

# South Coast Rail Community Priority Area 5-Year Update Project

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Town of Easton

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August, 2013

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**Prepared by:**

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## Title VI Notification

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### **Town of Easton**

Gary Anderson, Director, Planning and Community Development  
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Easton Planning and Zoning Board  
Easton Community Preservation Act Committee  
Easton Master Plan Steering Committee  
Easton Board of Selectmen

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## 1.0 Executive Summary

In 2008, the 31 communities along the South Coast Rail corridor, in anticipation of rail service returning to their areas, met to map out where growth should occur and which areas should be preserved and protected. Easton being one of those 31 communities, assembled to determine which locations, within the town, should be deemed priority development areas based on elements of access, currently developed land, and the availability of municipal services in those locations. Along with selecting lands for development, Easton also chose areas that should be preserved and protected based on their natural character and/or wildlife habitat. In total, ten (10) locations were selected as Priority Development Areas (PDAs) and forty-eight (48) locations were selected as Priority Protection Areas (PPAs) through the public participation process.

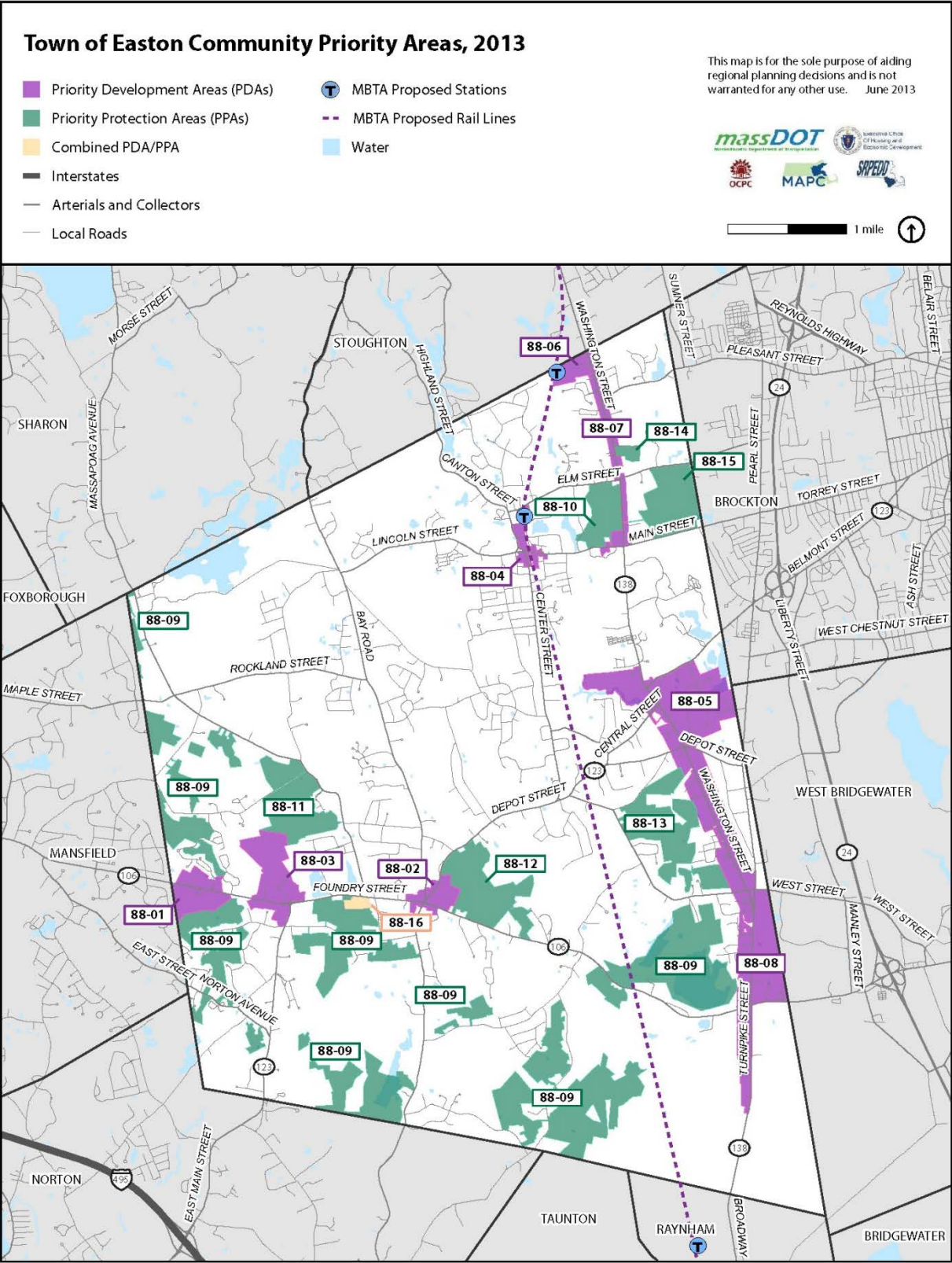
Five years after the initial community meeting, the Commonwealth asked the 31 communities to reconvene and determine if the areas they had selected for development and protection in 2008 still made sense in 2013. Through a publicly held meeting orchestrated by Old Colony Planning Council and the planning staff of the Town of Easton, a holistic review of each development and protection area was conducted. During this community meeting, residents of the town reviewed the old development and protection area boundaries developed in 2008 and compared them to those being proposed in 2013. Through the public participation process, the town determined which areas should stay, which should be modified, those that should be eliminated, and which new areas should be added to the list created in 2008. These selected areas were further refined to match parcel/property lines or naturally contiguous areas.

As a result of this public review, the Town of Easton and its residents came up with a list of areas that should have development directed to them and lands that should be protected and preserved. In total, the original list of fifty-eight (58) Priority Areas was reduced to sixteen (16) Priority Areas. Specifically, eight (8) locations were selected as Priority Development Areas (PDAs), seven (7) locations were selected as Priority Protection Areas (PPAs), and one (1) location was selected as a Combined Development and Protection Area. Table 1 shows the list of 2013 Easton Community Priority Areas (PDAs, PPAs, and Combined) and Figure 1 displays the locations of each Priority Area.

**Table 1: 2013 Easton Community Priority Area List**

| <b>ID Number</b> | <b>Name</b>                | <b>Type</b> | <b>Acres</b> |
|------------------|----------------------------|-------------|--------------|
| 88-01            | Eastman Street             | Development | 81.71        |
| 88-02            | Five Corners               | Development | 49.76        |
| 88-03            | Highland Plaza Area        | Development | 134.23       |
| 88-04            | North Easton Village       | Development | 33.63        |
| 88-05            | Queset Area                | Development | 291.90       |
| 88-06            | Roche Bros Plaza           | Development | 32.91        |
| 88-07            | Route 138 North            | Development | 83.62        |
| 88-08            | Route 138 South            | Development | 451.74       |
| 88-09            | Open Space Expansion Areas | Protection  | 1,462.88     |
| 88-10            | Ames Realty Trust          | Protection  | 88.52        |
| 88-11            | Clover Valley Farm         | Protection  | 177.10       |
| 88-12            | Gill Property              | Protection  | 188.54       |
| 88-13            | Howard Farm                | Protection  | 183.75       |
| 88-14            | Lomer Property             | Protection  | 14.47        |
| 88-15            | Marshall Farm              | Protection  | 144.97       |
| 88-16            | Foundry Site               | Protection  | 12.39        |

Figure 1: 2013 Easton Community Priority Area Map



## 2.0 Introduction

This report presents the updated Priority Development Areas (PDAs) and Priority Protection Areas (PPAs) in the Town of Easton. 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 selections 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 land parcels 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 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) Programs.

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 has asked certain state agencies to consider priority areas when making funding commitments.

#### *Regional and State Priority Areas*

Once the Community Priority Areas are complete, OCPC, MAPC, and SRPEDD will examine each through a regional screening process to revise the Regional Priority Development and Priority Protection Area map. Regional public workshops will then be held to solicit public input. The Community and Regional Priority Area maps and reports describing Community and Regional Priority Area revisions will be forwarded to the state for use in the revision of the State Priority Areas.

#### *Executive Order 525 (E.O. 525)*

In fall 2010, Governor Patrick issued Executive Order 525 (E.O. 525) providing for the implementation of the South Coast Rail Economic Development and Land Use Corridor Plan and Corridor Map 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's goals.

### **3.0 Priority Area Review Process**

Regional Planning Agency (RPA) staff worked with their member communities to review their Priority Areas identified in 2008 during the Spring of 2013. 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: orthophotography, parcel lines, zoning districts, state program areas (such as Growth District Initiative and Chapter 40R districts), 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/working sessions:

#1: Introductory Meeting: RPA staff member(s) visited with Boards of Selectmen, City/Town Councils, 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 in 2013.



#2: Preliminary Meeting/Working Session: RPA staff member(s) facilitated a 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 designation 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 communities without town staff, the RPA did this preliminary review at a public meeting in the community; then, using the criteria outlined by meeting participants, 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. RPA 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 specifically for this purpose.

## **4.0 Town of Easton Results**

On March 11, 2013 Old Colony Planning Council staff along with the Easton Planning and Community Development Director (Gary Anderson) presented and explained the South Coast Rail Priority Area 5 Year Update project to the Easton Board of Selectmen. Important items discussed at the Introductory Meeting included the reason for updating the 2008 designations; the differences between local, regional and state priority areas; and, the project timeline. On May 6, 2013 OCPC staff held a working session with Gary Anderson and Stephanie Danielson (Land Use Planner) to review the 2008 Priority Areas and to refine a draft list of 2013 Priority Areas.

The Town of Easton held a public meeting to seek input from town residents on the revisions recommended by the municipal representatives on May 7<sup>th</sup> 2013 at the Queset on The Pond facility. The consensus of the meeting attendees was that, with the noted revisions, the 2013 Priority Area map as revised, depicts the boundaries of areas deemed to be priorities for development and for protection for the Town of Easton. The result of this work is shown on Figure 1: 2013 Easton Community Priority Area Map.

## 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 GIS data and updated local input. In some cases, communities added new PAs or removed previous designations because (1) municipal priorities have 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 along with their related 2008 designations, describes their boundaries, and details their stated purposes in both 2008 (where applicable) and 2013.

## Priority Development Areas (PDAs)

### **Eastman Street [88-01]**

The Eastman Street PDA includes several parcels of industrial zoned land on Eastman Street (Route 106) stretching approximately ½ mile east from the Easton/Mansfield town line.

*Purpose:* Further development of available land

*Boundaries:* Generally defined by the industrial zone along Eastman Street (Route 106).

*Changes from 2008:* Area was altered to more clearly follow zoning and parcel lines.

### **Five Corners [88-02]**

The Five Corners PDA includes several parcels of business zoned land at the intersection of Foundry Street (Route 106/123) and Depot Street (Route 123). Current uses include a supermarket, pharmacies, coffee/donut shop, gas stations, and banking institutions.

*Purpose:* Further development and redevelopment of available land.

*Boundaries:* Correspond to commercial parcels located in the business zoning district.

*Changes from 2008:* Area was altered to more clearly follow parcels found in business zoning district and to only include commercial development.

**Highland Plaza Area [88-03]**

The Highland Plaza PDA includes the numerous parcels of industrial and business zoned land located at the intersection of Eastman Street (Route 106) and Foundry Street (Route 123). Current uses include a big box retail store, a supermarket, banking institutions, and other commercial uses.

*Purpose:* Further development of available land.

*Boundaries:* Correspond to commercial parcels located in the industrial and business zoning districts.

*Changes from 2008:* Area was altered to more clearly follow parcels found in the industrial and business zoning districts.

**North Easton Village [88-04]**

The North Easton Village PDA includes numerous parcels of industrial, business, residential, and municipal space land in the North Easton. The small village center is a mix of commercial and residential uses and is home to many historic and architecturally significant properties. A future commuter rail station is proposed for the village at the site of the Historic Ames Shovel Shop property, which is currently being redeveloped for residential use.

*Purpose:* Further redevelopment of available parcels.

*Boundaries:* Correspond to developed parcels within industrial and business zones.

*Changes from 2008:* Area was altered to more clearly follow parcels found in the industrial and business zoning districts.

**Queset Area [88-05]**

The Queset Area PDA includes numerous parcels of industrial, business, and residential zoned land located at the intersection of Depot Street (Route 123) & Washington Street (Route 138). Current land uses in the area include an industrial park, numerous commercial properties, and a proposed mixed use master plan development. The Queset Commons 40R District is located within this PDA.

*Purpose:* Further development and redevelopment of available land.

*Boundaries:* Correspond to developed parcels within industrial and business zones.

*Changes from 2008:* The 2008 Queset PDA and the Easton Industrial Park PDA were combined and then altered to more clearly follow parcels found in the industrial, business, and residential zoning districts.



**Roche Bros. Plaza [88-06]**

The Roche Bros. Plaza PDA includes numerous parcels of business zoned land off of Washington Street (Route 138) on the Easton/Stoughton town boundary. Current land uses include a supermarket, a pharmacy, two medical offices, and other smaller commercial entities. A future commuter rail station is proposed at this PDA.

*Purpose:* Further development of available land.

*Boundaries:* Correspond to developed and undeveloped parcels within business zoning district.

*Changes from 2008:* Area was altered to more clearly follow parcels found in the business zoning district.

**Route 138 North [88-07]**

The Route 138 North PDA includes the business zoned parcels located on Washington Street (Route 138) from the Stoughton/Easton town boundary southerly to Main Street. Current land uses in the PDA include a mix of residential and commercial properties.

*Purpose:* Further development and redevelopment of available land.

*Boundaries:* Correspond to developed and undeveloped parcels within the business zoning district.

*Changes from 2008:* Area was altered to more clearly follow parcels found in the business zoning district.

**Route 138 South [88-08]**

The Route 138 South PDA includes the business zoned parcels located on Washington Street (Route 138) from Depot Street (Route 123) southerly just past Foundry Street (Route 106). Current land uses in the PDA include a mix of residential and commercial properties.

*Purpose:* Further development and redevelopment of available land.

*Boundaries:* Correspond to developed and undeveloped parcels within the business zoning district.

*Changes from 2008:* Area was altered to more clearly follow parcels found in the business zoning district.

## Priority Protection Areas (PPAs)

### Open Space Expansion Areas [88-09]

The Open Space Expansion Areas PPA includes undeveloped land in environmentally sensitive areas which have been identified as important for protection. In numerous cases many of the identified parcels of land abut current municipal protected open space; therefore, protection of these undeveloped parcels would add to the total municipal open space in town.

*Purpose:* Protection of undeveloped parcels in environmentally sensitive areas to expand municipal open space.

*Boundaries:* Corresponds to undeveloped parcels located in the Hockomock and Canoe River Areas of Critical Environmental Concern (ACEC).

*Changes from 2008:* Numerous 2008 areas were merged into one 2013 PPA and boundaries were altered to more clearly follow parcel lines.

### Ames Realty Trust [88-10]

The Ames Realty Trust PPA is comprised of nearly 90 acres of land with frontage on Elm, Washington and Main Street; approximately half the land is managed forest and the other active agriculture. There is at least one historic foundation on site and it was the home field of the Langwater dairy herd.

*Purpose:* Protection of the scenic vistas, agricultural lands, and endangered species, connection to other existing open space (NRT, Stonehill (semi-protected) Langwater with conservation restriction, and the Gov. Ames Estate).

*Boundaries:* Corresponds to parcels identified by the Town of Easton.

*Changes from 2008:* 2008 Priority Area was altered to more clearly follow parcels lines and renamed from Conservation Area (South of Elm/West of Washington) to Ames Realty Trust.

### Clover Valley Farm [88-11]

The Clover Valley Farm PPA is located at the intersection of Chestnut Street and Poquanticut Avenue and is comprised of 140 acres of land currently used primarily for hay production and horse grazing and boarding.

*Purpose:* protection of scenic vista, agricultural land, watershed, and wildlife habitat and wildlife connectivity to surrounding protected land

*Boundaries:* Corresponds to parcels identified by the Town of Easton.

*Changes from 2008:* Area was altered to more clearly follow parcels lines.

**Gill Property [88-12]**

The Gill Property PPA is comprised of 152 acres extending from frontage along Depot Street (Route 123) southeast to Foundry Street (Route 106) and is primarily forested land.

*Purpose:* Protection of the watershed, wildlife habitat and corridors and recreational fields.

*Boundaries:* Corresponds to parcels identified by the Town of Easton.

*Changes from 2008:* 2008 Priority Area was altered to more clearly follow parcels lines and renamed from Gill Land to Gill Property.

**Howard Farm [88-13]**

The Howard Farm PPA is comprised of eight parcels totaling just under 187 acres and fronts Purchase, Church and Washington Streets and Sweet Meadow Drive. The site is home to a long-running beverage processing and bottling facility. Approximately half of the site is comprised of vegetated woodland and just under half of the land is planted or maintained fields.

*Purpose:* Protection from development, watershed protection, archeological significance, recreational use and school expansion.

*Boundaries:* Corresponds to parcels identified by the Town of Easton.

*Changes from 2008:* Area was altered to more clearly follow parcels lines.

**Lomer Property [88-14]**

The Lomer Property PPA is located on the southern corner of the intersection of Washington Street and Marshal Lane. It is currently developed with a single-family home and most recently was used for agricultural purposes.

*Purpose:* Agricultural use; connection to existing town-managed open space to the northeast

*Boundaries:* Corresponds to parcels identified by the Town of Easton.

*Changes from 2008:* 2008 Priority Area was altered to more clearly follow parcels lines and renamed from Conservation Area (South of Marshall Lane) to Lomer Property.

**Marshall Farm [88-15]**

The Marshall Farm PPA provides a sweeping scenic view and extends from frontage on Elm Street to Main Street. Historically also part of Langwater Guernsey operation, the majority of the property is still in agricultural use, with the remainder comprised of forested wetlands.

*Purpose:* Protection of scenic vista, agricultural land, watershed protection and archeological significance

*Boundaries:* Corresponds to parcels identified by the Town of Easton.

*Changes from 2008:* 2008 Priority Area was altered to more clearly follow parcels lines and renamed from Conservation Area (South of Elm/East of Washington) to Marshall Farm.

**Foundry Site [88-16]**

The Foundry Site Combined Area includes an industrial zoned parcel located on Foundry Street (Route 106/123). This site was previously occupied by an iron foundry for approximately 175 years and was recently demolished. The now undeveloped parcel is considered a combined area due to its location within a residential and its proximity to current open space as well as other commercial development.

*Purpose:* Development of the parcel in a manner consistent with current town vision.

*Boundaries:* Corresponds to industrial zoned parcel.

*Changes from 2008:* 2008 Priority Area was altered to more clearly follow parcels lines, renamed from Belcher Foundry 43D Site to Foundry Site and changed from a PDA to a Combined site.

## 5.0 Appendix

South Coast Rail Priority Area 5 Year Update Project Subregion #9 Map Series

2008 Easton Community Priority Area Map

Easton South Coast Rail Priority Area 5 Year Update Public Workshop Meeting Announcement

South Coast Rail  
Priority Area  
5-Year Update

Subregion 9: Easton,  
Canton, Foxborough,  
Sharon, Stoughton

Map 1: Community Priority  
Area Designations, 2008-09

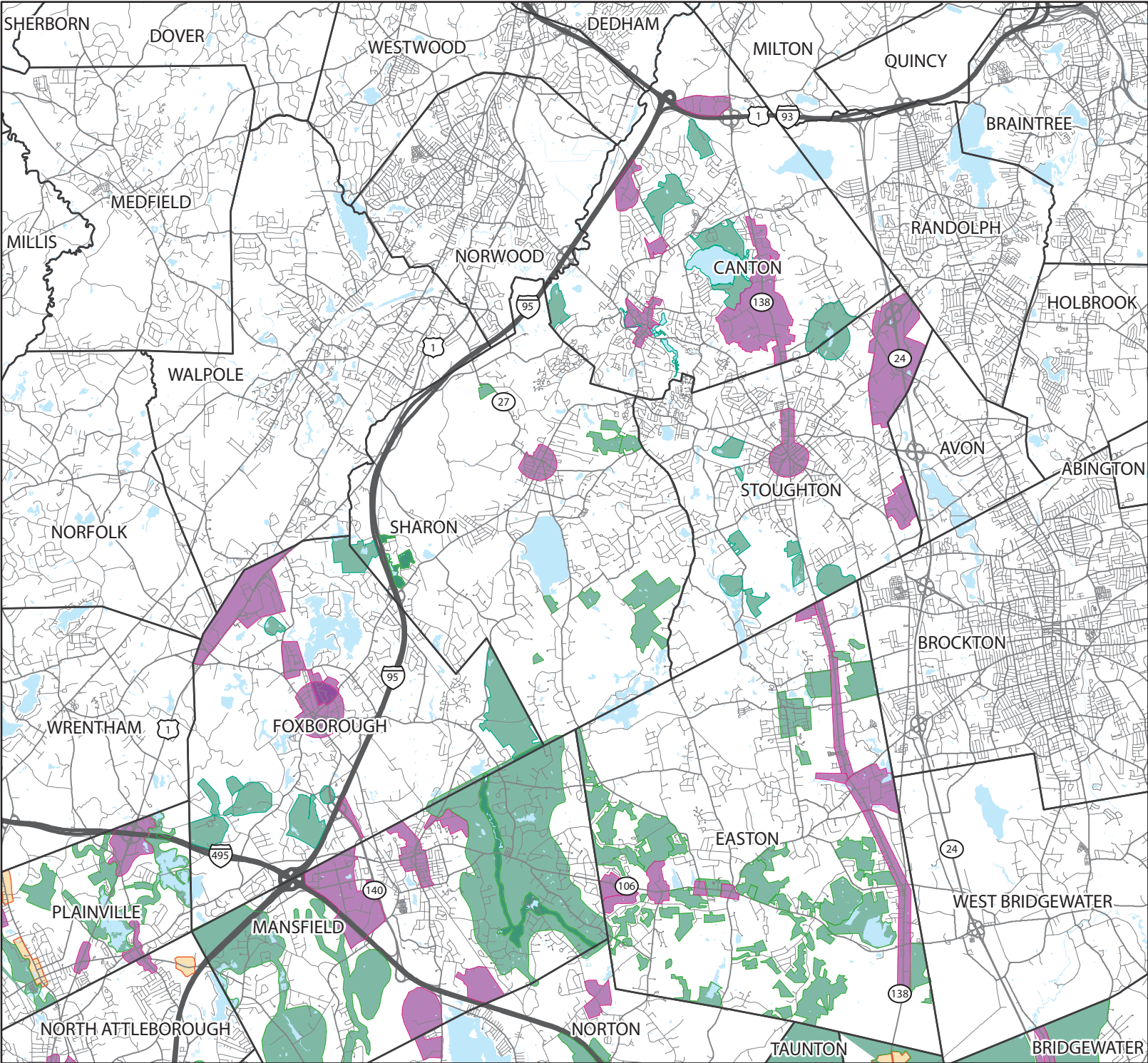
- Priority Development Areas (PDAs)
- Priority Protection Areas (PPAs)
- Combined PDA/PPA
- Overlapping Priority Areas
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Commuter Rail Stations
- MBTA Commuter Rail Lines
- MBTA Proposed Stations
- MBTA Proposed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

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

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1 mile





South Coast Rail  
Priority Area  
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Subregion 9: Easton,  
Canton, Foxborough,  
Sharon, Stoughton

Map 2: Open Space &  
Developed Land

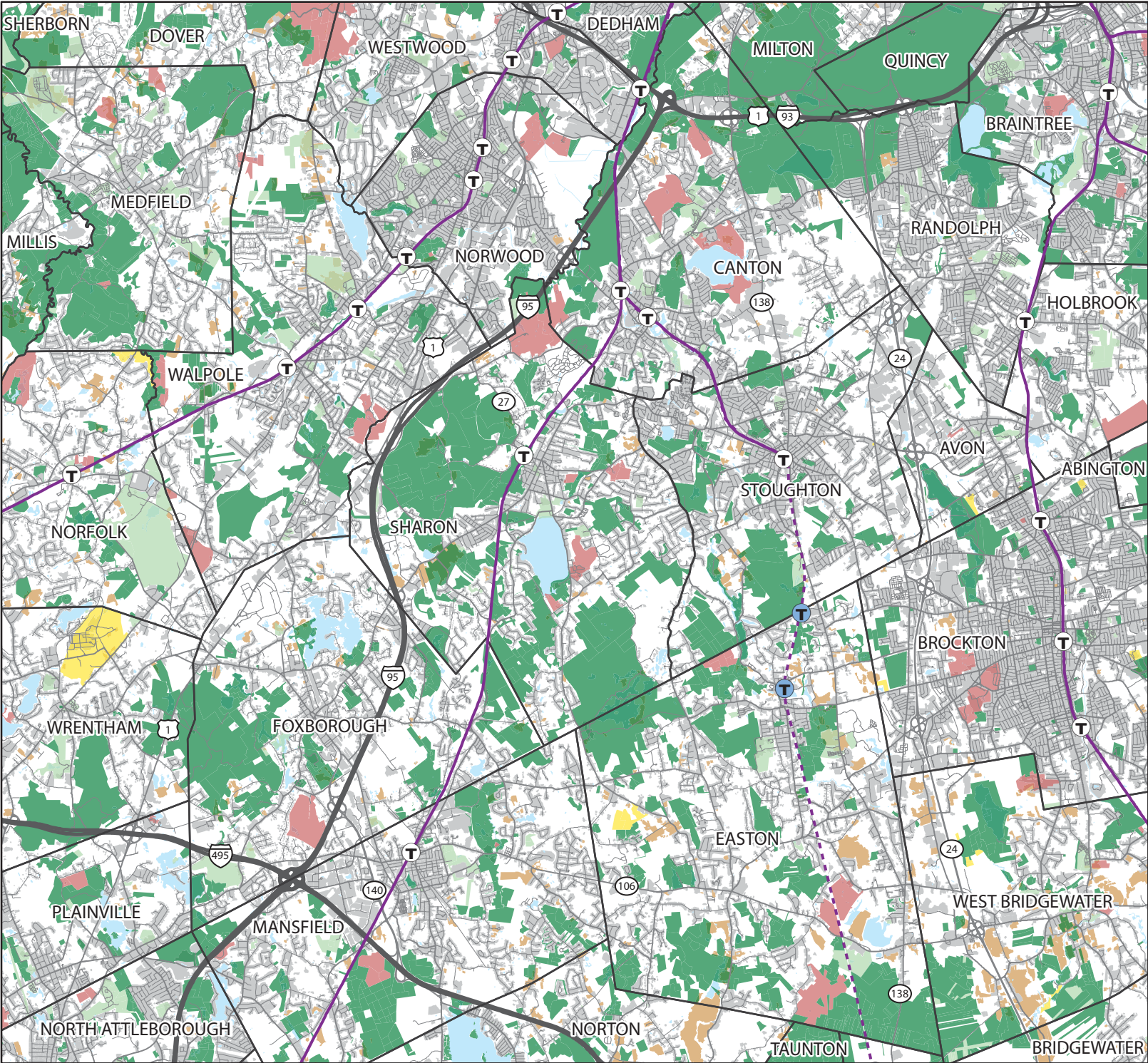
- Developed Land
- Open Space (Protected In Perpetuity)
- Open Space (Limited Protection)
- Open Space (Term-Limited or Unknown)
- Open Space (No Protection)
- Active Agriculture
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Commuter Rail Stations
- MBTA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

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South Coast Rail  
Priority Area  
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Subregion 9: Easton,  
Canton, Foxborough,  
Sharon, Stoughton

Map 3: Economic  
Development and  
Infrastructure

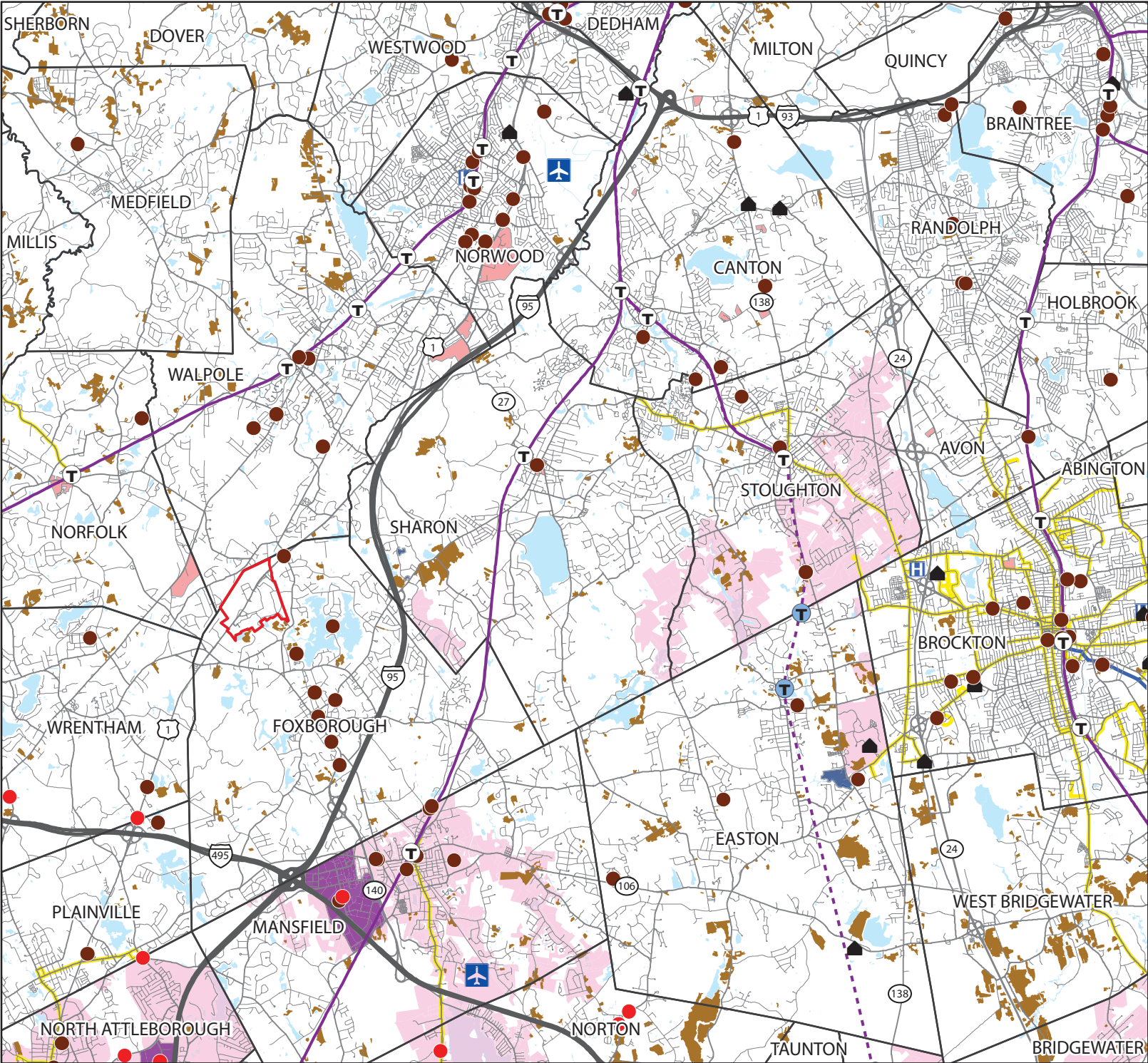
- Colleges and Universities
- Hospitals
- Airport
- EOHED Growth Districts Initiative
- EOHED Chapter 40R Districts
- EOHED Chapter 43D Districts
- Industrial Parks
- Economic Opportunity Areas (EOAs)
- MassDEP Activity and Use Limitation (AUL) Brownfield Sites
- SRTA/GATRA Fixed Bus Routes
- Active Agriculture
- Sewer Service
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Commuter Rail Stations
- MBTA Commuter Rail Lines
- MBTA Proposed Stations
- MBTA Proposed Rail Lines

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South Coast Rail  
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Subregion 9: Easton,  
Canton, Foxborough,  
Sharon, Stoughton

Map 4: Water Resources

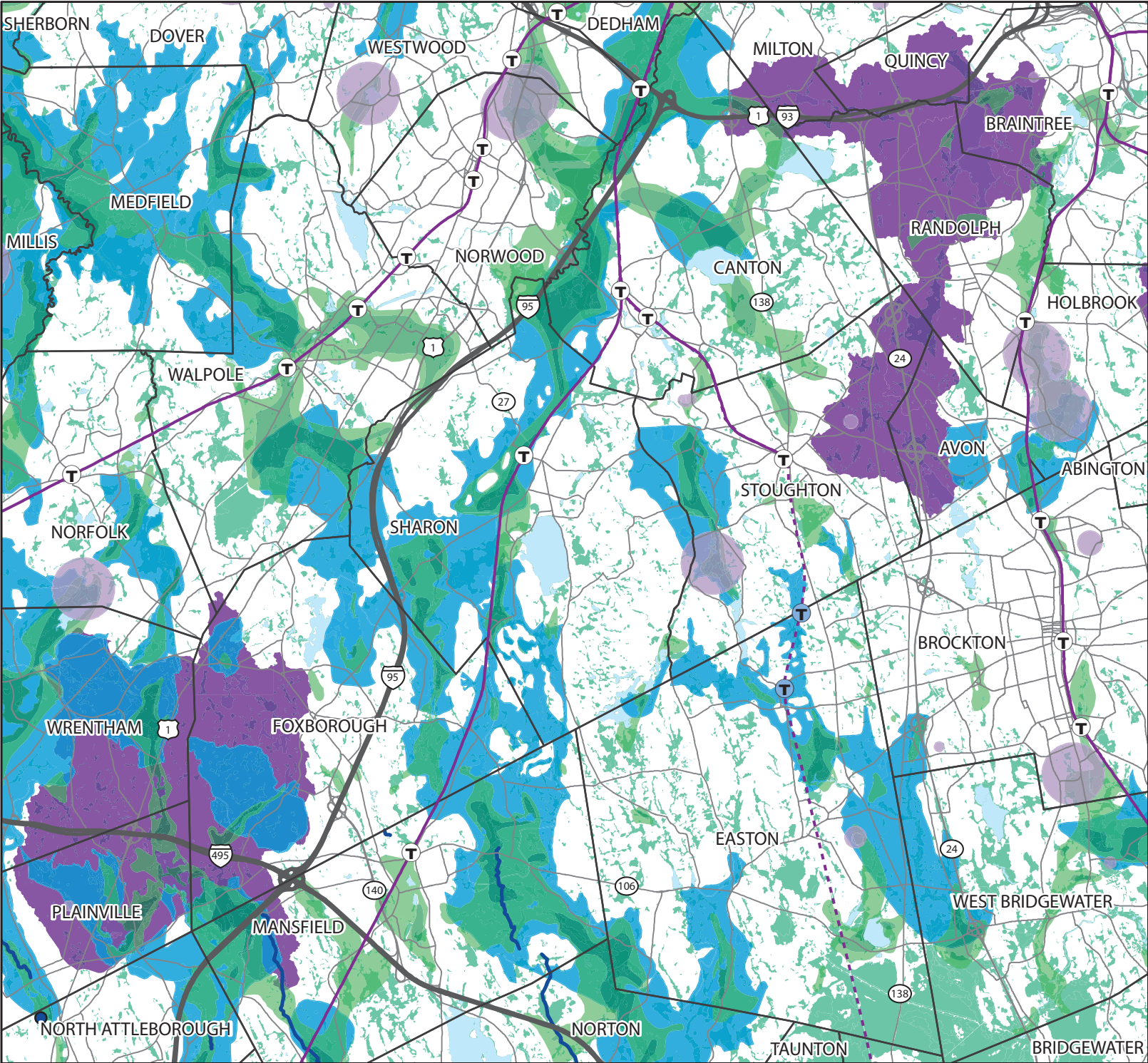
- DEP Approved Zone II Aquifers
- High-Yield Aquifers
- Medium-Yield Aquifers
- Interim Wellhead Protection Areas (IWPAs)
- DEP Outstanding Resource Waters - Public Water Supply Watershed
- DEP Wetland Bodies
- DF&G Coldwater Streams/Fisheries
- DF&G Coldwater Fishery Pond
- Water
- Municipal Boundaries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

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# South Coast Rail Priority Area 5-Year Update

## Subregion 9: Easton, Canton, Foxborough, Sharon, Stoughton

Map 5: Biodiversity &  
Natural Resources

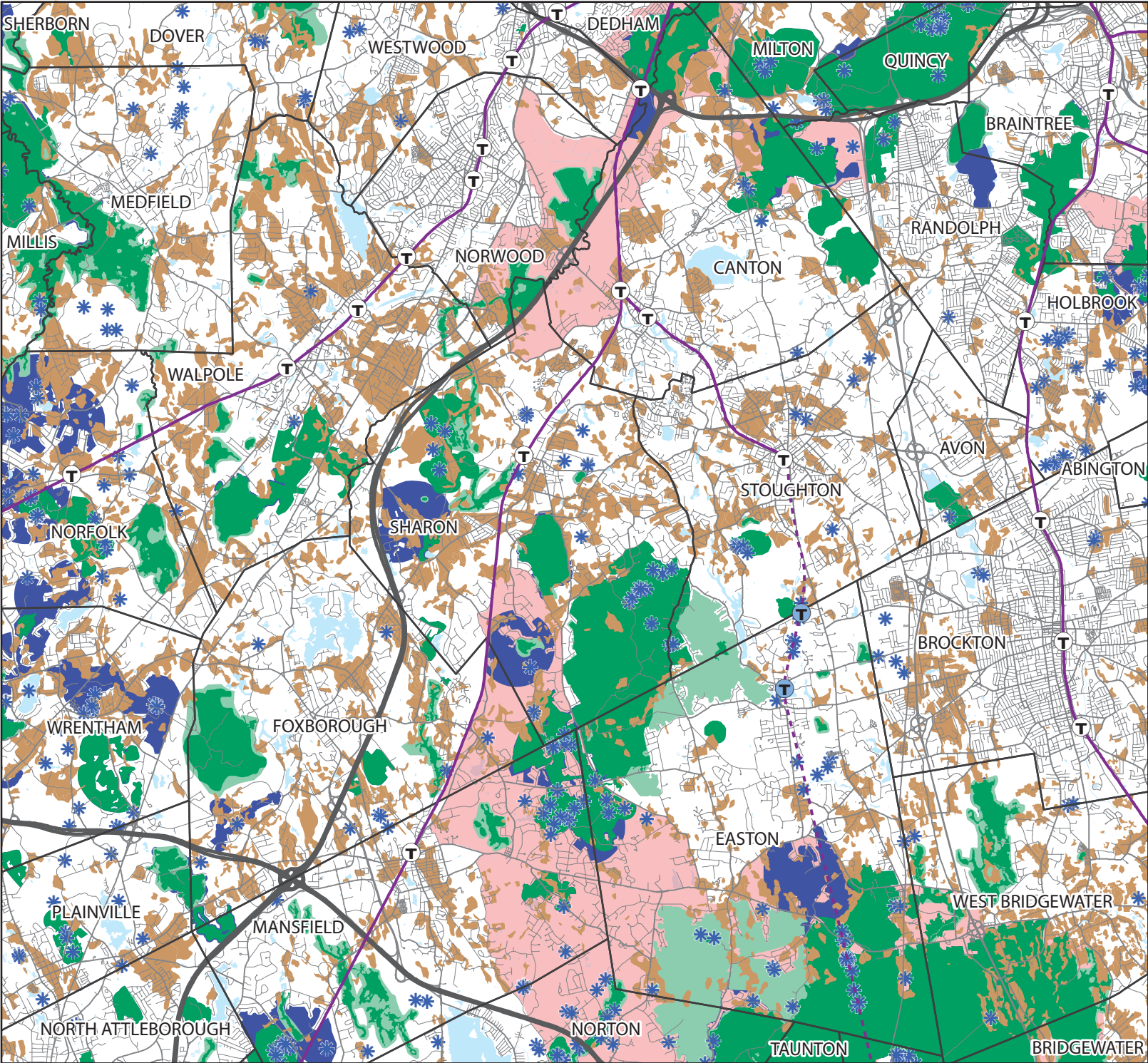
- NHESP Certified Vernal Pool
- All Areas Prime Farmland (NRCS SSURGO-Certified Soils)
- NHESP Priority Habitats
- BioMap2 Core Habitat
- BioMap2 Critical Natural Landscapes
- Area of Critical Environmental Concern (ACEC)
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local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

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South Coast Rail  
Priority Area  
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Subregion 9: Easton,  
Canton, Foxborough,  
Sharon, Stoughton

Map 6: Housing and  
Environmental Justice (EJ)

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

HPP Current Housing Production Plan

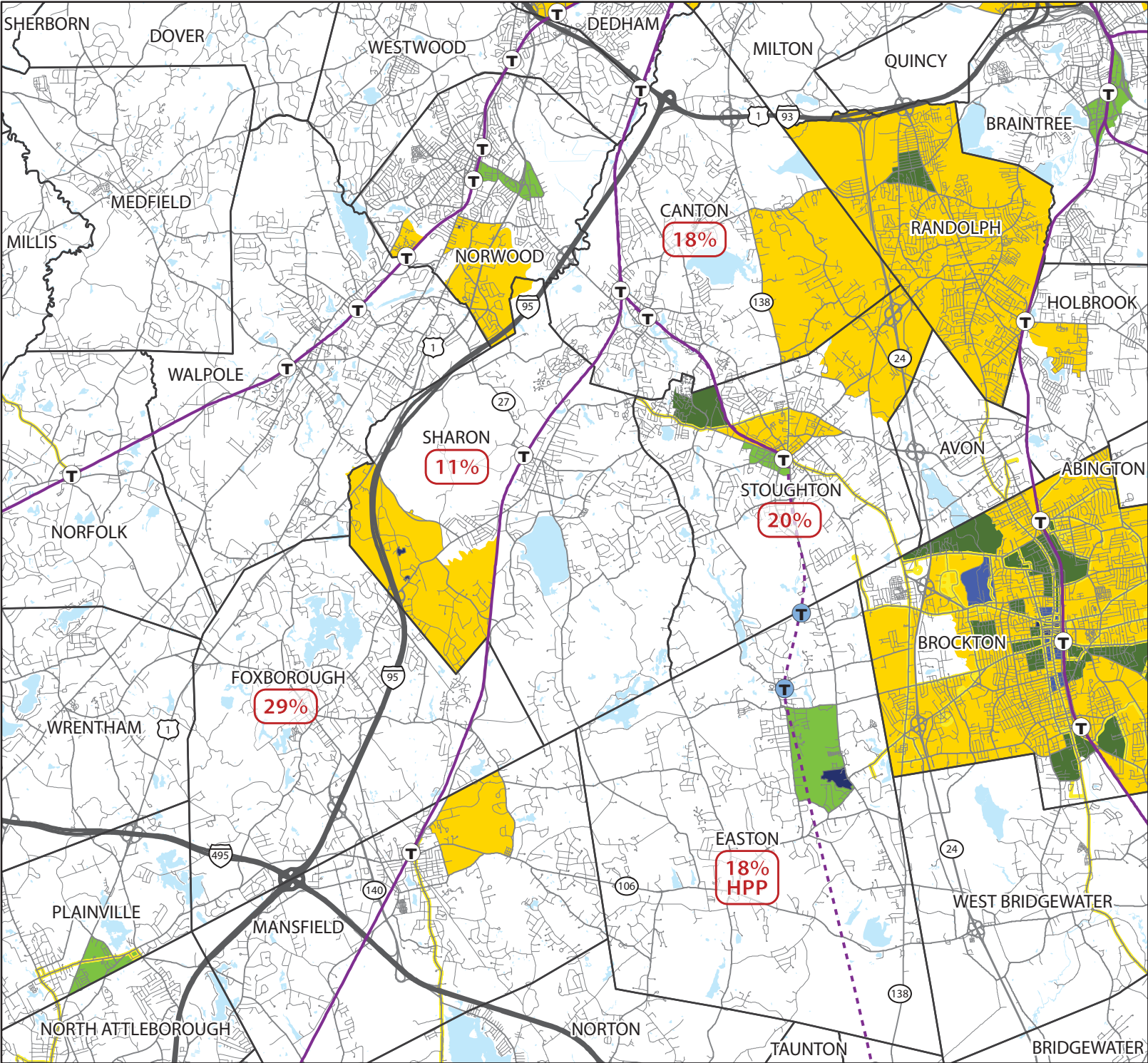
35% Percent of a community's total housing units that are affordable to households with incomes  $\leq$  80% the area median income (AMI). Note: 35% of all housing units in the South Coast Rail region are affordable to these households.

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

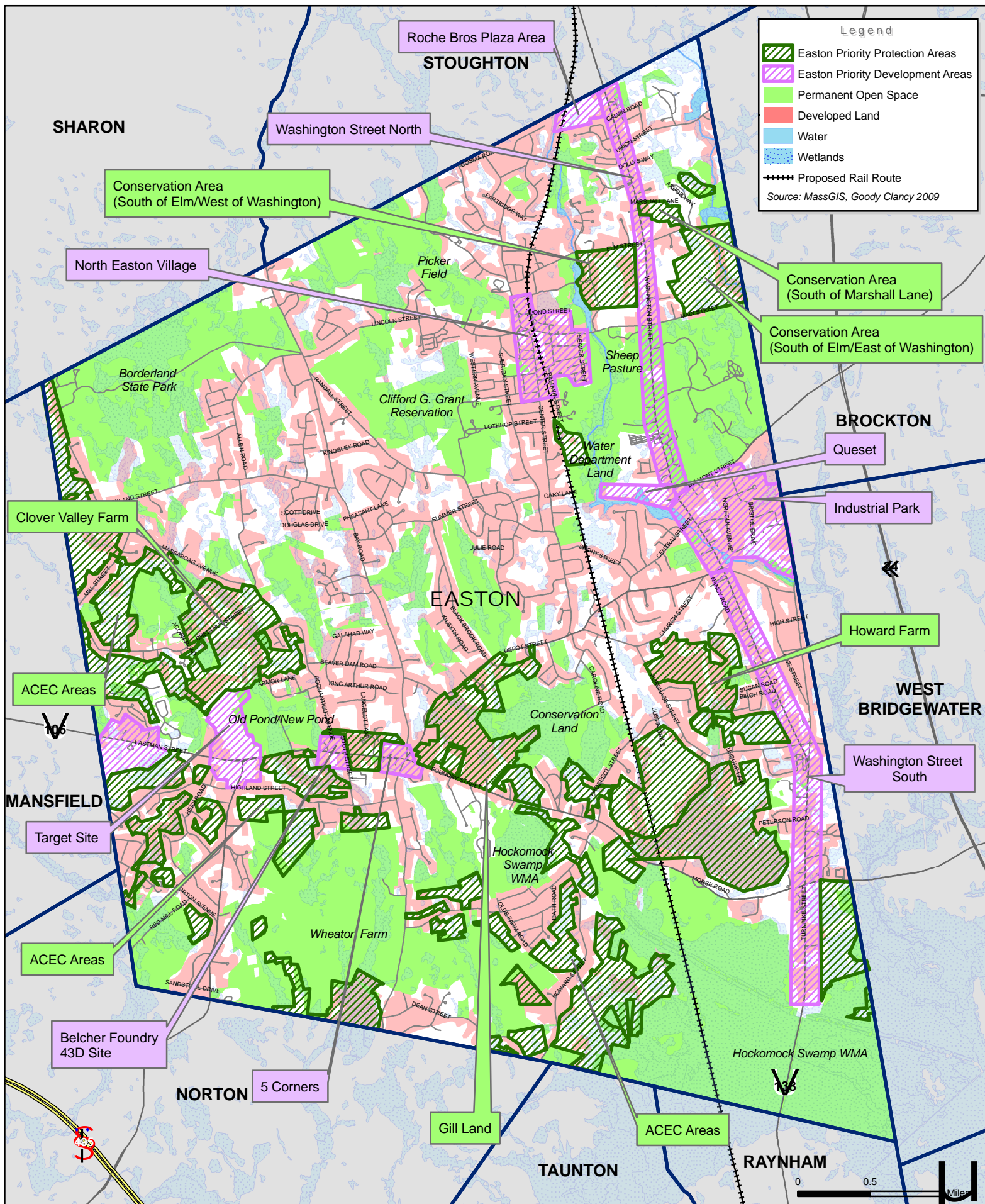
February 2013



1 mile

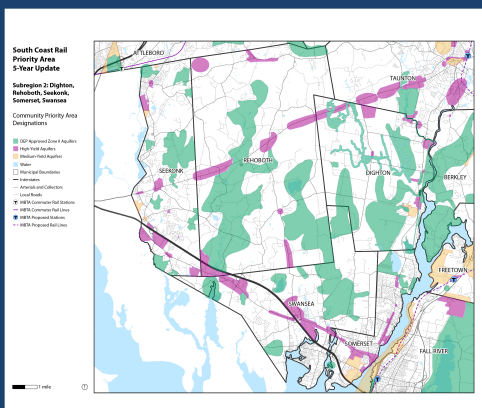








SOUTH COAST RAIL



## South Coast Rail Easton Community Priority Area 5-Year Update

### Public Workshop

May 7, 2013 at 6:30 PM

Queset on The Pond

Community Room

7 Roosevelt Circle (located behind the Stoneforge Grill)  
South Easton, MA 02375

### What are Priority Development Areas (PDAs)?

These 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.

### What are Priority Protection Areas (PPAs)?

These are areas that are important to protect due to the presence of significant natural and cultural resources including endangered species habitats, areas critical to water supply, scenic vistas, and farms.

### Who chose the PDA and PPA locations?

During 2008 and 2009, local residents, business owners, and officials worked alongside their Regional Planning Agencies (RPAs) to designate PDAs and PPAs.

### Why are we updating our designations?

New data becomes available and priorities change. The 5-Year Update is an opportunity to confirm choices made during the 2008-2009 process, to revise previous designations, and to make new choices that acknowledge new conditions.

### Project Website

<http://www.srpedd.org/scr-update.asp>