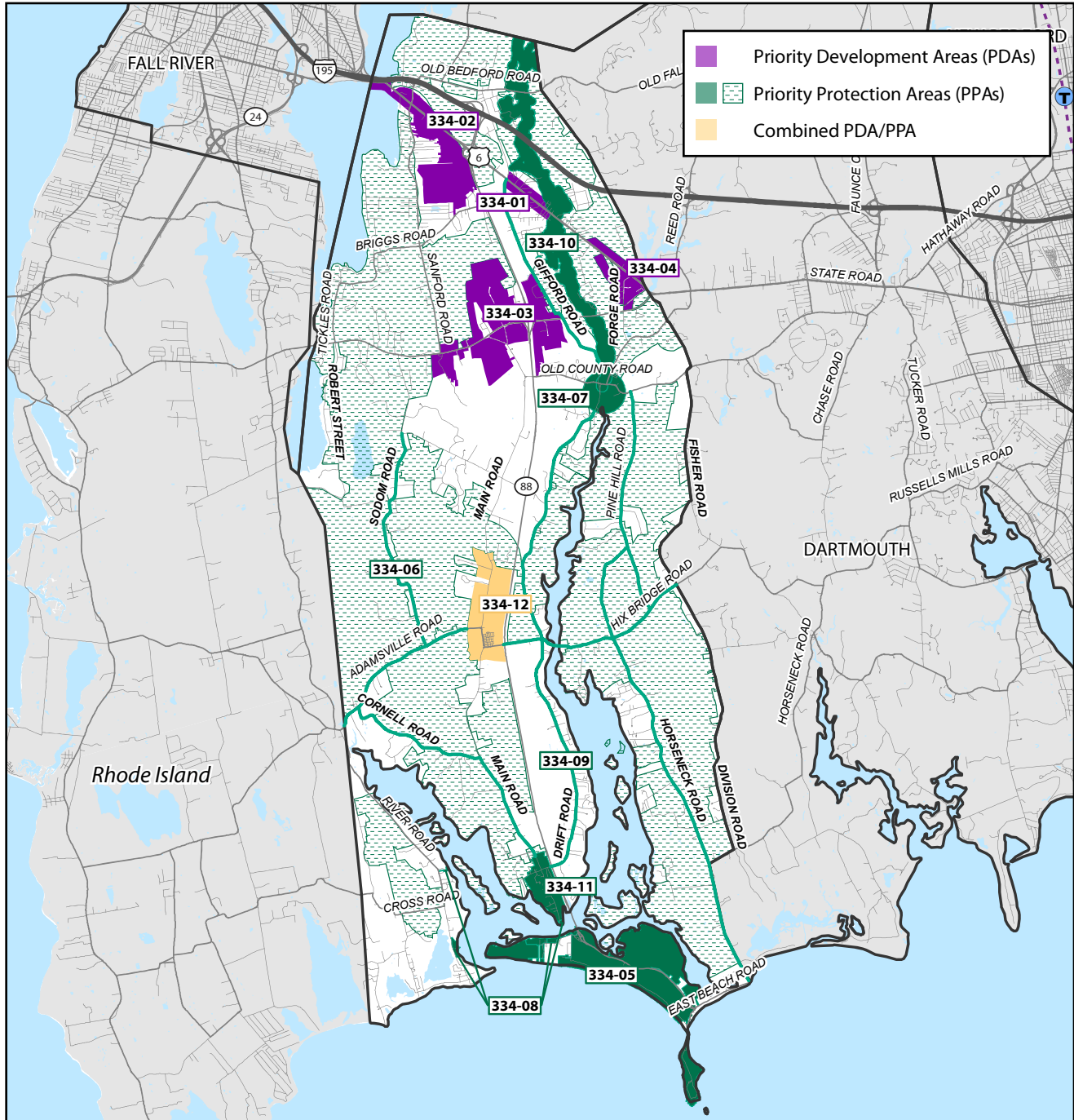


South Coast Rail Corridor Plan

Five-Year Update of Community Priority Areas

Westport



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The preparation of this report has been financed through Massachusetts Department of Transportation South Coast Rail Technical Assistance funding program. The contents of this report do not necessarily reflect the official views or policy of the MassDOT.

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Boston, MA 02109
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TTY: (617) 994-6196

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Para solicitar uma tradução deste documento para o Português, por favor ligue 508-824-1367.

Southeastern Regional Planning and Economic Development District (SRPEDD) would like to acknowledge the following groups whose support and participation made this report possible.

Local officials and citizens who contributed knowledge, enthusiasm, and hard work to every aspect of this project.

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Jean Fox, South Coast Rail Manager

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Victoria Maguire, State Permitting
Ombudsman

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Karen M. Porter, GIS Specialist/IT Manager

SRPEDD would also like to acknowledge the participation of **Old Colony Planning Council** and **Metropolitan Area Planning Council**.

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

2013 Westport Community Priority Area List

ID Number	Name	Type	Acres
334-01	Route 6 Mixed-Use District	Development	81.77
334-02	Route 6 Revitalization Area	Development	470.61
334-03	The Crossroads	Development	791.80
334-04	Westport Factory Village Area	Development	166.39
334-05	Barrier Beach System	Protection	906.00
334-06	Farmland and Forest Blocks	Protection	18465.47
334-07	Head of Westport Historic Village	Protection	135.80
334-08	Marina and Boatyard Related Uses	Protection	40.72
334-09	Scenic Roads	Protection	111.41
334-10	Surface Water Resources: Bread and Cheese Brook	Protection	830.44
334-11	Westport Point	Protection	165.44
334-12	Central Village	Combined	406.57

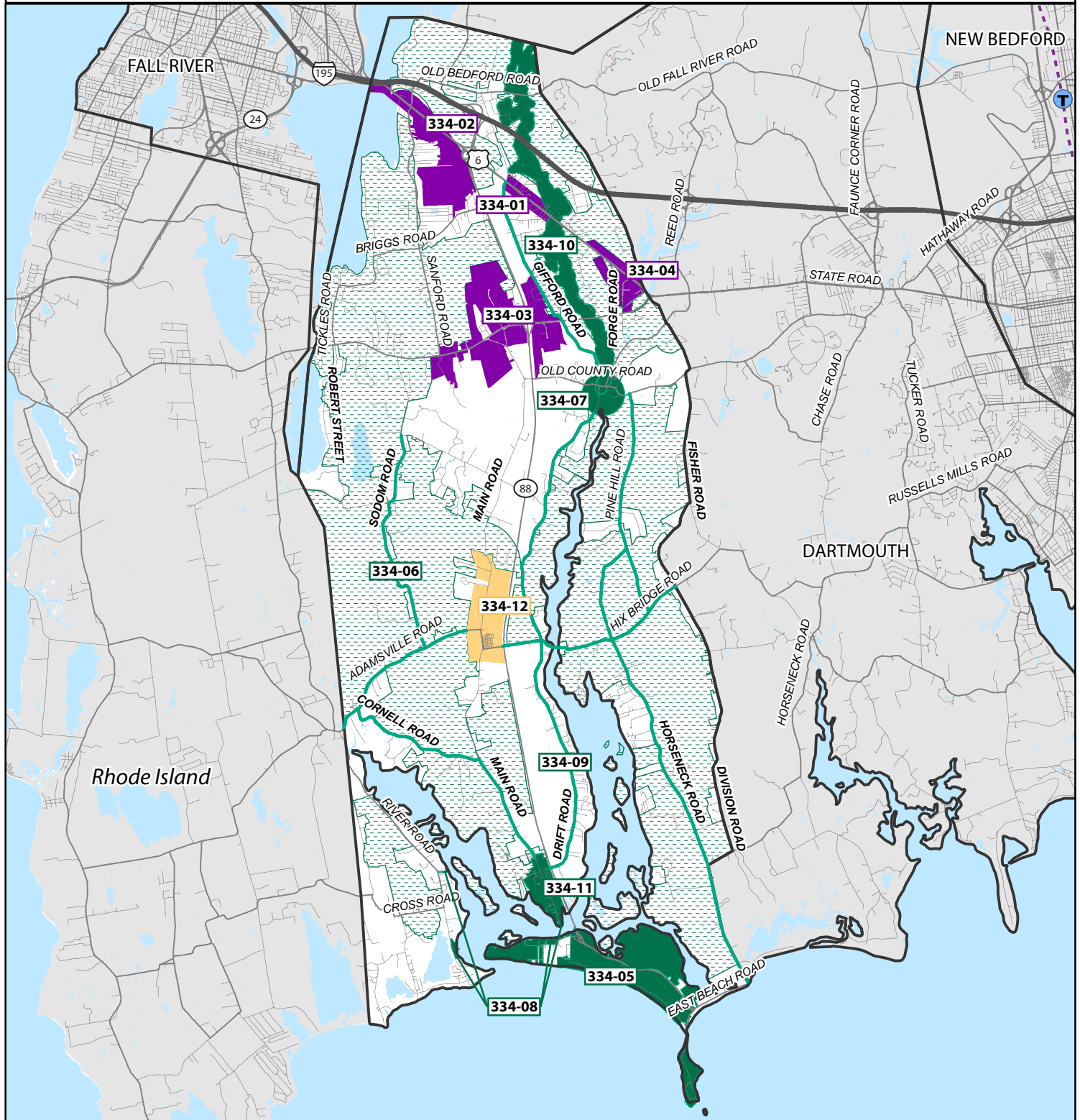
Town of Westport Community Priority Areas, 2013

- Priority Development Areas (PDAs)
- Priority Protection Areas (PPAs)
- Farm Blocks (Multi-Part PPA)
- Scenic Road PPAs
- Combined PDA/PPA
- Water
- MBTA Proposed Rail Lines
- MBTA Proposed Stations
- Interstates
- Arterials and Collectors
- Local Roads

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



1 mile



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

INTRODUCTION

This report presents the updated Priority Development Areas (PDAs) and Priority Protection Areas (PPAs) in the town of Westport. This community-driven land use planning exercise first took place in 2008, when three Regional Planning Agencies, SRPEDD, MAPC, and OCPC, worked alongside local residents, business owners, officials, and organizations to designate the areas that were most important for development or preservation in each community. All thirty-one (31) South Coast Rail (SCR) Corridor communities participated in this project in 2008 and again in 2013.

In 2013, the three Regional Planning Agencies (RPAs) revisited these 31 communities to review and update the 2008 designations. Updates took into account new data that became available over the last five years as well as new municipal priorities. The “Five-Year Update” process was an opportunity to confirm choices made during the 2008 process, to revise previous designations, and to make new choices that acknowledged new conditions. During this review process, the SRPEDD website provided current information to the public, including a calendar of SCR Five-Year Update meetings and a resource library of relevant information sheets and maps.

What are Priority Development Areas (PDAs)?

Priority Development Areas (PDAs) are areas that are appropriate for increased development or redevelopment due to several factors including good transportation access, available infrastructure (primarily water and sewer), an absence of environmental constraints, and local support. PDAs can range in size from a single parcel to many acres. Potential development ranges from small-scale infill to large commercial, industrial, residential, or mixed-use projects. Town and village centers, Chapter 40R Districts, industrial parks, and proposed commuter rail station sites are typical examples of PDAs.

What are Priority Protection Areas (PPAs)?

Priority Protection Areas (PPAs) are areas that are important to protect due to the presence of significant natural or cultural resources, including endangered species habitats, areas critical to water supply, historic resources, scenic vistas, and farms. Like PDAs, the PPAs can vary greatly in size. Sites may be candidates for protection through acquisition or conservation restrictions.

What are Combined Priority Development and Priority Protection Areas (Combined Areas)?

In Combined Priority Development and Priority Protection Areas, communities welcome development; however, the development is expected to be sensitive to its site and the surrounding area. This may include development that complements the older structures within a historic district or low impact development that protects nearby water resources or biodiversity.

What do PDAs and PPAs do for my city or town?

A community's Priority Area designations can guide municipal decisions about zoning revisions, infrastructure investments, and conservation efforts. For example, some communities choose to incorporate these designations into their Master Plan. Also, municipalities are implementing these designations using technical assistance available through State funding programs such as the South Coast Rail Technical Assistance and District Local Technical Assistance (DLTA).

In addition, the Community Priority Areas serve as the foundation for developing Regional and State Priority Area designations. Lastly, through Executive Order 525 (see below), the Patrick Administration asked certain state agencies to consider priority areas when making funding commitments.

Regional and State Priority Areas

The Community Priority Areas are essential to the process of determining the Regional and State Priority Area Maps. Local designations determined to be of regional significance through a regional screening process, including public input received at regional public workshops, make up the Regional Priority Areas map. In turn, the Community and Regional Priority Areas are the basis for the State Priority Area Map.

Executive Order 525 (E.O. 525)

In fall 2010, Gov. Patrick issued Executive Order 525 (E.O. 525) providing for the implementation of the South Coast Rail Corridor Plan and Corridor Map (Corridor Plan) through state agency actions and investments. The Executive Order calls for state investments to be consistent with the Corridor Plan's recommendations to the maximum extent feasible. These state actions have the potential to leverage local and private investments in the priority areas. The Executive Order also directs state agencies to conduct a retrospective analysis to determine how consistent their actions and investments in the region have been with the Corridor Plan goals.

PRIORITY AREA REVIEW PROCESS

SRPEDD staff worked with cities and towns to review their Priority Areas identified in 2008. Amendments to Priority Areas included delineating more precise boundaries using Geographic Information Systems (GIS) data. RPAs used interactive GIS maps to present over forty layers of information including, but not limited to, ortho photography, parcel lines, zoning districts, state program areas (such as Growth District Initiative and Chapter 40R sites), and designated resource areas (such as high-yield aquifers, Zone II aquifers, BioMap 2 Core Habitats, and rivers and streams with their associated wetlands). Communities also worked to clarify the stated purpose for each Priority Area.

The process included a series of three meetings:

#1: Introductory meeting: A Regional Planning Agency staff member visited with Boards of Selectmen and Mayors to reintroduce the land use planning process that took place in 2008 and the reasons for conducting the Five-Year Update of Priority Area designations.

#2: Preliminary Meeting: SRPEDD staff facilitated a 2-3 hour working session with municipal staff and/or board and committee/commission members to review each priority area. Staff incorporated interactive GIS maps depicting various data layers (see Appendix) to inform discussions and decision-making. This preliminary process of updating the 2008 Priority Area designations had the following general guiding principles in mind:

- Incorporating changes in municipal priorities, needs, and desires
- Understanding updated state policies such as Executive Order 525
- Refining priority area boundaries to be exact and “rational” (coterminous with other map layers such as roadways, zoning boundaries, designated resource areas, etc.)
- Making clear and strategic statements about the stated purpose for and desired character of priority areas

For the few SRPEDD communities without town staff, SRPEDD did this preliminary review at a public meeting in the community; then, using the criteria outlined by meeting participants, SRPEDD made the remaining changes and returned revised maps and a narrative description of the revisions to the municipality for their review prior to the workshop with the general public. SRPEDD staff used the input from the preliminary meetings to generate a “before” and “after” map to present to the public for their feedback and input.

#3: Public Meeting Review: Each community held a public meeting, at which time RPAs and local meeting participants reviewed each community's priority areas and identified desired changes. Some communities incorporated this into a Board of Selectmen meeting, others

during a Planning Board meeting, and some communities held a public meeting held specifically for this purpose.

TOWN OF WESTPORT RESULTS

On December 3, 2012, SRPEDD staff met with the Board of Selectmen (BOS) to re-introduce the Priority Area planning exercise. The BOS designated the Town Planner, Jim Hartnett, as the contact person for this work. On March 2, 2013, the Westport Planning Board held a Master Plan Public Forum during which an overview of this Five-Year Update was introduced to the forum participants. The preliminary meeting with municipal representatives was held on April 10, 2013 at the Westport Town Hall Annex. Participants reviewed the purpose and the boundaries of each 2008 Priority Area. In discussions, they clarified the purpose of each and adjusted the respective boundaries to coincide with the stated purpose.

The town of Westport held a public meeting to seek input from town residents on the revisions recommended by the municipal representatives on June 4, 2013 at the Westport Town Hall Annex. A couple of revisions were requested for one of the priority areas. The consensus of the meeting attendees was that, with the noted revisions, the 2013 Priority Area map depicts the boundaries of areas deemed to be priorities for development and for preservation. The result of this work is the 2013 Westport Community Identified Priority Area Map, which can be found on page 2 of this document.

PRIORITY AREA ADJUSTMENTS

As stated above, the 2013 Priority Areas (PAs) are based upon the PA designations identified in 2008. Many of these PAs still represent municipal growth priorities today. In most cases, revisions made to the PAs simply transition them from the “general designations” of the 2008 process to more “exact designations” (both in terms of their boundaries and their stated purposes) using current Geographic Information Systems data and updated local input. In some cases, communities added new PAs or removed previous designations because (1) municipal priorities changed over time, (2) the purposes for designations were achieved or new ones arose, or (3) designations were incorporated into other PAs identified for the same purpose. The text below lists the updated 2013 PAs, identifies their stated purposes, describes their boundaries, and details changes from the 2008 Priority Areas.

Before they began reviewing the 2008 designations in the preliminary meeting, the community representatives in Westport identified the following guiding principles to help them with their determination of Priority Areas and their locations and boundaries:

- Keep development away from the aquifer
- Use 100' buffers from wetlands
- Use a 200' buffer from the river
- Focus development/redevelopment on Route 6, Forge Road, and Route 177. Route 177 is higher priority than Route 6 since it poses fewer stormwater problems.

PRIORITY DEVELOPMENT AREAS

Route 6 Mixed-Use District [334-01]

Purpose: To provide mixed-use redevelopment opportunities, making the corridor a friendly place for people to live by creating a livable, walkable neighborhood.

Boundaries: Follows the Business-zoned area southeast along Route 6 from the Davis Rd/Street intersection to a 400' buffer from Bread & Cheese brook. The northern boundary is the aquifer.

Changes from 2008: The area of the PA was reduced and more targeted to the Business zoning district and non-aquifer areas.

Route 6 Revitalization Area [334-02]

Purpose: To capitalize on the business incubator developing at the ATMC, UMass and MediTech in Fall River; perhaps as an office park or a research and technology center.

Boundaries: Boundaries follow the Business and new Science and Technology Overlay District (STOD) zoning districts and exclude the aquifer.

Changes from 2008: The area was expanded to include the STOD and the northern boundary was redrawn to exclude the aquifer.

The Crossroads [334-03]

Purpose: To promote mixed-use development, redevelopment, and housing opportunities within the area surrounding the Routes 177 and 88 interchange.

Boundaries: Community representatives selected parcels fronting Routes 177 and 88 near this interchange.

Changes from 2008: Community representatives altered boundaries to follow parcel lines of selected parcels.

Westport Factory Village Area [334-04]

Purpose: To provide village mixed-use redevelopment opportunities. Development should create a sense of place that is respectful of the river and uses the water as a focal point.

Boundaries: The PDA includes selected parcels fronting Route 6, Forge Road, and Union Avenue and excludes certain areas that are inaccessible or in the aquifer protection district.

Changes from 2008: Community representatives reduced the area and targeted selected parcels.

Future Action: Work with Dartmouth to fix the dangerous intersection.

PRIORITY PROTECTION AREAS

Barrier Beach System [334-05]

Purpose: To protect Natural Communities and Habitat, an estuarine intertidal marsh and a maritime Oak and Holly community.

Boundaries: Parcels on the Horseneck Beach State Reservation peninsula that are designated on the state protected land data layer; excludes the Marina and Boatyard Related Uses PPA parcels, the developed area and private beach.

Changes from 2008: Boundaries were more precisely delineated.

Farmland and Forest Blocks [334-06]

Purpose: To preserve active farm areas, promoting agriculture as economic development and to provide buffers between farms and non-farm uses.

Boundaries: Boundaries of the farm blocks within this group of PPAs were identified in a previous town process.

Changes from 2008: Community representatives maintained the 2008 boundaries of this PPA, but elected to remove areas within other designated PPAs.

Future Action: Research strategies for buffering farm and non-farm uses.

Head of Westport [334-07]

Purpose: To protect the Head of Westport historical village

Boundaries: The community used a 1500' radius from a central point on the river, excluding the Surface Water Resources: Bread and Cheese Brook PPA.

Changes from 2008: Community representatives shifted the center of this area marginally to the west and removed an area within the Surface Water Resources: Bread and Cheese Brook PPA.

Marina and Boatyard Related Uses [334-08]

Purpose: To protect the marinas and boatyards which sustain Westport's rich relationship to the sea; specifically, *F.L. Tripp & Sons, Carey's Boatyard, Spindle Rock Club, Westport Yacht Club*, and other marine facilities.

Boundaries: Selected parcels: on Cherry & Webb Lane; the southern parcels of Westport Point; a parcel on the West Branch of the Westport River; Westport Yacht Club (Rockefeller Trust); and Carey Boatyard parcel

Changes from 2008: In 2008, this PPA included Marinas and Boatyards, West Branch Marinas, and Westport Point and Marina and community representatives targeted specific parcels rather than broad circles.

Scenic Roads [334-09]

Purpose: To protect scenic roads as elements of the community's character.

Boundaries:

- Sodom Road – from Charlotte White Road to Adamsville Road
- Main Road – from just below Central Village south to Westport Point
- Drift Road – entire length
- Horseneck Road – from Hixbridge Road to the coast at East Beach Road
- Pine Hill Road-old and new sections
- Gifford Road – from Route 6 to Old County Road
- Adamsville Road – Rhode Island state line to Main Road
- Hixbridge Road – from Main Road to Dartmouth line
- Cornell Road – entire length

Changes from 2008: Community representatives added Cornell Road.

Future Action: Look into regulatory strategies to protect scenic road character. (Dartmouth has a regulation, for example.)

Surface Water Resources: Bread and Cheese Brook [334-10]

Purpose: To preserve water resources, open space, and habitats.

Boundaries: The area 400' from the brook and 200' from its associated wetlands.

Changes from 2008: In 2008, this was part of the Surface Water Resources and Aquifer District PPA.

Westport Point [334-11]

Purpose: To protect the Westport Point historical village.

Boundaries: Coincides with the Westport Point Historic District, excluding the southern parcels that are part of the Marina and Boatyard Related Uses PPA.

Changes from 2008: In 2008, this was part of both 2008 Westport Point and Marina PPA and Farm Block PPA. Community representatives separated this area and made this a distinct PA using the boundaries of the existing historic district.

COMBINED PRIORITY AREAS

Main Road Revitalization Area [334-12]

Purpose: To allow mixed-use development/redevelopment that respects the historic village center setting and the community character.

Boundaries: The PA generally follows the zoning from community-identified points at the north and south.

Changes from 2008: In 2008, this area was named Central Village. Community representatives renamed this PA and the boundaries were slightly refined according to the boundaries above to more clearly identify its location and purpose.

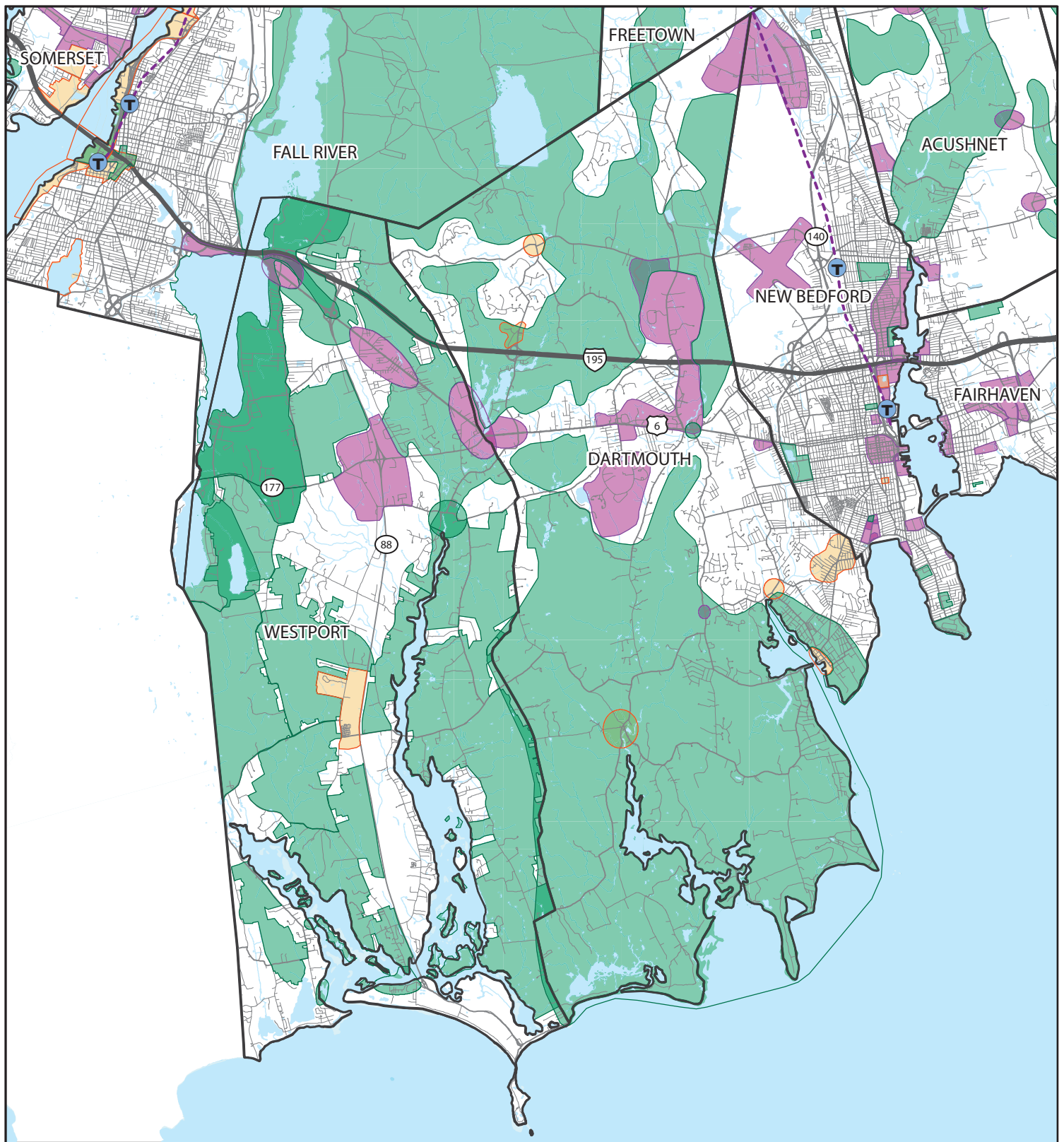
Future Action: Continue the ongoing public process to create development design guidelines.

DELETED PRIORITY AREAS

Surface Water Resources & Aquifer District: The Community removed this Priority Protection Area since the Aquifer Protection zoning district established.

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

* Westport: SRPEDD facilitated a Master Plan forum and took the opportunity to introduce the forum participants to the 5-year update work prior to beginning the master plan work.



South Coast Rail Priority Area 5-Year Update

Subregion 5: Westport and Dartmouth

Map 1: Community Priority Area Designations, 2008-09

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

1 mile

1

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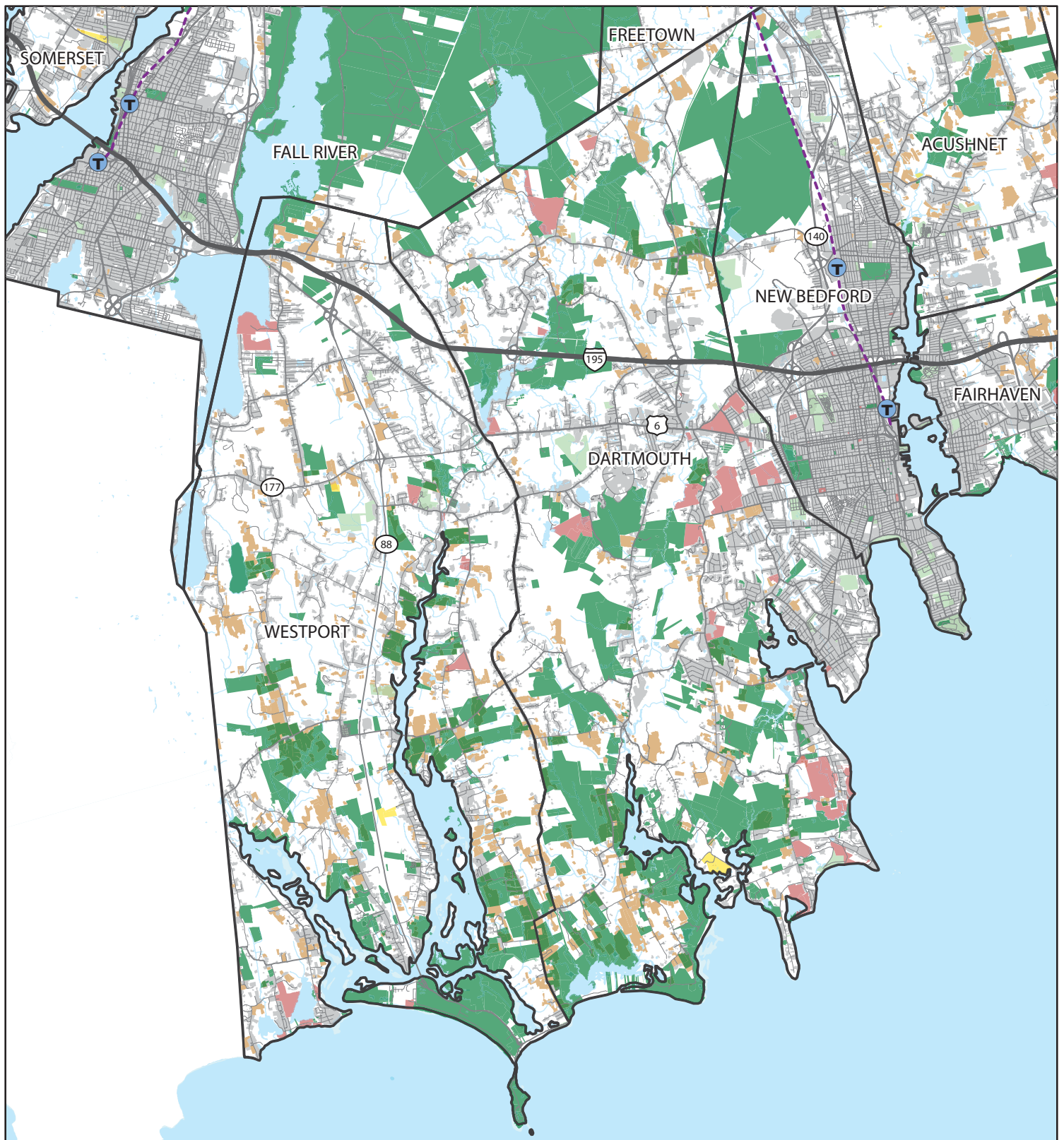
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Executive Office
Of Housing and
Economic Development





South Coast Rail Priority Area 5-Year Update

Subregion 5: Westport and Dartmouth

Map 2: Open Space and Developed Land

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

1 mile

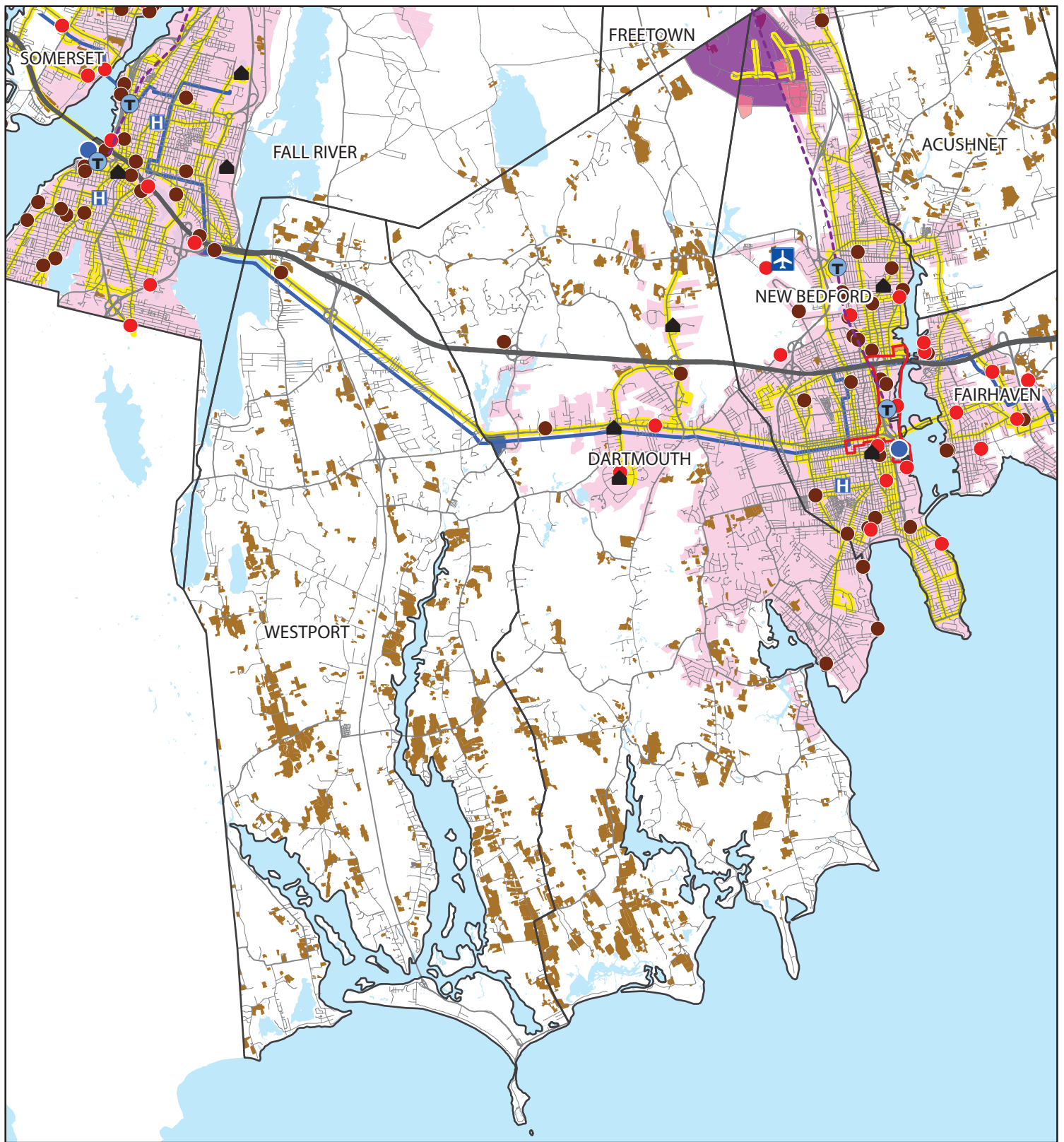
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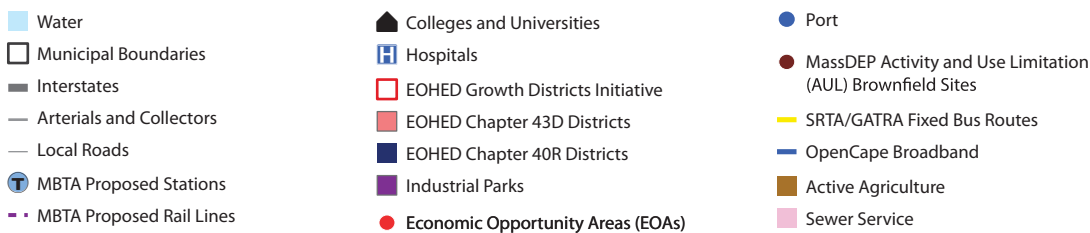




South Coast Rail Priority Area 5-Year Update

Subregion 5: Westport and Dartmouth

Map 3: Economic Development and Infrastructure



1 mile

1

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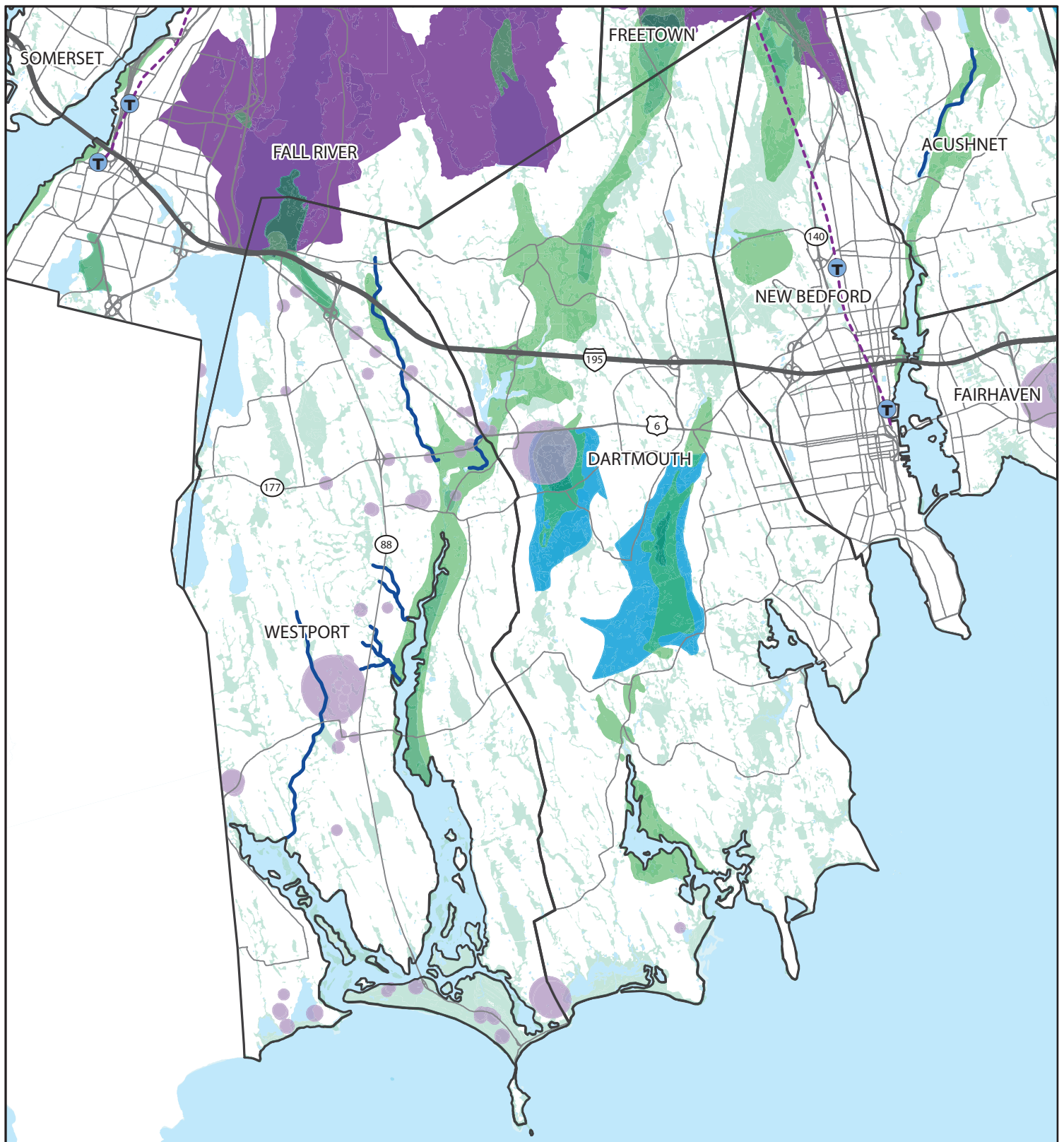
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Of Housing and
Economic Development

OCPC

MAPC

SPEED



South Coast Rail Priority Area 5-Year Update

Subregion 5: Westport and Dartmouth

Map 4: Water Resources

1 mile

1

- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- T MBTA Proposed Stations
- - - MBTA Proposed Rail Lines
- DEP Approved Zone II Aquifers
- High-Yield Aquifers
- Medium-Yield Aquifers
- Interim Wellhead Protection Areas (IWPAs)
- DEP Outstanding Resource Waters - Public Watersupply Watershed
- DEP Wetland Bodies

— DF&G Coldwater Streams/Fisheries

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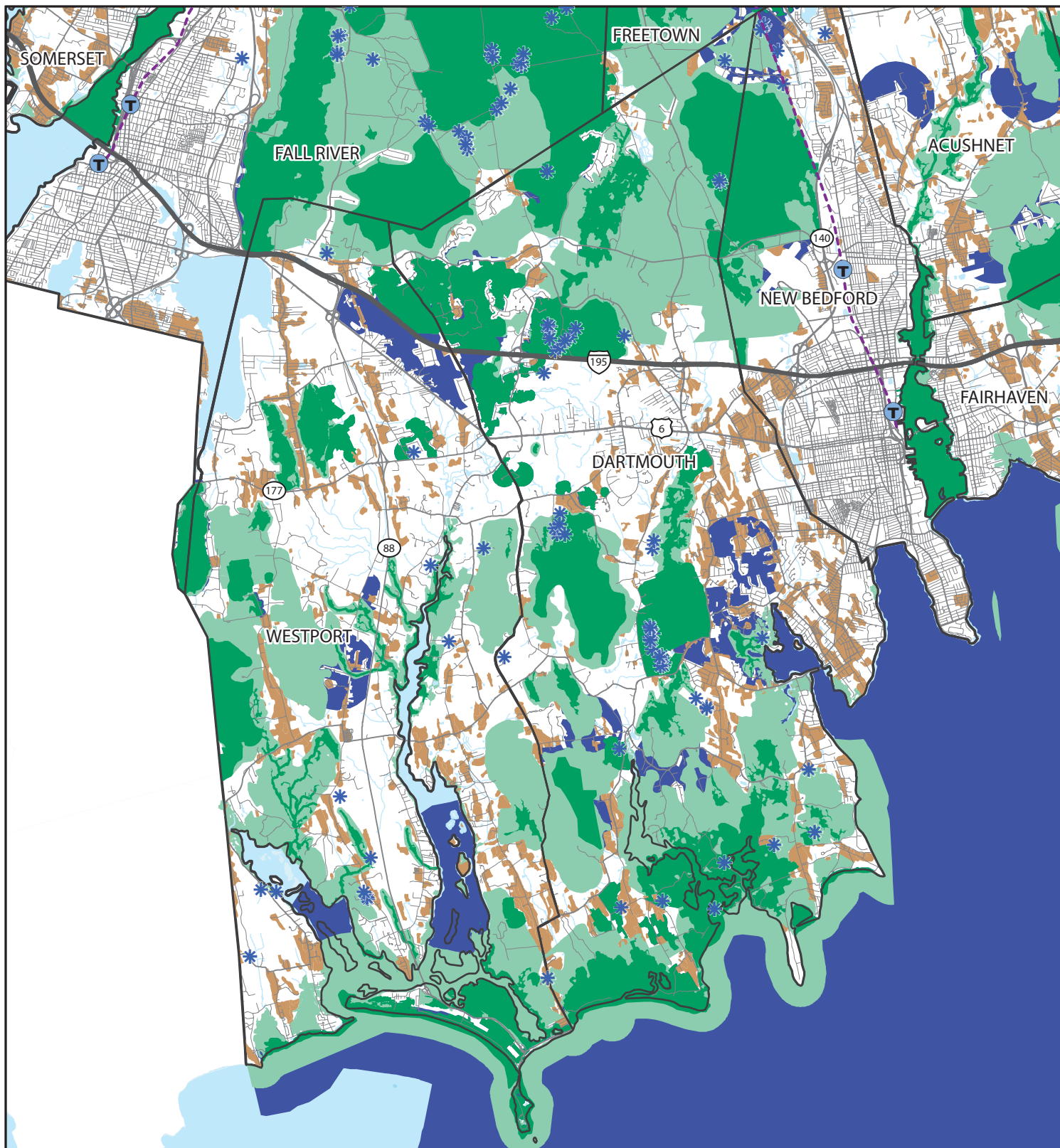
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Of Housing and
Economic Development

OCPC

MAPC

SAPEDD



South Coast Rail Priority Area 5-Year Update

Subregion 5: Westport and Dartmouth

Map 5: Natural Resources and Biodiversity

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

1 mile

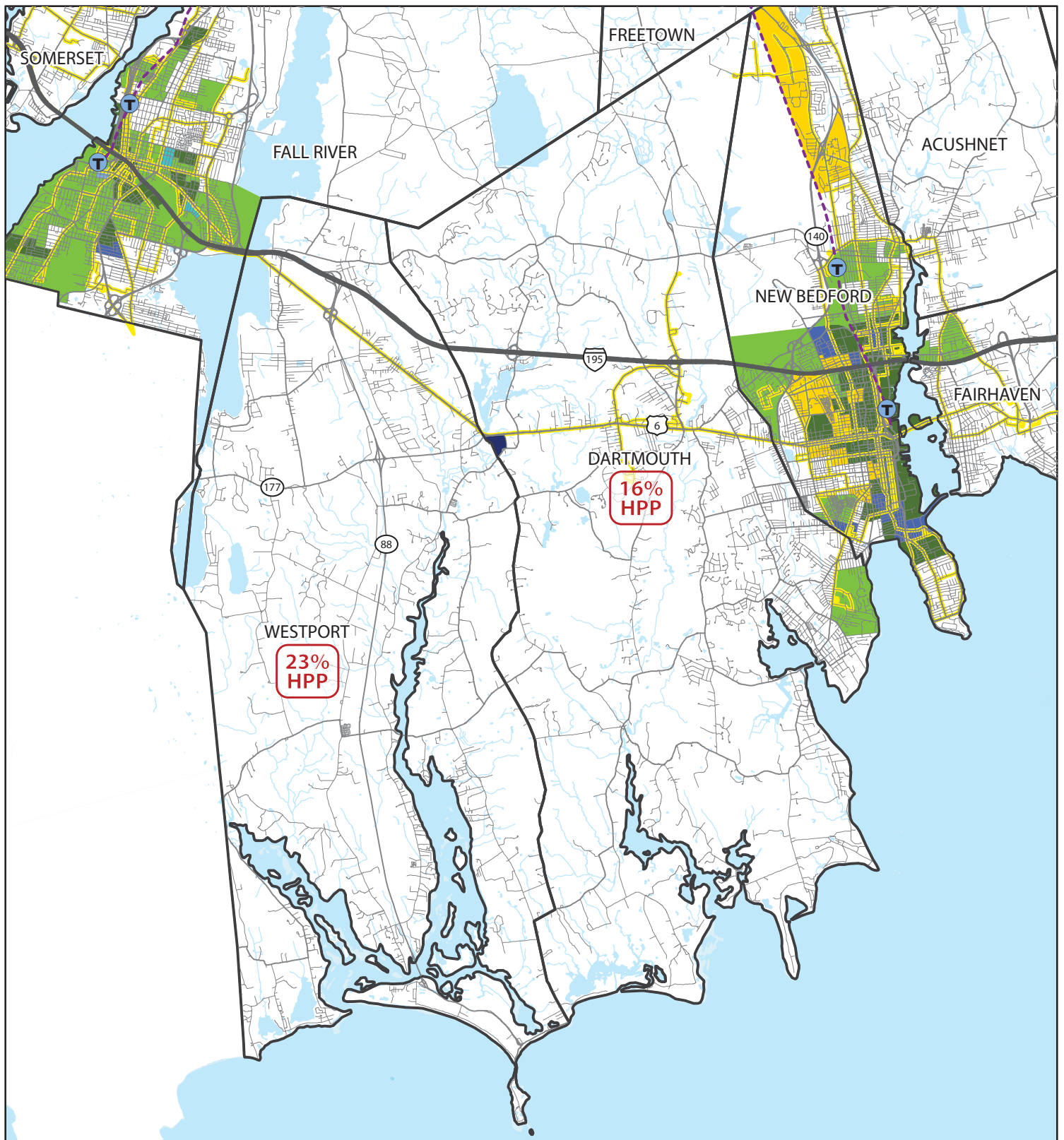
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South Coast Rail Priority Area 5-Year Update

Subregion 5: Westport and Dartmouth

Map 6: Housing and Environmental Justice (EJ)

- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- T MBTA Proposed Stations
- MBTA Proposed Rail Lines
- EOEEA 2010 EJ Block Group (Minority)
- EOEEA 2010 EJ Block Group (Income)
- EOEEA 2010 EJ Block Group (Minority and Income)
- EOEEA 2010 EJ Block Group (Income and English Isolation)
- EOEEA 2010 EJ Block Group (Minority, Income, and English Isolation)
- EOHEd Chapter 40R Districts
- SRTA/GATRA Fixed Bus Routes

HPP Current Housing Production Plan

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

1 mile

1

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