TW.P.6 Pursue the development of a Historic Preservation Plan and Historic Inventory to designate new properties and sites across Town.

6.TW.P.7 Streamline a minimal Historic Commission Notification Process and consider implementation of a Demolition Delay Bylaw.

6.TW.P.8 Update Visitor's Guide and create a web-based, interactive version.

6.TW.P.9 Pursue Green Communities designation to support resilient facility improvements and developments.

6.TW.P.10 Continue to support the Public Safety Department in its successful and exceptional service to the community.

6.TW.P.11 Pursue a coordinated grant writing process to implement the Master Plan while leveraging Town funds.

6.TW.P.12 Pursue the development of the Town's Americans with Disabilities Self-Evaluation and Transition Plan.

6.TW.P.13 Expand capacity of the Planning Department to support long-term strategic initiatives.

## *Capital Projects*

6.TW.C.1 Evaluate risk of Town wellheads being impacted by SLR, salt water intrusion, and hurricane/storm surges.

6.TW.C.2 Explore potential opportunities to provide community and performance space to support local organizations in expanding arts and culture programming in Town.



Figure 45. Water Street (SRPEDD)

### **6.TW.P.1 Expand Harbor Master capacity and resources to match increased responsibilities and demands.**

The Harbor Master plays an important role in ensuring compliance with all rules and regulations related to the town's waterfront. With increasing adverse impacts from climate change, as well as demand for activities on the water, the responsibilities of the Harbormaster continue to expand. Traditional duties related to this role include public-facing customer service, patrolling local waters, and processing administrative paperwork. The Harbormaster assumed the responsibility of all aquaculture activities, assisting the

Natural Resource Department with shellfish management and enforcement and animal control. Given the expanded capabilities of the Harbormaster's role, the department may one day transform into a department of Natural Resources, managing not only day-to-day needs associated with the harbor, but also shell fishing, and harbor infrastructure maintenance.

Challenges associated with this continued growth and expansion to the benefit of the



town include funding, staffing capacity, and consolidation of the department's functions under one facility. Currently, the Harbormaster functions under an enterprise system, in which waterway permits, slip fees, fines and other administrative activities fund the department's activities. Compared to nearby communities, Mattapoissett's fees are lower and more affordable. Based on these anchor and mooring fees, the harbormaster anticipates the department will be underfunded in the next 5-10 years due to growing responsibilities, demand of services, and staffing needs. The town may consider a combination of actions to support continuity of service by increasing fees, providing direct support, and pursuing grant funds for specific activities in the department.

**Priority:** High-Flexible

**Responsible Party:** Select Board, Harbormaster, Marine Advisory Board



**Performance Measures:**

- Determine funding gap in future years by 2025.
- Create a financial strategy to cover all costs and services in the future, identifying funding sources, assessing fee changes, and contributions from the town itself by 2026.

**Complementary Strategy:**

5.TW.P.3 Implement the Waterfront Management Plan to ensure the stewardship of the Town's waterfront.

**Element:**



Figure 46. (Mattapoissett Harbormaster Facebook)

## 6.TW.P.2 Ensure shelter is provided and communication is preserved during emergencies.

Existing vulnerabilities to storm surge, sea level rise, and extreme weather mean that the town should prioritize emergency planning, including communication. Mattapoissett is actively working toward mitigating the impacts of climate change in town, undertaking the development of the Town's Hazard Mitigation Plan (HMP) in 2016 and subsequently the Municipal Vulnerability Plan (MVP) in 2018. Both plans detail the need to preserve communication during emergencies, especially among vulnerable communities, such as children and the elderly while providing adequate shelter.

Current communication methods include the town's website, a natural place for conveying information to the public, a Reverse 911, and CivicReady system to alert residents of hazardous conditions. Most of the Town's current storm [procedures](#) are for hurricanes and coastal storms that are days away. Though these are useful – and important – methods to share life-saving information to residents, both the HMP and MVP recognized the need for a coordinated effort between all departments. Additional signs placed throughout town will help warn residents about changes to traffic flow, evacuation

routes, and shelter locations.

The MVP called for a Comprehensive Plan for Shelter Operations that includes detailed evacuation information and communicating with residents. The Shelter Operations plan provides clear information on local shelters, in addition to amenities and materials available at each location, a maintenance schedule, and operations description.

According to the town's HMP, Old Rochester Regional High School (135 Marion Road) is the only designated emergency shelter in Mattapoissett. Shelter designation requires facilities to meet standards to provide proper protection during an emergency. Alternatively, the town also has community sites that may serve as shelters though are not eligible for designation, such as Center School, due to existing vulnerabilities in the Village.

In addition to developing the Shelter Operations Plan, Mattapoissett should clearly identify emergency shelters for residents – adding to their inventory of sites by properly designating eligible facilities. Using additional signage throughout town will help warn residents about changes to traffic flow, evacuation routes, and shelter locations.

Figure 47. Old Rochester Regional High School and Junior High (SRPEDD)

**Priority:** High-Flexible

**Responsible Party:** Police and Fire, Harbormaster, Town Administrator



**Performance Measures:**

- Update the town's Hazard Mitigation Plan.
- Apply for funds to develop the Shelter Operations strategy under the [Building Resilient Infrastructure and Communities \(BRIC\) Funds](#) through FEMA.
- Develop plan and implement recommendations.

**Success Story:**

Norton's Conservation Commission provides outreach material in an easy-to-understand guide to Flood Hazard Areas.<sup>32</sup>

**Element:**



### **6.TW.P.3 Maintain a FEMA-approved Hazard Mitigation Plan to preserve access to pre- and post-disaster mitigation funds.**

In 2018, Mattapoissett completed the town's first Hazard Mitigation Plan (HMP), which assesses actions to reduce or eliminate risks to life and property from hazards such as floods, hurricanes, and winter storms. Supported and funded by the Federal Emergency Management Agency (FEMA) Hazard Mitigation Planning supports federal, state, and local goals to evaluate critical infrastructure vulnerable to hazards and identify mitigation strategies to reduce potential damage. Mattapoissett received a FEMA Hazard Mitigation Grant to fund the development of the most recent plan, which expires in 2023.

Importantly, Mattapoissett's approved HMP makes the town eligible for federal funding in the areas listed below. Mattapoissett should update and renew their Hazard Mitigation Plan to remain eligible for FEMA grants to assist in the town's resiliency efforts against climate change, particularly in the Village, coastal residential, and recreation areas.

#### **Hazard Mitigation Assistance Program**

**(HMGP):** This grant program assists communities to rebuild and become more resilient overall. The grant program can fund

a wide variety of mitigation projects such as Planning and Enforcement, Flood Protection, Retrofitting, and Construction.

#### **Building Resilient Infrastructure and**

**Communities (BRIC):** The BRIC program supports communities by funding capacity and capacity-building activities to enhance local knowledge and skills.

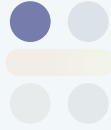
**Flood Mitigation Assistance (FMA):** The FMA grant program provides funding to diminish and protect building covered under the National Flood Insurance Program from risk of repeated flood damage.

**HMGP Post-Fire Assistance:** The Post-Fire Assistance program seeks to fund programming to ensure communities' resiliency to wildfires and in the wake of their destruction.



**Priority:** High-Immediate

**Responsible Party:** Town Administrator, Police and Fire Department



**Performance Measures:**

- Apply for the [FEMA Hazard Mitigation Assistance Grants](#) by January 2024.
- Pending grant award, complete and implement grant funding.

**Complementary Strategy:**

6.TW.P.2 Ensure shelter is provided and communication is preserved during emergencies.

**Element:**



Figure 48. Mattapoisett Flood Marker  
(Jason Law Twitter)

**6.TW.P.4 Work with the Town’s Cultural Council and other local groups to determine actions needed to better support existing events.**

The Town’s Cultural Council manages and allocates funding to support local and regional cultural activities. Massachusetts is one of the few states in the country to allocate funds for cultural activities across every community. Funding is determined by a formula based on population. Mattapoissett contributes to the Cultural Council’s activities, matching 100% of the state’s allocation since 2018.

The Cultural Council runs according to state guidelines, which determine grant criteria, eligibility, and online application process. The local council sets priorities that meet the spirit and goals of the community; in Mattapoissett they are intentionally very broad so the Cultural Council can be as inclusive as possible.



During the last grant cycle in 2022, the Cultural Council received over 30 applications requesting a total of \$27,000 – a record! As evidenced by the high demand for the grant, the Cultural Council would benefit from more funding. However, increased funding comes with its own set of challenges that the Council is not currently equipped to handle including a lack of volunteers and local competition. For the Cultural Council to pursue its own funding, the Council would need a full, involved, and active membership. Currently, the 12-member board meets during the application season to review grant requests and deliberate allocation. In addition, any fundraising efforts by Cultural Council would directly compete with efforts on behalf of other cultural organizations in town.

Though Mattapoissett has competing fiscal responsibilities, the Cultural Council may petition for more funding. An increase in funding might be positively affected by a strategic Arts and Culture plan with a clear path to providing some of the much-needed funding and space requirements as discussed in the Master Plan.

**Priority:** Low-Flexible

**Responsible Party:** Cultural Council, Town Administrator, Non-profit Partners



**Performance Measures:**

- The Cultural Council and town should pursue funding opportunities to develop an Arts & Culture Guide or Plan to create strategic goals related to funding and public space by 2026.
- Utilize Arts & Culture Guide to pursue funding to implement goals.

**Success Story:** The City of Newton partnered with their Cultural Council and members of the public to develop [Create Newton](#). This strategic plan to grow, develop, and foster arts and culture while supporting the local economy.

**Element:**



Figure 49. Great Community Picnic (Sippican Week)

**6.TW.P.5 Encourage the creation of new events and cultural activities.**

Beyond its coastal character, cultural events make Mattapoissett special, fostering a sense of community. These events bring residents and businesses together to celebrate Mattapoissett's historic and natural heritage. With attractive events and venues in nearby towns, such as the Marion Arts Center, Mattapoissett needs to set itself apart to keep its residents in town and attract out-of-town visitors. While many events were canceled in recent years due to COVID-19, residents who participated in the Master Plan process (which took place largely via Zoom and through online activities) crave a return to in-person public events.

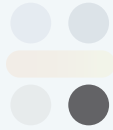
To achieve a vibrant cultural environment, the town should support existing events and foster new events that offer predictability and seasonality. The town should lean into its existing inventory of cultural activities surrounding the Museum, Women's Club, and Lion's Club. The town should also support efforts to create more consistent events that are predictable and more seasonable, such as the former Old Rochester Farmer's Market, hosted at Old Rochester Regional High School prior to the pandemic. Fostering partnerships with existing organizations can

facilitate the development of more frequent and predictable events that become staples on the seasonal ebb and flow of the town calendar. Of course, supporting community events in town requires funding, which the town may consider increasing through its appropriation to the Cultural Council or by providing resources to facilitate grant-writing.

Additionally, the town would benefit from additional public space for performance or artist rental. Interviews with the Cultural Council and organizations revealed the need for accessible, public, and affordable rental space for local artists and organizations. A community center would meet multiple needs identified in this plan, while supporting the arts and culture in and around Mattapoissett. Alternatively, some communities use street closures to create community events, such as Shop Local or Open-Air weekends. On such occasions, residents are encouraged to enjoy closed streets that are free of cars, to dine outside, and to peruse street vendors or brick and mortars with sidewalk sales.

**Priority:** Low-Flexible

**Responsible Party:** Cultural Council,  
Town Administrator, Select Board,



**Performance Measures:**

- The town and Cultural Council will detail the physical and financial gaps in the cultural arts community in the proposed Arts & Culture Guide by 2027.
- The Cultural Council will explore cultural facilities funds to pursue the development of a publicly owned and managed performance space by 2028. The Town should explore financial support and consolidate compatible functions, such as Parks and Recreation and the COA.

**Success Story:** The Southcoast Open Air Market (SOAM) meets the first and second Saturday of the month in Somerset. This market brings together local vendors from the south coast, food trucks, and other vendors to create a public event and destination for visitors and local residents.<sup>33</sup>

**Complementary Strategy:**

1.P.1 Foster a greater sense of place in the Mattapoissett Village through wayfinding, events, and local partnerships.

**Element:**

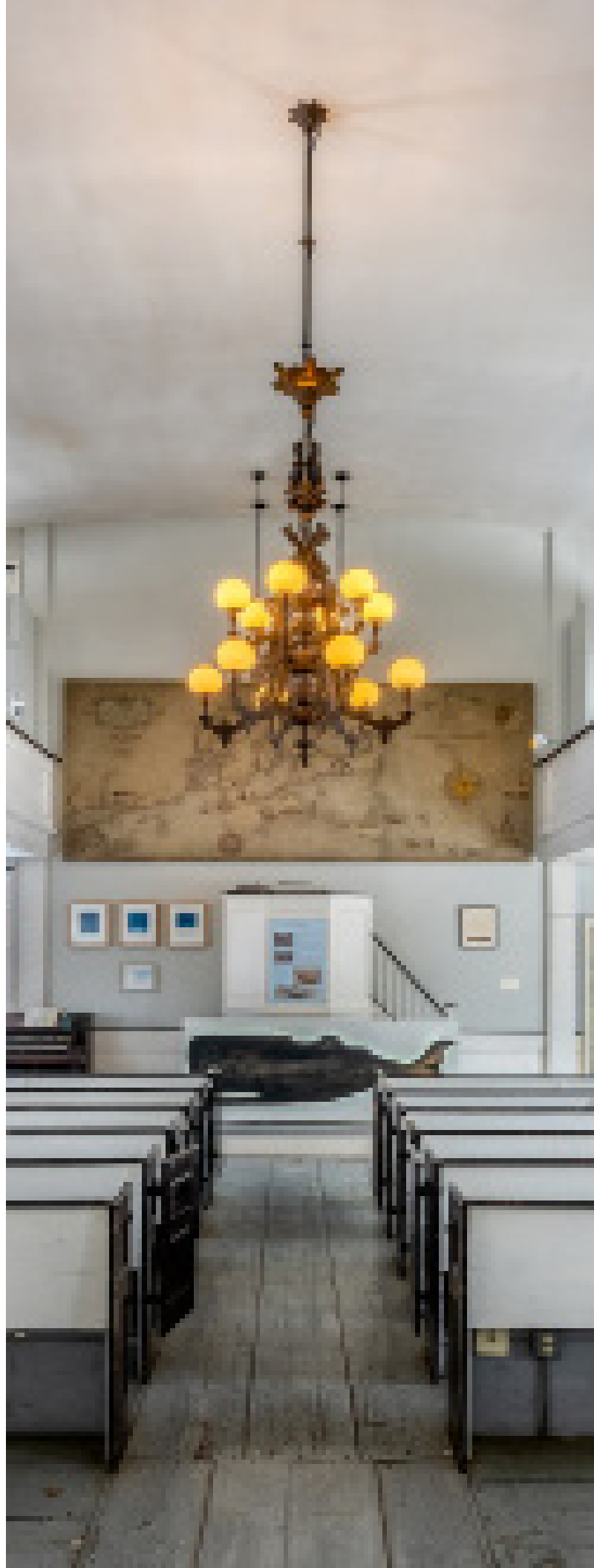


Figure 50. Meeting House (Mattapoissett Museum)

### **6.TW.P.6 Pursue the development of a Historic Preservation Plan and Historic Inventory to designate new properties and sites across Town.**

Mattapoissett has a rich history that is preserved in sites across town, but more specifically centered in and around the Village. Since the inception of the Historical Commission, the town has not pursued a Historic Preservation Plan. Instead, the town's Historic Commission opts to add buildings to the state inventory of historic sites and provide funds for plaques to raise awareness of these sites to residents and visitors. To strengthen the town's protection and support of historic sites across town,

the town's Historic Commission may pursue the development of a specialized Historic Preservation Plan and Historic inventory.

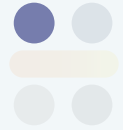
Many communities create plans dedicated to preserving and promoting their local history. The scope and format of Historic Preservation Plans vary by community and can be specialized to meet individual city or town goals. The Massachusetts Preservation Planning Division provides a framework for communities to create such



a plan. First, a comprehensive inventory of a town's historical assets serves as the basis for all future preservation activities. The Town should then establish what levels of protection are best suited to protecting each asset. The Commission can pursue – by referencing plans from similar communities – the creation of a full Historic Preservation Plan using funds including, but not limited to resources from the Mass Cultural Facilities Fund, Mass Historical Commission Survey & Planning Grants, and the Mass Preservation Projects Fund. The town's existing Community Preservation Act (CPA) supports funding activities related to the preservation of historic assets in town.

**Priority:** High-Immediate

**Responsible Party:** Historic Commission



**Performance Measures:**

- Consider applying to the State's Historical Commission Survey and Planning Grant Program by Fall 2023.
- Re-visit the MHC inventory and conduct a comprehensive inventory of the town's historical assets by the end of 2024.
- Re-visit the MHC Inventory and create a Historic Preservation Plan to monitor and protect historical assets by year end 2025.

**Success Story:** Marion is currently in the process of conducting a survey to update the historic assets in the community. These activities are funded by the 2020 Survey & Planning Grant from the MA Historical Commission, with a matching grant from the Sippican Historical Society.

**Element:**



Figure 51. 3 Pine Island Road (Zillow)

### **6.TW.P.7 Streamline a minimal Historic Commission Notification Process and consider implementation of a Demolition Delay Bylaw.**

The Historic Commission is an active group of volunteers and advocates that utilize grassroots efforts and word of mouth to get the latest information on the purchase and sale of historic properties in town. Given that many historic properties are not designated or part of the historic inventory, they are vulnerable to demolition and significant structural change, especially following a purchase. One strategy commonly utilized by Historic Commissions across the state include a demolition delay bylaw. This bylaw can be an effective tool in helping to protect historically significant resources in the community by providing a delay period to consider other alternatives than demolition of a building. If an alternative cannot be found within the delay period, demolition can then proceed. Adoption of a demolition delay bylaw requires significant support and should be passed by Town Meeting.

As the town's Historic Commission plans to begin the process of creating and updating a historic tool to help protect historically significant resources in the community, the Commission should also consider supporting a demolition delay bylaw. Though the demolition delay bylaw would not prevent

demolition altogether, it does provide a period where the Historic Commission and town can foster conversation with historic property owners to reach a mutually agreeable compromise for development.



**Priority:** Low-Flexible

**Responsible Party:** Historic Commission, Town Administrator



**Performance Measures:**

- The Historic Commission will determine whether they want to pursue a demolition delay bylaw and present implications to the Planning Board by 2024.
- The town and Historic Commission will carry out an educational campaign to share information about the Demolition Delay Bylaw to residents.
- The town will present the Demolition Delay Bylaw at spring Town Meeting by 2025.

**Success Story:** Numerous cities and towns across the Commonwealth have adopted these bylaws. The Cape Cod Commission produced a helpful primer on Demolition Delay Bylaws.<sup>34</sup>

**Element:**



## Community Events

- Harbor Days, Triathlon, Fall Festival, Tree Lighting, Easter Egg Hunt (Lions Club)
- Taste of the Town, Garden Tour (Woman’s Club)
- The Great Community Picnic (Mattapoissett Museum and MLT)
- Sailing/Cruising Events (Mattapoissett Yacht Club)
- Salty Moonlight Soiree (MLT)
- Mattapoissett Road Race
- Summer Band Concerts at Shipyard Park
- Tour de Creme (MLT and Friends of the Rail Trail)

### 6.TW.P.8 Update Visitor’s Guide and create a web-based, interactive version.

In 2019, Mattapoissett released a town guide associated with the Historical Commission that provides history, events, and sites, as well as town department information. The guide sits tucked away in the town’s website, under the Historical Commission. A document with information for prospective residents, business owners, and visitors should be front and center, with modern graphic design and more interactive components for users.

Not long after the Visitor’s Guide publication, many communities shut down their events due to the COVID-19 pandemic. An updated visitor’s guide with the following characteristics will attract visitors and residents alike to local events and amenities:

- Standard quality images
- Graphically designed layout of text and images
- Coordinated branding that complements other town-related efforts
- Links to event or organization websites when applicable
- Map with parking and shuttle information and to encourage bike riding by highlighting bike parking infrastructure.

- Emergency contact information and evacuation routes
- Eliminate dates from the Visitor Guide publication to enable longer shelf life

The Visitor’s Guide should also be something the town uses to market summer events and entice summer residents in the south coast to visit Mattapoissett.

**Priority:** Low-Flexible

**Responsible Party:** Town Administrator, Historic Commission, Cultural Council, Planning Board

**Performance Measures:**

- Consider changes to the visitor’s guide by 2024.
- Task staff or hire a consultant to generate a new, interactive visitor’s guide by 2025.

**Element:**



Figure 52. Neds Point Lighthouse (SRPEDD)



## 6.TW.P.9 Pursue Green Communities designation to support resilient facility improvements and developments.

To mitigate the impacts of climate change, Mattapoissett should pursue Green Community designation. Coordinated by the Massachusetts Department of Energy Resources, the Green Communities Designation and Grant Program provides guidance and funding for technical support to municipalities that commit to cutting municipal energy use by 20 percent over 5 years and meet four other criteria established in the Green Communities Act. These criteria include:

**By-Right Solar** – Communities must pass zoning to enable as-of-right solar or wind energy generating facilities, research and development facilities, or manufacturing.

**Expedited Permitting** – Communities must adopt an expedited permitting application no greater than one year to enable siting of facilities in the designated renewable zone.

**Reduce Energy Use** – Communities must commit to reduce their energy by 20% or more. The Green Communities program provides funding to develop an Energy Reduction Plan (ERP) that establishes a baseline of energy use for municipal facilities, streets, and town-owned vehicles. The ERP also provides a strategic plan to reduce the

town's energy consumption within five years of implementation.

**Fuel-Efficient Vehicle Policy** – Communities must adopt a fuel-efficient vehicle policy that requires all municipal departments – with some exception for public safety – to purchase fuel-efficient vehicles. To meet this criterion, communities must create an inventory of all vehicles and provide a plan to replace vehicles with more efficient fuel ratings.

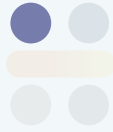
**Stretch Code Adoption** – Green Communities must adopt the Stretch Energy Code which provides a more energy efficient alternative to the Base Energy Code for new buildings. A municipality seeking Green Community designation adopt this to ensure new construction is designed and built to the highest energy efficiency.

Mattapoissett is one of 9 communities in the SRPEDD region that is not currently designated a Green Community. The benefits of designation go well beyond the program itself; designation provides funding to implement capital and programmatic improvements.



**Priority:** High-Immediate

**Responsible Party:** Town Planner,  
Planning Board, Town Administrator



**Performance Measures:**

- Garner public support for Select Board to opt in to pursue Green Communities Designation by Spring 2025.
- Elect to adopt the Stretch Energy Code at Town Meeting in Spring 2025.
- Review local renewable energy siting and permitting bylaws for qualification for program criteria.
- Conduct energy audits at town facilities and prepare a 5-year Energy Reduction Plan to apply for designation.

**Success Story:** Since achieving designation in 2013, the Town of Acushnet received almost \$500,000 in funds to complete improvements and meet the goals of their ERP.

**Element:**



Figure 53. Solar Farm (SRPEDD)

**6.TW.P.10 Continue to support the Public Safety Department in its successful and exceptional service to the community.**

Mattapoissett’s Police and Fire experienced growth in the last decade and continue to provide exemplary service to the residents of Mattapoissett. Feedback for the Master Plan highlighted that though there are no direct recommendations for the town’s public safety, residents and participants in the Master Plan process want to continue to support the departments. The Fire Department moved to a new location, and the town is actively supporting the work and efforts of the firefighters and policemen in town.

Figure 54. Mattapoissett Police Department (SRPEDD)



TOWN OF MATTAPOISETT  
POLICE DEPARTMENT

### **6.TW.P.11 Pursue a coordinated grant writing process to implement the Master Plan while leveraging Town funds.**

Between state and federal grant opportunities, Mattapoissett should actively pursue grant-writing to implement the Master Plan and achieve long-term goals. However, the key to successful grant-writing is capacity and coordination. Mattapoissett currently functions without a town planner, and though filling this position would benefit the town's overall long-term goals, grant-writing can also be achieved through careful coordination of the town's other departments and administration.

To strengthen the town's grant-writing activities, each department should foster ways in which to increase capacity for grant-writing regardless of which department initiates the application. Town administration may recommend grant-writing courses or trainings to increase knowledge of grant-writing styles and data gathering. Town staff should also pay attention to webinars related to grants of interest for trainings and information sessions that often provide valuable feedback. Given constraints on staff time, the town may also consider creating a fund for third-party grant writing, which can be completed on an as-needed basis with private consulting firms and the local regional planning agency, SRPEDD. During

the pandemic, SRPEDD funded grant-writing efforts across southeastern MA and provided more than half the communities in the region with support for grants through Community One Stop for Growth, Shared Streets, and MOD's Municipal ADA Grant. As the designated Economic Development District, SRPEDD is also the steward for federal grant-writing and administration for the Economic Development Administration (EDA).

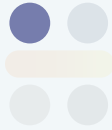
An efficient approach to pursuing any type of grant requires coordination of town staff and buy-in from the Town Administrator. Most communities initiate the grant-writing process with a letter of support from the town administrator to indicate town buy-in for the proposed project. By approaching the Town Administrator, this ensures that the town is only applying for one grant through any given program. This also serves to centralize the process, ensure the town is applying competitively, and track grant-writing and success at the highest level of the administration.



**Priority:** High-Immediate

**Responsible Party:** Town

Administrator, All Town Departments



**Performance Measures:**

- Gather list of vetted grant-writing trainings for staff to attend or complete independently by 2023.
- Consider providing funds, using Municipal Assistance Hours at SRPEDD, or other sources to hire grant writing staff or consultants.
- The Town Administrator's office will track town grant applications, both targeted and submitted, for future tracking.

**Element:**



Figure 55. (SRPEDD)

## 6.TW.P.12 Pursue the development of the Town’s Americans with Disabilities Self-Evaluation and Transition Plan.

Critical to providing quality services and accessible facilities is compliance with the Americans with Disabilities Act (ADA) passed into federal law in 1990. Part of the legislation requires that all municipalities in the country complete a self-evaluation and transition plan to assess compliance with ADA standards from both a programmatic and physical perspective.

Mattapoisett currently does not have a Self-Evaluation or Transition Plan, which results in increased liability from ADA-related violations and creates diminished equity and accessibility to programs and services provided by the Town.

The Town may pursue the creation of a Self-Evaluation and Transition Plan through the Municipal Americans with Disabilities Act Grant with the Massachusetts Office on Disability (MOD). Following completion and submission of the plan, the Town may apply to the MOD grant program to fund capital improvements identified in the Self-Evaluation and Transition Plan. It is important to note that all new buildings should comply with ADA construction standards

**Priority:** High-Flexible

**Responsible Parties:** Capital Planning Committee, Planning Department, Planning Board



**Performance Measure:**

- Apply for MOD Municipal ADA Grant by 2026
- Complete ADA Self-Evaluation and Transition Plan by 2027
- Begin to implement recommendations of the plan by 2028

**Success Story:** More towns in the region are achieving compliance with the ADA. Most recently, both the Towns of Lakeville and Plainville were awarded \$35,000 to complete their own Transition Plans.

**Element:**



Figure 56. Accessible Counters Plainville Town Hall (SRPEDD)



### **6.TW.P.13 Expand capacity of the Planning Department to support long-term strategic initiatives.**

A Town Planner is responsible for the implementation and stewardship of long-term initiatives. Mattapoissett does not currently have a Town Planner on staff, and has not since 2021. In order to implement the Master Plan and achieve the stated goals, the Town should consider hiring staff for the Planning Department on a part-time or full-time basis.

Planning staff typically take on the following roles in a community:

1. Technical advisor to the Zoning Board of Appeals, Community and Economic Development Committee, and Planning Board
2. Maintain the Town Zoning By-law and the Master Plan
3. Oversee the application and administration of grants; coordinating requirements with State officials to secure grant funding
4. Achieve and monitor State housing goals

Some gaps in the Planning Department are currently filled by other staff, but this presents challenges for long-term planning efforts that traditionally have dedicated staff, such as implementation of the Master Plan.

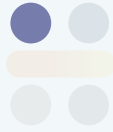
Towns may hire shared planners to serve a number of adjacent or neighboring communities. This would require buy-in from a nearby or local community to consolidate services. Alternatively, some Towns will hire an individual full time, but divide their time between the Planning Department and another role, such as the Conservation Agent.

For the implementation of this Master Plan, there is a clear need for a formal process to track progress and shepherd initiatives. The Master Plan Committee serves as a body to support the Master Plan during its creation. However, the role of the Committee can extend beyond the generation of the Master Plan to monitor implementation.



**Priority:** High-Immediate

**Responsible Parties:** Master Plan Committee, Town Administrator, Planning Board



**Performance Measure:**

- Determine future role of the Master Plan Committee in the absence of the Town Planner
- Allocate funding for Town Planner and determine if role will be part-time or full-time by 2024
- Ammend existing job description with desired roles and responsibilities by 2024
- Advertise for the position by Spring 2024

**Success Story:** In 2017 the Central Massachusetts Regional Planning Commission developed a report on hiring Planning Staff, common challenges, as well as case studies of shared Town Planner.

The Town of Lakeville authorized the Master Plan Implementation Committee to monitor the progress of the Master Plan following its completion.

**Element:**



Figure 57. (SRPEDD)

### **6.TW.C.1 Evaluate risk of Town wellheads being impacted by SLR, salt water intrusion, and hurricane/storm surges.**

Mattapoissett is vulnerable to sea level rise (SLR), hurricane/storm surge, and as a result saltwater intrusion. This Master Plan considers the impacts of climate change and ways in which the town can support resiliency. Resilience is the ability of social, environmental, and economic systems to return to their original form and integrity after enduring stress or disruption. Communities with high resilience withstand many impacts of climate change and return to their regular operations after a hazardous event (e.g., intense storm) or prolonged disruption (e.g., drought). Resilience considers a wide variety of activities, from the ability to return people to work after a pandemic, the reconstruction of a flood-prone roadway to withstand more intense storms, or the preservation of environmental features that perform essential functions like absorbing and infiltrating floodwaters. The goal is for Mattapoissett to anticipate many of these impacts and mitigate them through proactive and reactive measures.

In 2013, the state completed a study that projected the expansion of Mattapoissett's 1-percent annual chance storm floodplain resulting from 1-, 2-, and 4-foot sea level

rise (SLR) scenarios and showed that the expanded floodplain extended north of I-195, to inland areas that, historically, have not experienced flooding. This analysis demonstrates the need to further quantify climate change impacts and to implement adaptation efforts to help ensure resilience in the face of increasingly severe storms and flooding. The town's recent MVP plan highlighted the vulnerability of local wellheads, confirming the vulnerability the town experienced during Hurricane Bob in 1991.

Combined, the impacts of SLR and storm surges create the conditions for saltwater intrusion, which describes the movement of salt water into freshwater aquifers, degrading groundwater quality. Mattapoissett should evaluate their risk and target vulnerable wellheads with strategies to prevent saltwater intrusion. A 2019 study funded by the Environmental Protection Agency (EPA) found that eight public water supply wells and private wells could be impacted in future storms or flooding events. In fact, the Fairhaven Well experienced saltwater intrusion in 1991. According to the study, the area of immediate concern are those wells in

the mid-bay area, followed by the estuary, and river mouth that abut the Harbor.

To mitigate these conditions, Mattapoissett should monitor existing wells in these identified areas and implement best management practices to prevent saltwater intrusion. Much of the mitigation relates to the siting and longevity of wells. New wells should be placed no less than 165 feet from the coast; nor should wells be dug too deeply to prevent disturbing the freshwater-saltwater interface.<sup>35</sup> Mattapoissett may also pursue the closure of local wells in the identified areas, this applies to underutilized or abandoned wells, as well as creating sewer connections to better protect the town's water quality. Additional sewer connections should not be used to encourage further development along the coast.

**Priority:** High-Immediate

**Responsible Party:** Town Administrator, Water & Sewer Commission, Mattapoissett River Valley Water Protection District



**Performance Measures:**

- Monitor condition of existing wellheads and provide baseline analysis by the end of 2024.
- Consider mitigation strategies and implement using zoning bylaws, closure of wells, and retreat strategies by 2025.

**Success Story:** The Town of Plymouth recognized their vulnerability to SWI through their own MVP planning process and created a task force of local partners to mitigate the impacts and prevent the SWI altogether. The task force organizes free well-water testing to residents and published *The Case for Water Conservation in Plymouth*, which acts as draft Water Conservation Planning Framework from the Plymouth Water Conservation Committee.

**Complementary Strategy:**

3.C.2 Expand water and sewer access to vulnerable coastal areas to prevent environmental contamination and ensure water supplies during droughts.

**Element:**



### **6.TW.C.2 Explore potential opportunities to provide community and performance space to support local organizations in expanding arts and culture programming in Town.**

Mattapoisett boasts an active community of historians, artists, and performers – most of whom lack private or public performance space. Though Mattapoisett already supports the arts and culture in town, there is a clear need for affordable, accessible, and public space for performance rentals and education space.

The Mattapoisett Museum provides a unique service to the community, memorializing the history of the town and organizing family-friendly, community events that grow more popular. The Museum's future growth is limited by its physical location, and though the town is not responsible for providing space for any single organization, the town may support the museum – and other organizations like it – by creating a public space that non-profits and private entities may utilize.

Feedback shared during the Master Plan process revealed that residents *want* more cultural experiences. With few public venues that might provide this space, the town may consider existing facilities that may one day turn to an alternative use. Mattapoisett is currently at a crossroads regarding Town Hall,

the former Fire Station, and Center School, and even the Holy Ghost campus. Should the town choose to create a public performance space, indoor or outdoor, the town should also consider combining complementary goals such as providing space for the COA and Recreation Department. An ambitious goal might one day be a multi-generational Community Center that meets multiple needs.



**Priority:** Low-Flexible

**Responsible Party:** Town  
Administrator, Cultural Council,  
Non-profit partners



**Performance Measures:**

- Identify a site for future development by 2030. This site should incorporate a community or cultural center, while meeting other town or department needs.
- Identify funding including state grants (Mass Cultural Council) or private funding (National Endowment for the Arts' [Our Town](#) grant).

**Success Story:** Communities on Cape Cod rehabilitated a former Bass River Savings Bank to repurpose it into the region's Cultural Center in 2007. Funded by the Cultural Facilities Fund, the Yarmouth Community Preservation Fund, and private foundations and individuals, the Center doubled its capacity in 2016.

**Complementary Strategy:**

- 1.C.1 Assess the future of the Town Hall to determine re-use that compliments the Village.
- 1.C.2 Support a school system that continues to attract families to Mattapoisett
- 2.P.2 Use grant funding opportunities to prepare key development sites, such as the Holy Ghost site.

**Element:**



*“ The Town could really benefit from a public venue – a place to hold performances. Currently, many organizations struggle with capacity limitations such as the Church and Carriage House which serve as small venues, but fit less than 50 people. Some facilities, though historic may also represent challenges to public access and capacity.*”

# SAFE, CONNECTED, AND RELIABLE INFRASTRUCTURE

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Make routes to recreational areas and the Village safe for pedestrians and bikers, preparing critical roads for climate change.

## Town-Wide

### *Capital Projects*

7.TW.C.1 Improve stormwater drainage at key flood points to ensure there's emergency access and evacuation.

7.TW.C.2 Continue implementation of the Town's Complete Streets Program and Municipal Bicycle and Pedestrian Plan.

7.TW.C.3 Implement and complete the Bike Path, including beginning construction on Phase 2B and planning and designing Phase 2A.

7.TW.C.4 Establish protocol for Bike path maintenance, considering appropriate expansion of staff and funding to operate within the Highway Department

7.TW.C.5 Improve the safety of walking routes along rural roads and implement the Complete Streets projects.

Figure 58. (SRPEDD)



### 7.TW.C.1 Improve stormwater drainage at key flood points to ensure there's emergency access and evacuation.

During intense rain, snow, or ice storms, excess precipitation can cause surface flooding. This type of flooding occurs in areas with large amounts of impervious surface, including asphalt roads and parking lots. In certain cases, roads that experience frequent and severe flooding also serve as emergency access and evacuation routes. Critical roads in Mattapoissett, such as Route 6, Brant Island Road, Angelica Avenue, Aucoot Road, Mattapoissett Neck Road, and Holly Woods Road, serve as critical thoroughfares for evacuation or provision of service during emergencies or storm events. Importantly, these roads are also susceptible to flooding from stormwater.

The Town should explore methods to increase the flow of water away from impervious surfaces at flood-prone points. The following strategies serve as a range of tools to address flooding along critical roadways:

- Schedule street sweeping and debris removal
- Provide opportunities for stormwater infiltration, including rain gardens with soil composition that are appropriate for filtering water, curb cuts (when applicable),

and plantings that accept high water volumes and withstand drought

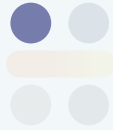
- Explore solutions along roadsides to absorb stormwater before it reaches critical flooding points
- Explore additions to the Town's subsurface drainage system that can pipe excess stormwater into the Town's current stormwater network
- Increase additional drainage and infrastructure at critical emergency access locations that are also susceptible to flooding during heavy precipitation when other methods fail to mitigate flooding

Implementing these strategies at critical roadways throughout Town supports unimpeded movement during extreme weather events or other hazards. Ensuring access means facilitating evacuations and emergency care for vulnerable populations. Many of these locations simultaneously serve large populations in Town, while being the only route to connect residents to a broader transportation and services network. With this in mind, it is important to ensure that these routes are functioning during a variety of severe weather events.



**Priority:** High-Immediate

**Responsible Party:** Highway Department, Planning Board, Town Administrator



**Performance Measures:**

- Identify key locations in need of action related to stormwater flooding by 2023 based on MVP plan.
- Generate site-specific strategies for these critical areas by 2025.
- Perform required work on roads at these locations 2030.

**Complementary Strategy:**

3.C.4 Elevate roads or improve stormwater drainage at key flood points to ensure there's emergency access.

**Element:**



Figure 59. Stormwater Pipe Onset Beach, Wareham (Save Buzzards Bay)

## **7.TW.C.2 Continue implementation of the Town's Complete Streets Program.**

In 2019, the Town developed and certified the Complete Streets Prioritization Plan. This program focuses on small scale road safety improvements on eligible municipal roads. The Plan identifies, in order of priority, transportation improvement projects for the Town of Mattapoissett that range from signalization to pedestrian enhancements, including the creation of sidewalks, crosswalks, and the provision of bike markings and lanes, among others. (See Complete Streets Project Map)

In December of 2021, the Town opened bidding for the first three (highest priority) Complete Streets Projects which include:

### **Brandt Island Road Safety Improvements:**

Installation of advance signing and radar feedback signs along Brandt Island Road in the vicinity of the Mattapoissett Rail Trail (Phoenix Rail Trail); crossing; MUTCD/AASHTO compliant pavement markings to indicate direction of travel

### **Mattapoissett Neck Road Bike Path**

**Improvements:** Installation of radar feedback sign at bike path crossing; MUTCD/AASHTO compliant pavement markings and signage to indicate direction of travel.

### **North Street Safety Enhancement Project:**

Installation of wayfinding signs for walking routes, installation of (2) sets of radar feedback signs for traffic calming measures north of I-195 overpass and north of Crystal Spring Road. Walking route or other signage.

The Complete Streets Plan identifies 19 additional projects slated to begin construction in locations throughout the Town in order to improve the experience and safety of travel. The Town should continue with the implementation of its Complete Streets Program beginning with the highest priority remaining projects.

As areas in Mattapoissett develop during the life of this plan, the Town should continue to evaluate Complete Streets eligible locations for increased pedestrian, bicycling, and vehicular traffic for locations that might experience increased need for traffic calming or pedestrian crossings.

**Priority:** Ongoing

**Responsible Party:** Highway Department, Town Administrator



**Performance Measures:**

- Complete ongoing Complete Streets projects by 2024
- Update Complete Streets Plan in 2024 to identify addition future projects

**Success Story:** Plymouth, MA emphasized students, seniors, and tourists, using Complete Streets funds to provide universal accessibility on Allerton Street. Connecting to Route 44, Cold Spring Elementary School, senior housing, and the National Monument for the Forefathers, this simple but effective Complete Streets project has made it possible for mobility-limited seniors, families with strollers, and other disabled people to more safely and freely move around their community.

**Element:**



Figure 60. (Redfin)

# Complete Streets Projects

- Complete Streets Projects
- Sidewalks
- Bike Path or On-street Path
- Planned Bike Infrastructure

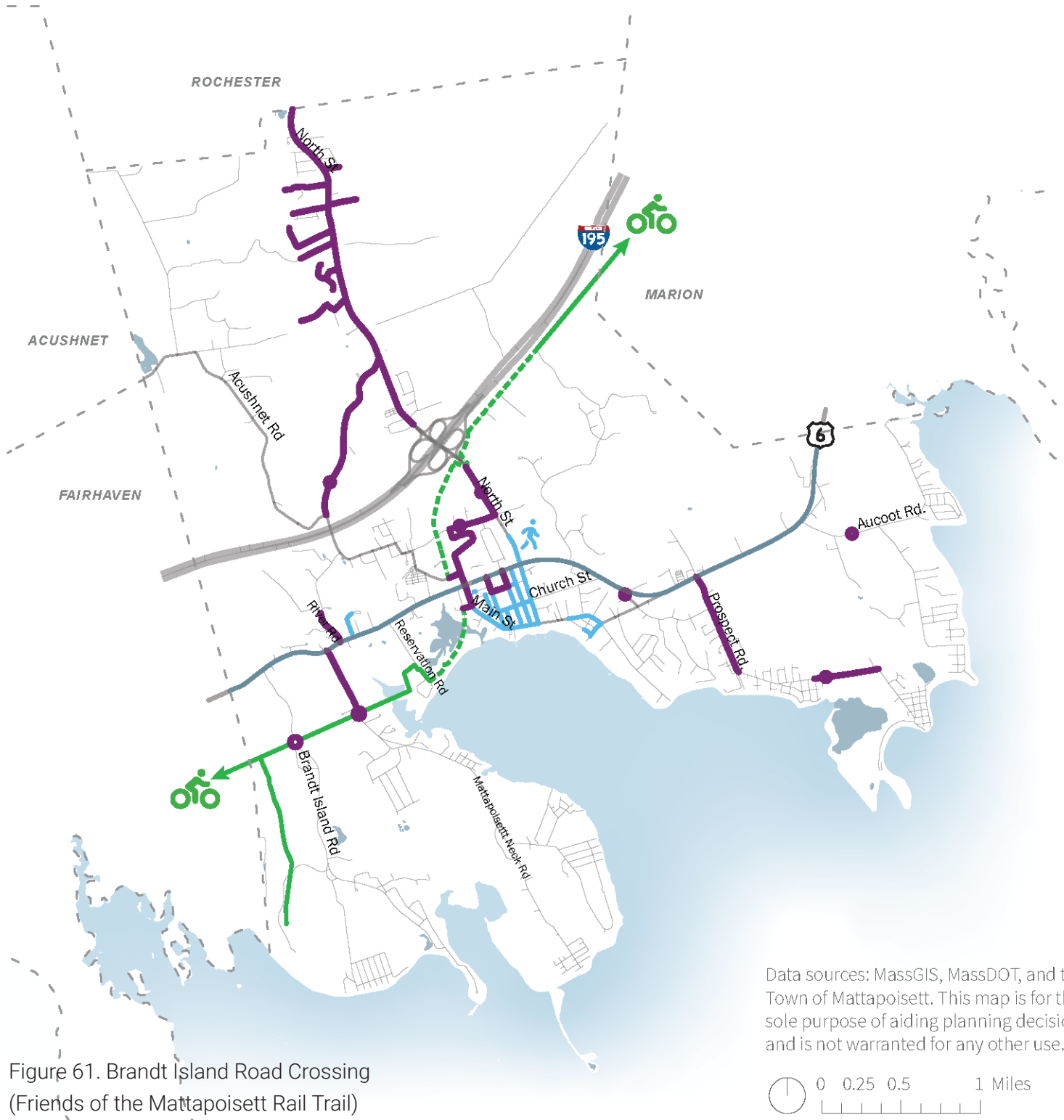


Figure 61. Brandt Island Road Crossing  
(Friends of the Mattapoisett Rail Trail)





### **7.TW.C.3 Implement and complete the Bike Path, including beginning construction on Phase 2B and completing Phase 2A.**

Biking is an important aspect of Mattapoissett's transportation network and contributes to the Town's overall identity. The South Coast Bikeway will function as a significant east/west route for the Town, connecting Mattapoissett's local bikeways to those throughout the Southeast region. When completed, the bikeway will consist of a 4.5-mile multi-use path, which will run along the Town's coast, cross Mattapoissett Village, and local woodlands, ultimately connecting to Fairhaven from the west and Marion from the east.

Currently, the bikeway consists of a one-mile section from Fairhaven to Mattapoissett Neck Road (Phase 1A), as well as a half-mile portion connecting Mattapoissett to Marion. This portion (Phase 2B East) will connect to Marion's proposed rail trail.

Phase 2A is critical due to its strategic location. It runs through the Village and enhances the Town's local and regional connections, connecting to the South Coast Bikeway. Phase 2A will connect to a parking directly off I-195 and create connections to



seniors and low-income residents.

Construction on Phase 2B West is critical given that funding secured for this portion is set to expire in 2025. Representative William Straus obtained \$500,000 from the Transportation Bond Bill to complete the portion of the Bike Path from North Street to Boat Rock Road (Phase 2B West). This funding requires a 50/50 match from the Town, which the Town voted to approve in 2019. In order to support local and regional goals to create an interconnected multi-use path, Mattapoisett should begin construction on Phase 2B West.

Completing the design and construction of the remaining phases contributes toward the larger vision of an interconnected bike and pedestrian network throughout the Town. The Bike Path will improve access to non-motorized transportation and recreational activities. Further, it will help form regional-level bike and pedestrian connections. With this in mind, the Town should prioritize the completion of each scheduled phase. Following this, Mattapoisett can utilize the bikeway as a basis to continue developing a network of non-motorized circulation.

**Priority:** Ongoing

**Responsible Party:** Town Administrator, Highway Department, Friends of the Mattapoisett Rail Trail, Bike Path Committee

**Performance Measures:**

- Create RFP for Phase 2B West by end of 2023
- Go out to bid by beginning of 2024.
- Completion of construction level documents for Phase 2A by end of 2024.

Align both projects to existing and proposed portions of bikeway, as well as future and existing local bike and pedestrian paths (Ongoing).

**Complementary Strategy:**

1.C.3 Continue to improve sidewalks and implement shared streets in and around Mattapoisett Village Center.

2.Z.3 Link larger developments with corridor pedestrian and infrastructure improvements.

5.TW.C.1 Provide bike-vehicle parking at parks, trails, and Town beaches to enhance public access and encourage multi-modal transportation methods in Town.

**Element:**



Figure 62. Bike Path (SRPEDD)

## Map of the Proposed Bike Path



   
**MATTAPOISETT  
RAIL TRAIL**



### **7.TW.C.4 Establish protocol for Bike path maintenance, considering appropriate expansion of staff and funding to operate within the Highway Department.**

Mattapoissett's bike and multi-use paths provide important connections between the Town's village, natural and ecological resources, neighboring communities, places of residence, and the greater Southeastern Massachusetts region. The Town can ensure the longevity of these connections by producing a maintenance plan for the Town's bike and pedestrian infrastructure. This plan can identify the following important considerations for bike and multi-use paths:

- Responsible parties/departments in Town who conduct and administer the maintenance of bike and multi-use paths
- Ongoing sources of funding to maintain this infrastructure
- A database of construction details to identify conditions, both at and below grade, to use as a resource for path maintenance as well as the construction of future paths
- Best practices for repairing the Town's bike and multi-use paths, including when to intervene at the life cycle of the infrastructure, a list of common repair steps, and methods to reduce any environmental impact on nearby

vegetation or water bodies

The most natural department to handle the maintenance of the Bike Path is the Highway Department. Establishing their role as such and supporting this expanded role with proper resources to identify common or typical solutions to path management will assist the Town in maintaining its bike and pedestrian network with results including increased financial savings, as well as reduced likelihood of extended closures or periods of maintenance.



**Priority:** High-Immediate

**Responsible Party:** Highway Department, Town Administrator, Friends of the Mattapoissett Rail Trail, Southcoast Bikeway Alliance



**Performance Measures:**

- Identify responsible parties for maintenance by 2025.
- Development of details and methods for path maintenance by 2026.
- Identify plan to provide ongoing funding sources for maintenance by 2026.

**Element:**



Figure 63. Bike Path Construction (SRPEDD)

**7.TW.C.5 Improve the safety of walking routes along rural roads and implement the Complete Streets projects.**

See Protected Coastal Neighborhoods  
7.TW.C.5 and Sustainable Inland Growth  
7.TW.C.5





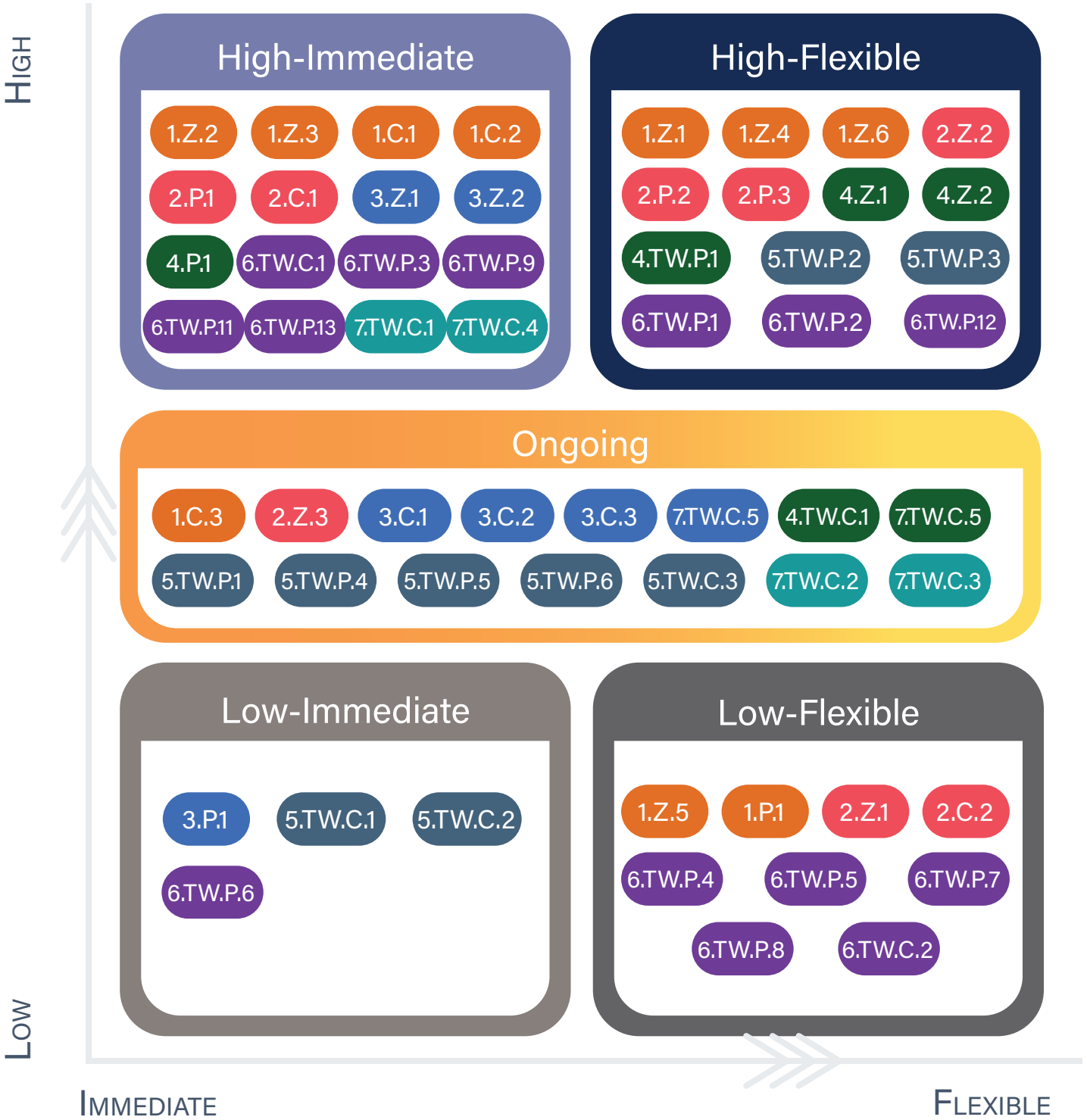
# IMPLEMENTATION

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This Plan recommends actions that require collaboration within the Town administration, departments, local partners, and stakeholders. Taking these recommendations from paper to reality depends largely on the Town's capacity to dedicate staff and resources to implementation of the Master Plan.

Many of the action items in the Master Plan frequently call on the same positions (as well as Boards and Commissions ) to implement the plan in addition to their day-to-day responsibilities.

In some cases, the Town may lack certain expertise to fulfill a recommendation without assistance from a partner agency or consultant. In order to fully implement this Master Plan, the Town should look at options to increase its capacity and capabilities, such as increasing staffing - particularly in the Planning Department - hiring consultants where appropriate, and partnerships with stakeholders.



1 Vibrant Village & Harbor				
Promote a strong historic coastal village character through a walkable, compact neighborhood, and welcoming waterfront with climate resilience in mind.				
1.Z	Zoning	Lead	Performance	Priority
1.Z.1	Enhance the architectural standards of the Village Business District with illustrative design guidelines.	Planning Board, Town Administrator	<ul style="list-style-type: none"> <li>Hire consultant to develop the illustrative guide.</li> <li>Work collaboratively to determine the physical characteristics that the guide should encourage, support, and preserve.</li> </ul>	High-Flexible
1.Z.2	Expand flexibility in the Village Business District by assessing dimensional limitations including lot coverage, height, and density.	Planning Board	<ul style="list-style-type: none"> <li>Determine acceptable changes to the Village Business District Zoning Language.</li> <li>Draft amendments and share with the public.</li> <li>Planning Board approves the amendment through a vote.</li> </ul>	High-Immediate
1.Z.3	Allow the development of duplexes, triplexes, ADUs, and small multi-family housing that fit the village character.	Town Administrator, Planning Board	<ul style="list-style-type: none"> <li>Determine acceptable changes to the Village Business District and Village Residential Zoning Language.</li> <li>Draft amendments and share with the general public through civic engagement in advance of Town Meeting.</li> <li>Planning Board brings the warrant article to Town Meeting for approval.</li> </ul>	High-Immediate
1.Z.4	Expand the Village Business District boundaries to include areas north of Route 6.	Town Administrator, Planning Board	<ul style="list-style-type: none"> <li>Determine new boundaries for expanded district.</li> <li>Draft amendments and share with the public through civic engagement in advance of Town Meeting.</li> <li>Planning Board brings the warrant article to Town Meeting for approval.</li> </ul>	High-Flexible
1.Z.5	Enhance public multi-modal parking opportunities in the Village Center to support cultural and recreational programming.	Town Administrator, Planning Board, Friends of the Mattapoissett Rail Trail	<ul style="list-style-type: none"> <li>Pursue funding Determine sites in the Village appropriate for bike and scooter parking.</li> <li>Define the style of bike parking infrastructure and coordinate with local wayfinding efforts.</li> </ul>	Low-Flexible

1.Z.6	Implement the Town's Stormwater Management Plan Goals for the Village.	GIS Coordinator, Highway Department, Conservation Agent, Planning Board	<ul style="list-style-type: none"> <li>• Collaborate with the Southeast New England Program (SNEP) Network, Buzzards Bay Coalition, and/or Mass Audubon to determine the Green Infrastructure practices that may be applied in Mattapoissett, and in particular the Village by 2027.</li> <li>• Apply for an MVP Action Grant to implement activities by Spring 2028</li> <li>• Planning Board should propose zoning changes to support implementation of Green Infrastructure in new local developments.</li> <li>• Integrate green infrastructure into Village zoning districts to coordinate stormwater management with local street improvements and developments by 2028 through Town Meeting vote.</li> </ul>	High-Flexible
<b>1.P</b>	<b>Programs and Policies:</b>	<b>Lead</b>	<b>Performance</b>	<b>Priority</b>
1.P.1	Foster a greater sense of place in the Mattapoissett Village through wayfinding, events, and local partnerships.	Town Administrator, Cultural Council, Mattapoissett Museum	<ul style="list-style-type: none"> <li>• Identify strategies that the town wants to pursue including wayfinding strategies in the Village, wayfinding for recreation and public access, and locations for active placemaking with Cultural Council and the Mattapoissett Museum by 2027.</li> <li>• Apply for Funding in winter of 2028 via MDI or Community One Stop for Growth.</li> <li>• Pursue a coordinated brand and visual identity for the town by contracting with a consultant or graphic design company by 2029.</li> <li>• Purchase and install wayfinding signage throughout Town.</li> <li>• Redesign public space targeted for placemaking and town-wide events by 2030.</li> </ul>	Low-Flexible
<b>1.C</b>	<b>Capital Projects</b>	<b>Lead</b>	<b>Performance</b>	<b>Priority</b>
1.C.1	Assess the future of the Town Hall to determine re-use that compliments the Village.	Capital Planning Committee, Town Administrator, Historic Commission	<ul style="list-style-type: none"> <li>• Conduct feasibility study for scenarios of future use with necessary improvements to create an accessible, public space.</li> <li>• Carry out transparent process to determine the best use of the facility should it become a registered historic building.</li> </ul>	High-Immediate

1.C.2	Support a school system that continues to attract families to Mattapoisett."	Capital Planning Committee, Town Administrator, School Committee	<ul style="list-style-type: none"> <li>• Review findings and analysis of UMass Study in 2023.</li> <li>• Use findings to complete feasibility study and explore scenarios of reuse for both schools by 2026.</li> <li>• Implement the recommendations of the Housing Production Plan to generate more affordable and subsidized homes to ensure a greater participation of families in the Mattapoisett housing market.</li> <li>• Provide public engagement opportunities to foster a transparent public decision-making process.</li> </ul>	High-Immediate
1.C.3	Continue to improve sidewalks and implement shared streets in and around Mattapoisett Village Center.	Highway Department, Town Administrator, Friends of the Mattapoisett Rail Trail	<ul style="list-style-type: none"> <li>• Continue to collaborate with MassDOT, through its Complete Streets Funding Program, and the SMMPO's TIP to make improvements to the Village Center roadways and sidewalks.</li> <li>• Collaborate with the Friends of Mattapoisett Rail Trail to coordinate improvements with the goals of the bike path and create connections.</li> <li>• Continue to pursue funding to support future improvements.</li> </ul>	Ongoing

<b>2</b>	<b>Thriving Business Corridors</b>			
	Promote compact, walkable corridors that create jobs and community amenities.			
<b>2.Z</b>	<b>Zoning</b>	<b>Lead</b>	<b>Performance</b>	<b>Priority</b>
2.Z.1	Create a user-friendly Development and Permitting Guide to facilitate and encourage small-scale housing and retailers in the Village Business District.	Select Board, Planning Board	<ul style="list-style-type: none"> <li>• Create an Economic Development Guide by the end of calendar year 2025. Partner with consultant (with graphic design capabilities) and municipal Department Heads who are area experts in local permitting and procedures.</li> </ul>	Low-Flexible
2.Z.2	Reduce parking requirements, encourage shared parking, and otherwise pursue creative parking solutions in the Village Business District and Village Residential District.	Planning Board, Department of Public Works	<ul style="list-style-type: none"> <li>• By calendar year 2027, Mattapoisett can work with SRPEDD (at no-cost under its UPWP or under DLTA) or another qualified consultant to conduct a parking study for the Village.</li> <li>• Work should account for ongoing studies of municipal facilities in the Village, especially Center School, and would therefore ideally take place after that work concludes.</li> </ul>	High-Flexible
2.Z.3	Link larger developments with corridor pedestrian and infrastructure improvements.	DPW, Town Administrator, Friends of the Mattapoisett Rail Trail		Ongoing
<b>2.P</b>	<b>Program and Policies</b>	<b>Lead</b>	<b>Performance</b>	<b>Priority</b>
2.P.1	Attract potential higher-value light industrial uses along Industrial Drive.	Town Planner, Town Administrator, Private partners	<ul style="list-style-type: none"> <li>• Determine zoning additional permitted uses in the LI zone to encourage a wider range of commercial/ industrial development outcomes.</li> <li>• Apply for assistance to adopt Chapter 43D Expedited Permitting Designation through the Community One Stop for Growth program or District Local Technical Assistance (DLTA) by Summer 2024.</li> <li>• Work with property owners to designate parcels along Industrial Drive as 43D Priority Development Sites by through Town Meeting vote by Summer 2025.</li> </ul>	High-Immediate

2.P.2	Use grant funding opportunities to prepare key development sites, such as the Holy Ghost site.	Town Administrator, Conservation Commission, Housing Authority	<ul style="list-style-type: none"> <li>• Create an RFP in collaboration with the Housing Authority and Conservation Commission by end of 2024.</li> <li>• Accept proposals and select a developer to create additional affordable housing using the 40B Comprehensive Permit process while integrating open space and enhancing connections to the bike path route.</li> <li>• Sign agreement with developer by the end of year 2025 and initiate construction.</li> </ul>	High-Flexible
2.P.3	Implement policies, such as permitting permanent outdoor dining, that support small business and provide important community amenities	Town Administrator, Planning Board	<ul style="list-style-type: none"> <li>• Identify outdoor dining sites by 2024.</li> <li>• Draft outdoor dining policy that manages the use of public sidewalks and on-street public parking spaces by Spring 2024.</li> <li>• Implement outdoor dining policy by Summer 2024.</li> <li>• Ensure work to craft an outdoor dining policy aligns with the parking study recommended in this plan.</li> </ul>	High-Flexible
<b>2.C</b>	<b>Capital Projects</b>	<b>Lead</b>	<b>Performance</b>	<b>Priority</b>
2.C.1	Collaborate with MassDOT to implement design changes along Route 6 that improve safety and appearance for all users.	Select Board and Proposed Task Force	<ul style="list-style-type: none"> <li>• Once this Master Plan is completed and adopted, the Select Board can establish a Task Force dedicated to implementing Strategy 2.C.1 and all its related activities.</li> <li>• This newly established and authorized entity can then seek initial guidance from the Marion TCTF and adapt its approaches to meet Mattapoissett's needs. The two groups may collaborate as needed.</li> <li>• By calendar year 2023, the new Mattapoissett Task Force will establish a collaborative working relationship with MassDOT.</li> <li>• By 2024, efforts begin design, fund and construct consensus "road diet" improvements along Route 6.</li> </ul>	High-Immediate
2.C.2	Evaluate potential uses of the former Fire Station site including commercial, mixed-use, or institutional.	Capital Planning Committee, Planning Board, Town Administrator	<ul style="list-style-type: none"> <li>• Determine future use of the site.</li> <li>• Secure funding through CDBG, Community One Stop for Growth, and other sources to incentivize development and offset costs for developers.</li> <li>• Develop an RFP to accept development proposals that fit the desired outcomes in the area.</li> </ul>	Low-Flexible



3 Protected Coastal Neighborhoods				
Protect existing residents and discourage development in high-risk areas through nature-based solutions.				
3.Z	Zoning		Performance	Priority
3.Z.1	Discourage further development in the most vulnerable areas and ensure houses are built with sea-level rise in mind.	Planning Board, Conservation Commission, partnerships with Mattapoissett Land Trust and the Buzzards Bay Coalition	<ul style="list-style-type: none"> <li>Continue to enforce stricter zoning, lower densities, and higher building requirements in the Floodplain Overlay District. Consider enacting stricter standards as the local effects of climate change and sea level rise are better understood.</li> <li>Set up a regular meeting between the Town and its local conservation partners to identify and monitor parcels for conservation potential and development threat.</li> <li>Regularly update the Open Space and Recreation Plan to be eligible for funding sources, such as LAND Grants.</li> <li>Acquire climate-vulnerable parcels when the opportunity arises.</li> </ul>	High-Immediate
3.Z.2	Allow compact, climate-resilient housing typologies, including raised houses, ADUs, and other small-foot print homes.	Planning Board, Building Department,	<ul style="list-style-type: none"> <li>Update Flood Plain Overlay Zoning to allow for climate-resilient strategies. Expand Overlay Zoning to include areas that will be vulnerable in 2070.</li> <li>Use MVP Action Grant to update zoning and create design guidelines.</li> </ul>	High-Immediate
3.P	Program and Policies	Lead	Performance	Priority
3.P.1	Proactively reach out to residents to prepare them for floods and coastal storms	Planning Board, Building Department, Conservation Commission	<ul style="list-style-type: none"> <li>Evaluate Mattapoissett's rating and consider strategies to improve town's rating to qualify.</li> <li>Identify a point-person to manage CRS</li> <li>eligibility</li> </ul>	Low-Immediate
3.C	Capital Projects	Lead	Performance	Priority
3.C.1	Implement important water and sewer improvements identified in the Municipal Vulnerability Plan	Highway Department, Water & Sewer Department	<ul style="list-style-type: none"> <li>Continue engineering and design work for these three projects.</li> <li>Secure capital improvement funding andn begin construction.</li> </ul>	Ongoing

3.C.2	Expand water and sewer access to vulnerable coastal areas to prevent environmental contamination and ensure water supplies during droughts.	Water & Sewer Department, Conservation Commission, Health Department	<ul style="list-style-type: none"> <li>• Continue wastewater improvements and maintenance in Capital Plan.</li> <li>• Identify coastal areas with existing development that may need future water and wastewater expansion, based on environmental contamination and drought threat.</li> </ul>	Ongoing
3.C.3	Elevate roads or improve stormwater drainage at key flood points to ensure emergency access.	Highway Department	<ul style="list-style-type: none"> <li>• Identify the most vulnerable stretches of important evacuation routes.</li> <li>• Continue applying for CZM grants and other grants to implement road elevation studies and projects.</li> </ul>	Ongoing
7.TW.C.5	Improve the safety of walking routes along rural roads and implement the Complete Streets projects.	Highway Department	<ul style="list-style-type: none"> <li>• Identify potential roads for lower-cost redesign opportunities.</li> <li>• Identify potential funding, including Complete Streets and Shared Streets and Spaces grant program, though only certain types of improvements would qualify (e.g., bike sharrows would not qualify for funding).</li> </ul>	Ongoing

4 Sustainable Inland Growth				
Channel development pressure inland rather than on the coast while protecting rural character and ecologically-important areas.				
4.Z	Zoning	Lead	Performance	Priority
4.Z.1	Preserve open space and rural character of residential areas while allowing for creative housing solutions beyond detached, single-family houses on large lots.	Planning Board	<ul style="list-style-type: none"> <li>• Redefine family-related apartments to be more general and allow most types of attached and detached Accessory</li> <li>• Dwelling Units (ADU), as long as they meet the dimensional guidelines of the existing zoning by 2029.</li> </ul>	High-Flexible
4.Z.2	Revisit the Town's cluster and Special Residential Development bylaw to allow maximum flexibility in development, minimizing lot size and parcel thresholds.	Planning Board	<ul style="list-style-type: none"> <li>• Evaluate recent SRD and Cluster applications to understand regulatory barriers to development by 2027.</li> <li>• Create one modern Open Space Residential Development (OSRD) bylaw that consolidates and simplifies the two separate processes and prioritizes preserving contiguous open space systems for ecological and recreational purposes. Strike the prior SRD and cluster bylaws from the Zoning.</li> </ul>	High-Flexible
4.P	Program and Policies	Lead	Performance	Priority
4.P.1	Support the findings and recommendations of the Town's Housing Production Plan to facilitate subsidized and market-rate housing development and increase affordable housing opportunities in Town.	Planning Department, Planning Board, Housing Authority	<ul style="list-style-type: none"> <li>• Complete HPP shortly after the Master Plan. Identify locations for new housing and policies/ programs to support new market-rate housing and subsidized housing.</li> </ul>	High-Immediate
4.TW	Town Wide	Lead	Performance	Priority
4.TW.P.1	Adopt Low-Impact Development (LID) strategies to mitigate effects and reverse damage caused by existing development in the Town's ecosystems or watershed.	Planning Board	<ul style="list-style-type: none"> <li>• Evaluate existing zoning bylaw, subdivision bylaw, stormwater regulations, and other codes to determine and remove barriers to implementing LID strategies.</li> <li>• Consider adding LID incentives, such as including LID techniques in open space percentages.</li> </ul>	High-Flexible

4.TW.C.1	Expand sewer access to existing residential areas most at risk for environmental contamination due to septic leaching and to higher-ground areas for future development.	Water & Sewer Department, Conservation Commission, Health Department	<ul style="list-style-type: none"> <li>• Continue wastewater improvements and maintenance in Capital Plan.</li> <li>• Identify areas at risk for future flooding needing water and wastewater expansion, based on environmental contamination and drought threat</li> </ul>	Ongoing
7.TW.C.5	Improve the safety of walking routes along rural roads and implement the Complete Streets projects.	Highway Department	<ul style="list-style-type: none"> <li>• Implement planned Complete Streets projects.</li> <li>• Identify potential funding, including Complete Streets and the Shared Streets and Spaces grant program, though only certain types of improvements would qualify (e.g., bike sharrows would not qualify for funding).</li> </ul>	High-Immediate

5.TW	Preserved Natural Systems			
Protect habitats and natural areas as both spaces for recreation and nature-based solutions to adapt to climate change.				
5.TW.P	Program and Policies	Lead	Performance	Priority
5.TW.P.1	Protect the Town's vulnerable open spaces by strengthening policies managed and enforced by the Town.	Conservation Commission	<ul style="list-style-type: none"> <li>Continue monitoring undeveloped parcels for opportunities and to prevent habitat or wetland degradation.</li> </ul>	Ongoing
5.TW.P.2	Work with Buzzard Bay Coalition and Land Trust to identify and acquire any 'retiring' agricultural areas or other vacant properties/rural properties that are most at risk of flooding.	Planning Board, Conservation Commission, Mattapoissett Land Trust, Buzzards Bay Coalition	<ul style="list-style-type: none"> <li>Set up a regular meeting between the Town and its local conservation partners to identify and monitor parcels for conservation potential and development threat.</li> <li>Regularly update the Open Space and Recreation Plan to be eligible for funding.</li> <li>Acquire climate-vulnerable parcels when the opportunity arises.</li> </ul>	High-Flexible
5.TW.P.3	Implement the Waterfront Management Plan to ensure the stewardship of the Town's waterfront.	Harbormaster, Marine Advisory Board, Shellfish Warden, Select Board	<ul style="list-style-type: none"> <li>Implement Waterfront Management Plan to ensure equitable access to different users and to identify needed infrastructure improvements.</li> <li>Use local and grant funding to provide necessary improvements to the historic Long Wharf.</li> <li>Identify staffing needs and hire staff to help enforce rules and maintain maritime infrastructure.</li> </ul>	High-Flexible
5.TW.P.4	Continue removing invasive species that degrade the quality of wetlands.	Conservation Commission, Buzzards Bay Coalition	<ul style="list-style-type: none"> <li>Continue monitoring invasive species.</li> <li>Identify key sites for wetland restoration and invasive species removals, like the Falmouth and Dartmouth model projects.</li> </ul>	Ongoing
5.TW.P.5	Manage and protect shellfish and fish habitats and populations.	Animal Control & Shellfish Department, Buzzards Bay Coalition, Division of Marine Fisheries	<ul style="list-style-type: none"> <li>Continue to monitor water quality. When areas are closed due to water quality issues, identify sources of pollution and work to mitigate them.</li> </ul>	Ongoing

5.TW.P.6	Study the outcome of the Trustees <i>State of the Coast</i> Report for the South Coast that looks at the impacts of climate change on coastal communities.	Conservation Commission, Planning Board, Mattapoisett Land Trust	<ul style="list-style-type: none"> <li>Review Report when it is published later in 2022.</li> <li>Consider ways in which the Report overlaps with the Master Plan.</li> </ul>	Ongoing
<b>5.TW.C</b>	<b>Capital Projects</b>	<b>Lead</b>	<b>Performance</b>	<b>Priority</b>
5.TW.C.1	Provide bike-vehicle parking at boardwalks, trails, and Town beaches to enhance public access and encourage multi-modal transportation methods in Town.	Recreation Department, Mattapoisett Land Trust, Buzzards Bay Coalition	<ul style="list-style-type: none"> <li>Identify locations for bike racks by 2025.</li> <li>Apply for and secure funding for bike racks and install by 2027.</li> </ul>	Low-Immediate
5.TW.C.2	Improve town signage at boardwalks, trails, beaches, and town waterfront to enhance public access and ensure appropriate activities to support safety and longevity of infrastructure.	Recreation Department, Mattapoisett Land Trust, Buzzards Bay Coalition	<ul style="list-style-type: none"> <li>Set a meeting to discuss how best to combine existing resources and figure out who would be the best 'steward' for the one-stop website by 2025.</li> </ul>	Low-Immediate
5.TW.C.3	Evaluate coastal erosion and improve coastal buffers.	Water & Sewer Department, Harbormaster	<ul style="list-style-type: none"> <li>Continue evaluating effects of coastal storms on vulnerable infrastructure near the coast.</li> </ul>	Ongoing

6.TW	Resilient Services and Governance			
Modernize and protect facilities in vulnerable areas and allow for departmental growth.				
6.TW.P	Program and Policies	Lead	Performance Measure	Priority
6.TW.P.1	Expand Harbor Master capacity and resources to match increased responsibilities and demands.	Select Board, Harbormaster	<ul style="list-style-type: none"> <li>Determine funding gap in future years by 2025.</li> <li>Create a financial strategy to cover all costs and services in the future, identifying funding sources, assessing fee changes, and contributions from the town itself by 2026.</li> </ul>	High-Flexible
6.TW.P.2	Ensure shelter is provided and communication is preserved during emergencies.	Police and Fire, Harbormaster, Town Administrator	<ul style="list-style-type: none"> <li>Update the town's Hazard Mitigation Plan.</li> <li>Apply for funds to develop the Shelter Operations strategy under the Building Resilient Infrastructure and Communities (BRIC) Funds through FEMA.</li> <li>Develop plan and implement recommendations.</li> </ul>	High-Flexible
6.TW.P.3	Maintain a FEMA-approved Hazard Mitigation Plan to preserve access to pre- and post-disaster mitigation funds.	Town Administrator, Police and Fire Department	<ul style="list-style-type: none"> <li>Apply for the FEMA Hazard Mitigation Assistance Grants by January 2024.</li> <li>Pending grant award, complete and implement grant funding.</li> </ul>	High-Immediate
6.TW.P.4	Work with the Town's Cultural Council and other local groups to determine actions needed to better support existing events.	Cultural Council, Town Administrator	<ul style="list-style-type: none"> <li>The Cultural Council and town should pursue funding opportunities to develop an Arts &amp; Culture Guide or Plan to create strategic goals related to funding and public space by 2026.</li> <li>Utilize Arts &amp; Culture Guide to pursue funding to implement goals.</li> </ul>	Low-Flexible
6.TW.P.5	Encourage the creation of new events and cultural activities.	Cultural Council, Town Administrator, Selectboard	<ul style="list-style-type: none"> <li>The town and Cultural Council will detail the physical and financial gaps in the cultural arts community in the proposed Arts &amp; Culture Guide by 2027.</li> <li>The Cultural Council will explore cultural facilities funds to pursue the development of a publicly owned and managed performance space by 2028. The Town should explore financial support and consolidate compatible functions, such as Parks and Recreation and the COA.</li> </ul>	Low-Flexible

6.TW.P.6	Pursue the development of a Historic Preservation Plan and Historic Inventory to designate new properties and sites across Town.	Historic Commission	<ul style="list-style-type: none"> <li>• Consider applying to the State’s Historical Commission Survey and Planning Grant Program by Fall 2023.</li> <li>• Re-visit the MHC inventory and conduct a comprehensive inventory of the town’s historical assets by the end of 2024.</li> <li>• Re-visit the MHC Inventory and create a Historic Preservation Plan to monitor and protect historical assets by year end 2025.</li> </ul>	Low-Immediate
6.TW.P.7	Streamline a minimal Historic Commission Notification Process and implement a Demolition Delay Bylaw	Historic Commission, Town Administrator	<ul style="list-style-type: none"> <li>• The Historic Commission will determine whether they want to pursue a demolition delay bylaw and present implications to the Planning Board by 2024.</li> <li>• The town and Historic Commission will carry out an educational campaign to share information about the Demolition Delay Bylaw to residents.</li> <li>• The town will present the Demolition Delay Bylaw at spring Town Meeting by 2025</li> </ul>	Low-Flexible
6.TW.P.8	Update Town Guide and create a web-based, interactive version.	Town Administrator, Historic Commission, Cultural Council, Planning Board	<ul style="list-style-type: none"> <li>• Consider changes to the visitor’s guide by 2024.</li> <li>• Task staff or hire a consultant to generate a new, interactive visitor’s guide by 2025.</li> </ul>	Low-Flexible
6.TW.P.9	Pursue Green Communities designation to support resilient facility improvements and developments.	Town Planner, Planning Board, Town Administrator	<ul style="list-style-type: none"> <li>• Garner public support for Select Board to opt in to pursue Green Communities Designation by Spring 2025.</li> <li>• Elect to adopt the Stretch Energy Code at Town Meeting in Spring 2025.</li> <li>• Review local renewable energy siting and permitting bylaws for qualification for program criteria.</li> <li>• Conduct energy audits at town facilities and prepare a 5-year Energy Reduction Plan to apply for designation.</li> </ul>	High-Immediate
6. TW.P.10	Continue to support the Public Safety Department in its successful and exceptional service to the community.			



6.TW.P.11	Pursue a coordinated grant writing process to implement the Master Plan while leveraging Town funds.	Town Administrator, All Town Departments	<ul style="list-style-type: none"> <li>Gather list of vetted grant-writing trainings for staff to attend or complete independently by 2023.</li> <li>Consider providing funds, using Municipal Assistance Hours at SRPEDD, or other sources to hire grant writing staff or consultants.</li> <li>The Town Administrator's office will track town grant applications, both targeted and submitted, for future tracking.</li> </ul>	High-Immediate
6.TW.P.12	Pursue the development of the Town's Americans with Disabilities Self-Evaluation and Transition Plan	Capital Planning Committee, Planning Department, Planning Board	<ul style="list-style-type: none"> <li>Apply for MOD Municipal ADA Grant by 2026</li> <li>Complete ADA Self-Evaluation and Transition Plan by 2027</li> <li>Begin to implement recommendations of the plan by 2028</li> </ul>	High-Flexible
6.TW.P.13	Expand capacity of the Planning Department to support longterm strategic initiatives.	Master Plan Committee, Town Administrator, Planning Board	<ul style="list-style-type: none"> <li>Determine future role of the Master Plan Committee in the absence of the Town Planner</li> <li>Allocate funding for Town Planner and determine if role will be part-time or full-time by 2024</li> <li>Amend existing job description with desired roles and responsibilities by 2024</li> <li>Advertise for the position by Spring 2024</li> </ul>	High-Immediate
<b>6.TW.C</b>	<b>Capital Projects</b>	<b>Lead</b>	<b>Performance</b>	<b>Priority</b>
6.TW.C.1	Evaluate risk of Town wellheads being impacted by SLR, salt water intrusion, and hurricane/ storm surges.	Town Administrator, Conservation Commission	<ul style="list-style-type: none"> <li>Monitor condition of existing wellheads and provide baseline analysis by the end of 2024.</li> <li>Consider mitigation strategies and implement using zoning bylaws, closure of wells, and retreat strategies by 2025.</li> </ul>	High-Immediate
6.TW.C.2	Explore potential opportunities to provide community and performance space to support local organizations in expanding arts and culture programming in Town.	Town Administrator, Cultural Council, Non-profit partners	<ul style="list-style-type: none"> <li>Identify a site for future development by 2030. This site should incorporate a community or cultural center, while meeting other town or department needs.</li> <li>Identify funding including state grants (Mass Cultural Council) or private funding (National Endowment for the Arts' Our Town grant).</li> </ul>	Low-Flexible

7.TW		Safe, Connected, and Reliable Infrastructure		
		Make routes to the recreational areas and the Village safe for pedestrians and bikers and prepare critical roads for climate change.		
7.TW.C	Capital Projects	Lead	Performance	Priority
7.TW.C.1	Improve stormwater drainage at key flood points to ensure there's emergency access and evacuation.	Highway Department, Planning Board, Town Administrator	<ul style="list-style-type: none"> <li>Identify key locations in need of action related to stormwater flooding by 2023 based on MVP plan.</li> <li>Generate site-specific strategies for these critical areas by 2025.</li> <li>Perform required work on roads at these locations 2030.</li> </ul>	High-Immediate
7.TW.C.2	Continue implementation of the Town's Complete Streets Program and Municipal Bicycle and Pedestrian Plan.	Highway Department, Town Administrator	<ul style="list-style-type: none"> <li>Complete ongoing Complete Streets projects by 2024</li> <li>Update Complete Streets Plan in 2024 to identify addition future projects</li> </ul>	Ongoing
7.TW.C.3	Implement and complete the Bike Path, including beginning construction on Phase 2B and planning and designing Phase 2A.	Town Administrator, Highway Department, Friends of the Mattapoissett Rail Trail	<ul style="list-style-type: none"> <li>Create RFP for Phase 2B West by end of 2023</li> <li>Go out to bid by beginning of 2024.</li> <li>Completion of construction level documents for Phase 2A by end of 2024.</li> <li>Align both projects to existing and proposed portions of bikeway, as well as future and existing local bike and pedestrian paths (Ongoing).</li> </ul>	Ongoing
7.TW.C.4	Establish protocol for Bike path maintenance, considering appropriate expansion of staff and funding to operate within the Highway Department	Highway Department, Town Administrator, Friends of the Mattapoissett Rail Trail, Southcoast Bikeway Alliance	<ul style="list-style-type: none"> <li>Identify responsible parties for maintenance by 2025.</li> <li>Development of details and methods for path maintenance by 2026.</li> <li>Identify plan to provide ongoing funding sources for maintenance by 2026.</li> </ul>	High-Immediate

# ENDNOTES

## Endnotes

- 1 [Zoning Bylaw Review - 2020](#).
- 2 [New Bedford TOD Design Guidelines](#)
- 3 Windswept Village is one development that opted to utilize the VBD zoning.
- 4 For more information on Chapter 358 of the Acts of 2020, please see <https://www.mass.gov/info-details/housing-choice-legislation>
- 5 The Transportation Improvement Program (TIP) is a five-year programming document that lists all the needs of the regional transportation system. The TIP is developed annually by the Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) and is subject to amendment and adjustment at any time. Each program year of the TIP coincides with the Federal Fiscal Year, October 1 through September 30.
- 6 For more information about Easthampton's project, please see <https://www.cityspaceeasthampton.org/>.
- 7 [Sippican - Finance Committee Article](#)
- 8 [Sippican - Village Roadway Article](#)
- 9 Taunton's Business Guide can be found at [https://www.taunton-ma.gov/sites/g/files/vyh1if1311/f/pages/city\\_of\\_taunton\\_business\\_and\\_development\\_guide\\_final.pdf](https://www.taunton-ma.gov/sites/g/files/vyh1if1311/f/pages/city_of_taunton_business_and_development_guide_final.pdf); Mansfield's can be found at <https://www.mansfieldma.com/DocumentCenter/View/613/Mansfield-Business-Development-and-Permitting-Guide-PDF>; and Middleborough's can be found <https://www.middleborough.com/DocumentCenter/View/2094/Guide-to-Permitting-Processes-for-New-Business>.
- 10 The Commonwealth's Smart Growth/Smart Energy Toolkit offers a sample Smart Parking Bylaw and several Success Story, including one from a comparable coastal village, Oak Bluffs. Metropolitan Area Planning Council (MAPC, the regional planning agency that serves Metro Boston) created a suite of parking solutions in partnership with several member communities.
- 11 This includes, who could potentially offer this service at no-cost to the town through its United Planning Work Program with FHWA and MassDOT. SRPEDD is conducting Marion's ongoing parking study.

12 For more information on Hyannis’s parking strategies, visit <https://businessbarnstable.com/wp-content/uploads/2022/02/hyannis-parking-study-final-report.pdf>.

13 SRPEDD Comprehensive Economic Development Strategy (CEDs) 2018

14 Chapter 43D is a tool that facilitates commercial, industrial, or mixed-use development on specific properties. It is a voluntary, local option. In other words, towns must “opt-in” through Town Meeting and property-owners must “opt-in” through written approval. The program creates a “streamlined permitting process” that promotes transparency and predictability for local permits. It also guarantees permitting decisions - “Yes” or “No” - on pre-determined priority development sites (PDS) within 180 days. The program also provides online site marketing to increase the visibility of the development opportunities and the town’s business friendly regulatory framework.

15 “Communities are encouraged to consider the creative combination of allowable uses in their expenditure of CPA funds. For example, a large tract of land

can be acquired for open space protection while reserving part of the parcel for the development of community housing.” – Mattapoisett CPA

16 For more details, please see [https://www.townofbarnstable.us/Departments/LicensingDivision/Rules\\_and\\_Regulations/Outside-Dining.pdf?tm=2/17/2022%205:57:28%20AM](https://www.townofbarnstable.us/Departments/LicensingDivision/Rules_and_Regulations/Outside-Dining.pdf?tm=2/17/2022%205:57:28%20AM).

17 MassDOT owns and maintains Route 6 in Marion and all along the South Coast.

18 The Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) is responsible for conducting the federally required metropolitan transportation planning process for the 27 communities that comprise Southeastern Massachusetts. The 13 SMMPO members include Mayors, state agencies, regional entities such as SRTA, and municipalities.

19 This project was a comprehensive assessment of Route 6 in the towns of Fairhaven, Mattapoisett, Marion, and Wareham. Please see [www.srpedd.org/Route-6-Study](http://www.srpedd.org/Route-6-Study) for more information and for a copy of the final document.

20 <https://www.marionma.gov/transportation-and-circulation-task-force>

21 These include: MassDOT Project Development and Design Guide, FHWA Manual on Uniform Traffic Control Devices (MUTCD), AASHTO: A Policy on the Geometric Design of Highways and Streets, AASHTO: Guide for the Development of Bicycle Facilities, United States Access Board Streets and Sidewalks Guidelines, Massachusetts Architectural Access Board (AAB 521 CMR: 21.2.1), MassDOT Separated Bike Lane Planning & Design Guide, National Association of City Transportation Officials Design Guides

22 These include: replacing all existing signage and pavement markings with high-visibility retroreflective materials to improve visibility; replacing all existing High-Pressure Sodium (HPS) streetlights with high-efficiency LED lights to improve visibility; replacing all existing “standard” style crosswalks with “continental” or “ladder” style to improve visibility; reconstructing existing drainage structures that are in disrepair and bring flush to pavement surface to avoid depressions and standing water; removing all telephone

poles from existing sidewalks or include a path that provides adequate clearance widths and add ADA compliant curb ramps to improve pedestrian mobility; and adding bicycle signage along the corridor to improve awareness of bicycle activity.

23 These include: modifying the North Street traffic signal to include protected/ permissive left turns; changing physical geometries to create 90-degree intersections at Brandt Island Road, Church Street Extension, and Marion Road.

24 <https://www.wickedlocal.com/story/archive/2012/09/04/old-westport-fire-station-being/38193358007/>

25 Based on [Estimates of Future Growth in Mattapoisett](#)

26 <https://www.mass.gov/info-details/municipal-vulnerability-preparedness-program-action-grant-projects>

27 <https://www.mapc.org/resource-library/floodplain-zoning-relief/>

28 [https://srpedd357-my.sharepoint.com/personal/phu\\_srpedd\\_org/Documents/Microsoft%20Teams%20Chat%20Files/](https://srpedd357-my.sharepoint.com/personal/phu_srpedd_org/Documents/Microsoft%20Teams%20Chat%20Files/)

[massachusetts\\_crs\\_map\\_october\\_2021.pdf.pdf](#)

29 [Top 50 National Flood Insurance Program \(NFIP\) Policy Count Communities](#)

30 <https://experience.arcgis.com/xience/5074e01bd64d47f6801757d1b6b6b9d4/page/Final-Report/>

31 <https://sippican.theweektoday.com/article/state-money-lieutenant-governor-visit-keeps-mattapoissett-wharf-project-afloat/54438>

32 [https://www.nortonma.org/sites/g/files/vyhlf3606/f/pages/new\\_crs\\_pamphlet.pdf](https://www.nortonma.org/sites/g/files/vyhlf3606/f/pages/new_crs_pamphlet.pdf)

33 For more information on SOAM, please see <https://www.southcoastopenairmarket.com/>.

34 Please see [https://capecodcommission.org/resource-library/file/?url=/dept/commission/team/Website\\_Resources/historicpreservation/Workshop2009Skelly.pdf](https://capecodcommission.org/resource-library/file/?url=/dept/commission/team/Website_Resources/historicpreservation/Workshop2009Skelly.pdf).

35 [Saltwater Intrusion Factsheet](#)