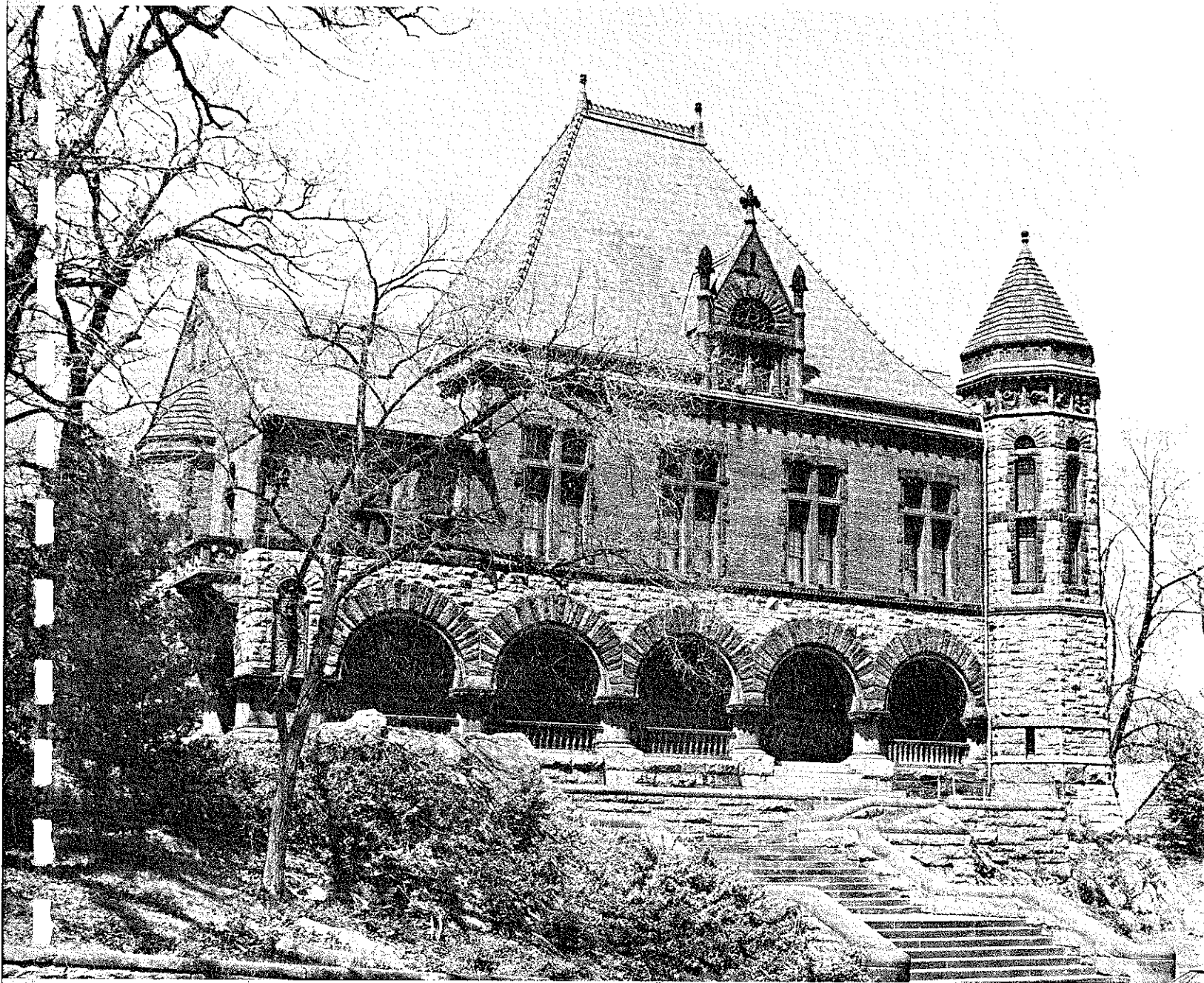


MASTER PLAN



Easton,

Massachusetts

metcalf & eddy, inc. - engineers & planners
april, 1971

MASTER PLAN
EASTON, MASSACHUSETTS

March, 1971

This report was prepared for the Easton Planning Board and the Massachusetts Department of Community Affairs and was financially aided through a Federal Grant from the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.



METCALF & EDDY, INC. | ENGINEERS & PLANNERS

BOSTON • NEW YORK • PALO ALTO

ABSTRACT

TITLE: Master Plan for Easton, Massachusetts, 1968-1971

AUTHOR: Metcalf & Eddy, Inc. (Leo L. Mayewski)

SUBJECT: Inventory and Analysis
Development Plan
Effectuation Program

DATE: March, 1971

LOCAL PLANNING AGENCIES:

Easton Planning Board and Citizens
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of Community Affairs

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ABSTRACT:

Identifies and analyzes problems of a steadily growing residential suburban community. Correlates soil characteristics, physical features, existing land use, population growth, utility service areas, public facility provisions, future land use plan, and land use control. Recommends a program of public facility provision consistent with financial capabilities of the community, and land use control that provides a comprehensive framework for development according to overall planning objectives, standards, and policies.

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March 30, 1971

Easton Planning Board
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Attention: Mr. Lawrence Hurley, Chairman

Gentlemen:

We are pleased to submit this Easton Master Plan Report pursuant to Articles of Agreement dated April 1, 1968 and September 1, 1969.

This plan represents a flexible guide for the future development of the town. It is not a legal document; and, as needs and conditions change, it should be kept up-to-date. At the same time, the plan must be purposefully administered, since it is not a self-effectuating instrument.

This Master Plan Report is the detailed and technical report for use primarily by town officials in the conduct of their responsibilities and other citizens interested in such information. It contains the wide range of survey materials, analyses, and standards upon which the Master Plan is based, as well as the plan itself.

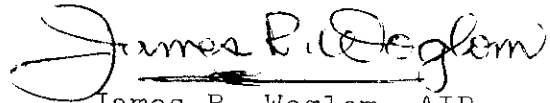
Easton Planning Board
March 30, 1971

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This report was prepared by Mr. Leo L. Mayewski,
Project Planner, assisted by other members of our planning
staff under his direction.

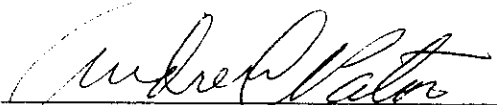
Very truly yours,

METCALF & EDDY, INC.



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TABLE OF CONTENTS

| | <u>Page</u> |
|--|-------------|
| LIST OF TABLES | iii |
| LIST OF FIGURES | vii |
| SUMMARY | ix |
| REPORT | |
| INTRODUCTION | 1 |
| PART I - BACKGROUND STUDIES | |
| Area of Influence | 3 |
| Existing Land Use | 25 |
| Physical Features | 32 |
| Housing | 39 |
| Population | 50 |
| Economy | 62 |
| PART II - 1980 DEVELOPMENT PLAN | |
| Alternative Future Land Use Schemes and Development Goals | 79 |
| Future Land Use Plan | 87 |
| Circulation | 91 |
| Schools | 100 |
| Recreation and Conservation | 117 |
| Public Buildings and Lands | 135 |
| Water | 145 |
| Sewerage | 153 |
| Refuse | 158 |
| Business District and Renewal Plan | 166 |
| PART III - EFFECTUATION PROGRAM | |
| Capital Improvements Program | 181 |
| Economic Development Program | 201 |
| Land Subdivision Regulations | 207 |
| Zoning | 250 |
| APPENDIXES | |
| APPENDIX A | A-1 |
| APPENDIX B | B-1 |

TABLE OF CONTENTS (Continued)

| | <u>Page</u> |
|------------|-------------|
| APPENDIX C | C-1 |
| APPENDIX D | D-1 |
| APPENDIX E | E-1 |
| APPENDIX F | F-1 |
| APPENDIX G | G-1 |
| APPENDIX H | H-1 |

LIST OF TABLES

| <u>Table</u> | <u>Page</u> |
|---|-------------|
| 1 Compared Population Change | 8 |
| 2 Compared Socio-Economic Characteristics, 1960 | 9 |
| 3 Compared Covered Employment | 11 |
| 4 Compared Land Development, 1963 | 12 |
| 5 Compared Characteristics of Vacant Land Suitability | 13 |
| 6 Compared PublicWater and Sewerage Facilities, 1965 | 14 |
| 7 Two-Way Traffic Volumes, 1963 | 16 |
| 8 Compared Land Development Controls | 17 |
| 9 Compared School Characteristics | 18 |
| 10 Compared Financial Characteristics | 19 |
| 11 Generalized Existing Land Use | 27 |
| 12 Existing Land Use by Planning District | 28 |
| 13 Land Suitability | 37 |
| 14 Existing and Projected Dwelling Units | 40 |
| 15 Age of Housing | 42 |
| 16 Types and Conditions of Year-Round Housing Units | 44 |
| 17 Past Population Growth | 50 |
| 18 Population Distribution and Density | 51 |
| 19 Past Population Composition | 52 |
| 20 Components of Population Change | 54 |
| 21 Natural Increase, Birth, and Death Rates | 54 |
| 22 Past Population Migration | 55 |
| 23 Estimated Future Population to 1980 | 58 |

LIST OF TABLES (Continued)

| <u>Table</u> | | <u>Page</u> |
|--------------|---|-------------|
| 24 | Future Population Composition | 59 |
| 25 | Range of Future Residential Land Use Needs, 1965 to 1980 | 60 |
| 26 | Composition of Resident Labor Force | 63 |
| 27 | Labor Force Distribution | 64 |
| 28 | Occupations of Civilian Labor Force Participants | 65 |
| 29 | Changes in Covered Employment | 66 |
| 30 | Changes in Wages | 67 |
| 31 | Changes in Number of Establishments | 69 |
| 32 | Changes in Number of Manufacturing Establishments and Their Employment | 70 |
| 33 | Changes in Number of Retail Establishments and Their Employment | 71 |
| 34 | Changes in Number of Service Establishments and Their Employment | 72 |
| 35 | Proposed Land Use Amounts (Acres) | 90 |
| 36 | Inventory of Public Schools | 101 |
| 37 | Public School Enrollment Trends | 102 |
| 38 | Evaluation of Public Schools | 105 |
| 39 | Public School Capacity and Utilization | 110 |
| 40 | Estimated Future Public School Space Needs | 111 |
| 41 | Recreation Facilities and Standards | 119 |
| 42 | Public Buildings and Lands | 136 |
| 43 | Well Supply Data | 145 |
| 44 | Storage Tank Data | 146 |
| 45 | Water Production | 147 |

LIST OF TABLES (Continued)

| <u>Table</u> | <u>Page</u> |
|--|-------------|
| 46 Recommended Hydrant Flow | 148 |
| 47 Storage Requirements | 149 |
| 48 Existing Land Use, Business District | 168 |
| 49 Tax Base and Tax Rates, 1960-1970 | 182 |
| 50 Local Tax Levy, 1960-1969 | 183 |
| 51 Trends in Easton's Revenues | 184 |
| 52 Trends in Easton's Expenditures | 185 |
| 53 Ten-Year Capital Outlay by Purpose, 1960-1969 | 187 |
| 54 Municipal Debt Easton Region, October 1, 1969 | 189 |
| 55 Possible Levels of Future Capital Outlay | 191 |
| 56 Capital Budget and Capital Improvements Program | 193 |
| 57 Fiscal Projections, 1971-1977 | 199 |
| 58 Deferred Capital Projects | 198 |
| 59 Street Cross Sectional Design Standards | 225 |
| 60 Recommended Geometric Design Standards | 226 |
| 61 Required Depths of Pavement Sections | 228 |
| 62 Use Regulations | 264 |
| 63 Dimensional and Density Regulations | 276 |
| 64 Off-Street Parking and Loading Regulations | 285 |
| A-1 Recommended Minimum Residential Lot Sizes | A-1 |
| B-1 Five-Level Scale for Rating Structural Condition | B-1 |
| D-1 Street Cross Sectional Design Standards | D-1 |
| D-2 Recommended Geometric Design Standards | D-2 |
| D-3 Off-Street Parking and Loading Regulations | D-3 |

LIST OF TABLES (Continued)

| <u>Table</u> | | <u>Page</u> |
|--------------|--|-------------|
| E-1 | Public School Facilities Planning Standards | E-1 |
| F-1 | Standards for Public Buildings and Lands | F-1 |
| G-1 | Fire Flow Tests - June 1965 | G-1 |
| G-2 | Recommended Water Planning Standards | G-2 |
| H-1 | Recommended Refuse Disposal Planning Standards | H-1 |

LIST OF FIGURES

| <u>Figure</u> | | <u>Follows page</u> |
|---------------|---|-------------------------|
| 1 | Existing Regional Study Areas | 4 |
| 2 | Existing Regional Service Areas | 6 |
| 3 | Existing Land Use | 26 |
| 4 | Major Land Tracts | 30 |
| 5 | Land Suitability | 36 |
| 6 | Residential Subdivisions | 40 |
| 7 | Housing | 42 |
| 8 | Population Density and Potential Growth Areas | 52 |
| 9 | Population Estimates | 58 |
| 10 | Potential Economic Sites | 76 |
| 11 | Alternative Future Land Use Schemes | 82 |
| 12 | Future Land Use Plan | 88 |
| 13 | Circulation Data | 92 |
| 14 | Circulation Plan | 98 |
| 15 | School Plan | 100 |
| 16 | Recreation and Conservation Plan | 118 |
| 17 | Town Buildings and Land Plan | 136 |
| 18 | Water Plan | 146 |
| 19 | Sewerage Plan | 156 |
| 20 | Potential Refuse Disposal Sites | 162 |
| 21 | Existing Land Use, Business District | 166 |
| 22 | Existing Circulation and Parking Facilities, Business District | 176 |

LIST OF FIGURES (Continued)

| <u>Figure</u> | | <u>Follows page</u> |
|---------------|---|-------------------------|
| 23 | Future Land Use and Circulation Plan Business District | 178 |
| 24 | Growth of Equalized Tax Rate and Valuation, 1960-1969 | 182 |
| 25 | Increase in Per Capita Levy, 1960-1969 | 184 |
| 26 | Expected Growth of Tax Rate (1970-1977) | 198 |
| 27 | Zoning | 260 |
| C-1 | Preliminary Future Land Use Plan | Appendix C |

SUMMARY

The Easton Master Plan of 1971 is composed of individual studies and proposals which have been organized into three sections: Part I - Background Studies; Part II - 1980 Development Plan; and Part III - Effectuation Program. A summary of the individual elements of these parts is presented below.

BACKGROUND STUDIES

Area of Influence

Two areas of influence are defined for Easton - a regional area of influence and a local area of influence.

The regional area of influence is the area of jurisdiction of the Metropolitan Area Planning Council. The long range development program for this area, particularly those concerned with highways and open space and the general economic development of the area will have definite implications on Easton's development.

The local area of influence is comprised of the municipalities within the area of jurisdiction of the Old Colony Planning Council and the Town of Stoughton.

Planning in Easton affects and is affected by the planning and development activities in the local area of influence. The principal conditions which are most likely to affect local planning are as follows:

1. Owing to new improved transportation access (I-495), the large amount of undeveloped land suitable for development, the saturation of municipalities of Brockton and Stoughton and Easton's relatively low tax rate, it appears that Easton will develop in the future at a high rate of growth.
2. The external pressures for residential development will result in a greater demand for public services, primarily new schools and sewers.
3. The relationship of Easton to Stonehill College can drastically change in the future and bring with it changes in development patterns, community needs, town policies, etc.
4. The attraction of nonresidential development, both industrial and commercial is critical to Easton. To compete with area communities for

the attraction of nonresidential development, the following will probably be required:

- a. Rezoning of land.
 - b. Possible purchase of land by the town in order to set up a small industrial park or parks.
 - c. Construction of public sewerage facilities for the proposed industrial complexes.
 - d. An appointment of a full-time industrial development director and creation of an Industrial Finance Corporation, now possible under state law.
5. Easton contains many wet and swampy areas and sand gravel deposits. These two natural resources are of regional as well as local significance.

Existing Land Use

Easton is a rapidly developing community with a pre-dominantly residential character. Developed land uses account for 18.0 percent (3393 acres) of the total area of the town (18,842 acres). Water bodies account for 343 acres. Residential (1577 acres) and public/quasi-public uses (682 acres), account for about two-thirds of the developed land uses.

The development pattern which has evolved focuses upon four urbanized villages separated by large tracts of sparsely developed rural land and an abbreviated strip commercial development along Route 138.

Of concern in future plans and programs for the town is the disposition of the major land tracts in excess of 50 acres, which total approximately 5,000 acres.

Physical Features

The significant natural resources in Easton are the water bodies, sand and gravel deposits and wetlands. These resources, particularly the wetlands, should have definite implications in the development patterns of the future. Although they are liabilities in the sense of structural development, they will function as an asset by the channelizing the direction of development.

Based on a detailed soils survey conducted by the U. S. Soils Conservation Service, Easton's soils were grouped into

five soil associations and three land suitability classifications. The land suitability classifications for development are slight to moderate limitations, generally severe limitations, and unsuitable. The percentages of lands regarded as suitable for residential, commercial and industrial development, and for on lot sewerage disposal are extremely low - less than 20 percent of the land area. Although the amount of land classified as suitable is low, its location does afford development flexibility, assuming proper development controls are enforced.

Housing

In August of 1970, a field survey of housing conditions was made. Of 3,267 dwelling units, only three percent were classified as substandard. Single family residences totaled 2,907 units.

The major evident housing problem is that the town lacks diversity in its housing supply, in terms of cost and type. Particularly severe is the absence of low and moderate income housing units. Rental units and multi-family units are also scarce, while realtors and banks have indicated a moderate to strong demand.

The following housing objectives for the next three to five years are recommended for Easton:

1. Easton should attempt to provide a wider variety of housing units to alleviate present housing demands and possible future problems.
2. Easton should encourage the development and control of multifamily dwelling units and rental units to contribute to the growth of the community.
3. Easton should initiate programs during the next three to five years to supply the needed amounts of low- and moderate-income housing to meet local and possibly some of the regional demands.
4. Easton should educate the public concerning housing problems and direct attention to their solution.
5. Easton should consider the development of a public sewerage system.
6. Easton should assure that the proper organization exists to assess and reassess the town's needs, as community goals, trends, and necessities change periodically.

Based on existing housing conditions, the past development of dwelling units in Easton and the recommended housing objectives,

we recommend the following:

1. Easton should determine and provide the necessary low- and moderate-income housing units for persons both within and without the community. The construction of 300 units of multifamily housing will provide some diversity in the housing supply. The need for more multifamily units and rental units of varying cost must be investigated. The development of a program for lower-cost housing should begin immediately.
2. The construction of additional units of elderly housing should be explored. Sites close to the town center should be examined as the most desirable location for elderly housing.
3. The Housing Authority should be organized so as to adequately evaluate housing needs on a regular basis and make recommendations to meet all housing requirements and demands, not only for the elderly.

Population

Since 1950, Easton's population has been steadily increasing at an accelerated rate from 6,244 to 12,400 persons in 1970. This increase is due principally to an in-migration which hit a high of 1,200 persons in the 1955-1960 period. Although the in-migration has been high, births have been slightly higher than the national average while deaths have been substantially higher, making for an overall low natural increase. Although there has been a net in-migration, Easton has experienced a small out-migration of retired persons.

Of the 10 planning districts in the town, those located in North Easton exhibited the highest concentration of residential growth. The 1968 planning district population densities vary from a low of 0.1 to a high of 15.4 persons per acre.

Based on a decelerated rate of in-migration, the most probable estimates of Easton's population for 1975 and 1980 are 15,400 and 18,900 persons, respectively.

The future population composition of Easton is a critical factor in its social-economic climate. Easton can expect in the forecasted period, lower percentages of population in the pre-school, school age, and mature labor force groups and a higher percentage in the young labor force group. This composition should afford Easton above-average population characteristics.

Economy

Since 1955, Easton has experienced limited growth in its

job opportunities. During the ten year period of 1955 to 1965, a total of 229 new covered jobs - a 25 percent gain - were available in the town. During the same period, Easton's population grew by 3,310 persons, or 45.2 percent. In fact, in 1955, Easton's covered work force amounted to 12.5 percent of the population. By 1965, this percentage dropped to 10.7 percent. These figures indicate that residential growth is outpacing economic development, which suggests that the balance of property uses contributing to the tax base is becoming weighted toward a further burden on the residential property owners.

Unlike some communities which increase residentially because of a new expansion in the economic base, Easton will grow economically in proportion to its residential development. The attraction of Easton is its location for suburban living, not its employment opportunities. Nevertheless, any growing town offers a potential for various goods and service establishments which will cater to the residents. In addition, Easton offers accessible sites which are suitable physically for certain types of industrial operations which seek skilled workers and a small market region.

Based on our analysis, it has been estimated that Easton should require between 190 and 215 acres for economic development within the foreseeable future. To meet this requirement, seven sites were surveyed which offered potential for development.

1980 DEVELOPMENT PLAN

Alternative Future Land Use Schemes and Development Goals

Easton's basic choice of development schemes is between the Open Space - Cluster Development and the Open Space Belt Development scheme. Both schemes are capable of development within the framework of the existing pattern.

Based on past development patterns, the present town financial situation, municipal facilities and services, and the two alternative development schemes, goals are proposed as follows:

1. Character - the creation of an urban - rural pattern is proposed.
2. Prestige - continuation and improvement of Easton's prestige status is recommended.
3. Planned development target date - an approximate 1980 target date is used for this plan.
4. Design scheme concept - the green space concept is selected for future development in Easton.
5. Land use intensities - a variety of land use intensities should be provided, dependent on land capability and utilities.
6. Commercial land use - commercial developments are to be sized and sited to achieve a sound commercial tax base and an aesthetically pleasing arrangement.
7. Industrial land use - promote industrial development within the town's potential and needs in order to diversify the economic base.
8. Community facilities and services - continuation and improvement to a prestige level is recommended.

Future Land Use Plan

The future land use plan was prepared in coordination with the existing land uses and soil suitabilities in town and based on the prepared development goals. It is a summary plan, showing all future uses as recommended in the various chapters, as well as land recommended for residential uses.

The design scheme concept chosen as a basis on which to formulate this plan is the "green space concept." This concept is adaptable to both previously mentioned development schemes and utilizes the idea of the separation of urban and rural uses

employing either a low-intensity type of development or no-building development, such as agriculture, forest, wetlands, areas subjected to erosion, hilltops, parks, etc., to provide "breathing" spaces between self-contained neighborhoods, or high-intensity types of planning areas (cluster developments). This permits a continuous development by higher intensity to be broken up by less intense uses, particularly natural features, thereby providing more area and pleasant surroundings for the internally developed neighborhood areas.

Circulation

The road system in Easton has not kept pace with travel developments and has resulted in a poor circulation pattern coupled with an exceptionally high accident rate. With the construction of the Route 1-495 extension from Route 1-95 to Route 24, additional demands will be placed on the local system.

The development of a circulation plan for Easton is directed towards achieving the maximum circulation potential with respect to regional accessibility, as well as local accessibility through the use of existing roadways. The following recommendations are made:

By 1975

1. Undertake seven major intersection improvements.
2. Widen and realign Main, Lincoln, Depot and Randall Streets.

By 1980

1. Construct a new major collector street from Route 138 to Chestnut Street.

Beyond 1980

1. Construct a new major arterial street from the Brockton line in North Easton to the Norton line on Route 126.

Schools

The Easton school system consists of nine school buildings presently serving 3,310 pupils. The school system operates on a K-6-2-4 basis. Many of the structures are very old, located on inadequate sites and in need of replacement.

With the addition of a new high school to the system, the conversion of the present senior high to a junior high and the present junior high to an elementary school, the abandonment of

temporary teaching spaces and a change in gradation from a K-6-2-4 to a K-6-3-3 basis; a classroom deficiency of 41 units will exist by 1980 based on enrollment projections. This does not include replacement classrooms caused by the retirement of any existing buildings.

Major recommendations for school facilities include the following:

By 1972

1. Construct and equip a new high school.
2. Select and acquire site for a new elementary school.
3. Acquire additional land to the rear of the North Easton Grammar School.
4. Abandon all seven temporary facilities on the elementary level.

By 1975

1. Construct and equip a 24-classroom elementary school.
2. Retire the Eastondale, Furnace Village, South Easton and Unionville elementary schools.
3. Construct a cafetorium addition to the North Easton Grammar School.

By 1978

1. Construct and equip 12-classroom additions to both the existing and new high school for a 24-classroom addition to the new high school.
2. Acquire a site for a future elementary school.

By 1980

1. Construct and equip a 24-classroom elementary school.
2. Retire the present junior high school.

Recreation and Conservation

A review of the existing situation regarding recreation and conservation in Easton has indicated that the town has many needs in these fields. Our recommendations for meeting these needs are:

Recreation

By 1975

1. Formulate goals, policies, and procedures for the recreation department.
2. Coordinate recreation planning with the School Committee.
3. Establish a full-time recreation department.
4. Convert the Unionville, South Easton, and Easton-dale School lots to adequate park/playlots.
5. Develop playground facilities at the new North Elementary School.
6. Acquire land between Depot and Central Streets for use as a playground.
7. Develop swimming and picnicking facilities at New Pond.
8. Develop sledding trails on town land in southwest Easton.

By 1980

1. Develop playground facilities at the new South Elementary School.
2. Develop a proper park/playlot at the former Furnace Village School site.
3. Develop swimming and picnicking facilities at Ames Long Pond.
4. Acquire land west of Longwater Pond and develop sledding trails on this site.

Conservation

By 1975

1. Coordinate efforts of the conservation and historic commissions in establishing goals and preserving sites.
2. Establish priorities of properties to be preserved.
3. Develop a wide range of programs to reach the

schools, including acquisition of full-fee of easement rights, acceptance of gifts, legislation (zoning and subdivision provisions and historic districting), tax provisions, and strict enforcement of state laws.

Public Buildings and Lands

Easton presently maintains the following facilities (other than those which are considered in the Recreation/Conservation or Schools elements of this plan): town offices, police station, three fire stations, equipment garage and civil defense building. In addition there are the following other municipal facilities in town: Ames Free Library, Oakes Ames Memorial Hall and four post offices.

Having compared the existing public buildings and lands with standards prepared for such facilities, the following recommendations were made to meet the town's needs:

By 1975

1. Redesign the interior of the town offices and provide for adequate heating throughout the building.
2. Construct an addition to the highway equipment garage and expand the present site.
3. Construct an addition to the police station.

By 1980

1. Construct a new fire station to take the place of Stations 2 and 3. The new station should be located in or near Five Corners in Furnace Village.
2. Relocate the Civil Defense and Civil Air Patrol groups to the police-fire station building.
3. Cooperate with the Ames Free Library trustees in the construction of an addition to the library.

Water

The municipal water system in Easton is operated by the Water Department under the supervision of the Board of Water Commissioners and serves approximately 95 percent of the town's population. The remaining dwellings are served by private on-lot well supplies.

In order to meet the present and future demand, all aspects

of the water system must be considered. However, the immediate problems of the system cannot be efficiently corrected individually. They must instead be considered in regard to their effect on the whole system. Therefore, it is essential that an engineering study be undertaken prior to any major construction or reconstruction of the system.

Major recommendations for water facilities include the following:

By 1972

1. Conduct groundwater explorations and complete engineering for developing potential sources and construct potential supplemental groundwater supplies.
2. Complete detailed engineering study of entire water system.
3. Initiate a water main reinforcement program.

By 1975

1. Complete reinforcing mains required to meet 1980 requirements.
2. Begin construction of major grid system of reinforcing mains giving first priority as recommended by the engineering study.
3. Construct the distribution storage reservoir as recommended by the engineering study.

Sewerage

Easton has no public sewerage facilities and therefore sewerage disposal is by means of individual on-lot systems. Relatively dense development exists in the built up sections of North Easton, South Easton and the commercial areas along Route 138. Considering the existing problem areas and potential areas, it is recommended that the town develop a municipal sewerage system to meet present and future development needs.

The major recommendations for sewerage facilities include the following:

By 1975

1. Conduct engineering studies to develop a sewerage system that ultimately could be expanded to all areas in town needing such service.

2. Coordinate development plans with the regional objectives developed by the Old Colony Planning Council.
3. Construct the sewerage collection system required initially.
4. Provide for the necessary treatment and disposal of collected sewerage either at a regional treatment facility or at a local town facility.

Refuse

Easton's refuse disposal area is located at the end of Baldwin Street in a residential section of North Easton. It is an open face dump operation and open burning is permitted. Earth cover is provided approximately once a month. The facility is totally inadequate.

The present refuse generation rate of 3.5 pounds per capita per calendar day is expected to increase to 4.5 pounds by 1980 and produce approximately 16,000 tons per year. Four acceptable refuse solutions are available to the town.

1. Local sanitary landfill.
2. Local incineration.
3. Regional sanitary landfill.
4. Regional incineration.

If the local sanitary landfill solution is selected, a facility in excess of 30 acres would be required. Of six possible sites investigated, three are considered to be prime sites which fulfill designated criteria. Detailed investigations of sites should be undertaken as soon as possible. The site should be selected and sanitary landfill disposal operation should be initiated.

Business District and Renewal Plan

The objective of this study was to analyze the North Easton business district in terms of land use, building deterioration, circulation, parking and loading, and, based on possible future demands, to prepare a plan for the improvement of the area. The plan presented, if implemented, should serve as a framework for the revitalization of the business district, in accordance with present and projected community objectives and needs.

The land use concept used as a basis for the plan is that of a local community shopping center and town-wide social center.

The traffic concept is based on a simple one-way circulation configuration utilizing weaving lanes as opposed to direct traffic crossings. Basic to this concept is the utilization of existing facilities with a minimum of capital outlay.

We recommend that the town proceed with haste to revitalize the area in order to avoid further decline and an undesirable character.

EFFECTUATION PROGRAM

Capital Improvements Program

At present, Easton is in a position similar to that of several towns in Massachusetts. Although the tax base has been increasing substantially, inflated operation and maintenance costs are exceeding available receipts based on past tax rates. In addition, while the town has maintained a fairly substantial CIP (Capital Improvements Program), there are many additional improvements which are needed or will be needed in the near future. Provision for these improvements will be costly; however, they will become more costly if they are delayed.

Easton has the financial ability to support further capital improvements. However, the expenditure of funds for capital improvements must be programmed on an annual basis, priorities must be determined between the various major improvements, and the program must be cognizant of growth in the town's overall operating costs.

A capital improvements budget and program have been prepared which will accomplish the required improvements over the next six years, while at the same time maintaining a reasonable fiscal position. The proposed capital program will result in a 1971 and 1977 estimated tax rate of \$48.15 and \$57.75 respectively.

The following major capital improvements have been scheduled:

- 1971 Acquisition and development of a sanitary landfill site.
Conservation and Recreation land acquisition and site development program.
- 1972 Construction of an addition to the police station.
Construction of an addition to the town garage.
Water Engineering Study and system improvement.
- 1974 Construction of a sewerage system.
Construction of a new elementary school.
Construction of an addition to the North Easton Grammar School.
- 1977 Business District improvements.

Economic Development Program

The economic strengths of Easton are accessibility, prestige status, fiscal condition, population growth, and a high-quality educational system. Economic liabilities are lack of

sewerage, lack of prepared sites, and lack of good accessibility to major highways.

In order to improve the amount and rate of industrial development, the following recommendations are made:

1. Revision of town ordinances, particularly zoning.
2. Construction of public sewerage.
3. Employment of a full-time Industrial Development Director (in conjunction with an Executive Secretary).
4. Creation of a Local Industrial Park (under the Industrial Development Commission or an Industrial Development Financing Authority).
5. Implementation of the Master Plan.

Land Subdivision Regulations

The existing Easton regulations are principally in accordance with the model presented by the Massachusetts Department of Community Affairs. However, it appears that certain changes in the content and form of these regulations would be desirable.

We have proposed revised regulations which provide extensive protection for the town through the inclusion of new and improved standards and procedures.

The proposed regulations provide for two types of subdivisions, urban/industrial and rural. The improvements required of a developer are varied according to the type of subdivision which he proposes. But the required standards which he must meet are comprehensive and specific. They regulate not only the width of the roadways he must construct, but also the type and method of installation of utilities, the method and material of pavement construction, and other improvements he must make within a subdivision, including sidewalks and planting strips, street signs, and permanent monuments. The regulations also propose a concise administrative procedure for processing subdivision applications and inspecting the improvements which are made.

Zoning

Certain weaknesses exist in the present Easton Zoning Bylaw. These regulations are in a format which is not easily understandable; make administrative procedures poor, and they do not reflect the elements of the Master Plan, the Soils Survey conducted by the Soil Conservation Service, and recently enacted conservation legislation.

In order to eliminate these weaknesses, a revised Zoning Bylaw and Map is prepared. This new Zoning Bylaw and Map introduces many new techniques which provide a high degree of development flexibility both to the town and to the individual property owner. These techniques are being used to varying degrees in towns throughout Massachusetts. One technique, a superimposed Inland Wetlands Zone, which has been used on a very limited and abbreviated basis in only a few towns, is recommended for extensive use in Easton. The Inland Wetlands Zone is simply superimposed over the normal type zone, i. e., residential, business, industrial, etc., for the purpose of imposing additional development restrictions which are necessitated by the nature of the land. Because of the extensiveness of this zone, a separate section in the bylaw has been prepared covering this zone.

REPORT

INTRODUCTION

INTRODUCTION

The Easton Master Plan presents an overall framework for future development within which Easton may realize certain social and economic benefits, together with a more efficient and wise use of its resources.

The planning studies which form the basis for the recommendations in the plan include an investigation of the many factors which will influence community growth - population, economic trends, land use and suitability, and housing. The detailed findings of these studies are covered within the first section of this report. Proposals for future land use, circulation, utilities, and community facilities - the key elements of the plan - are then presented. In these are reflected the objectives for the long-range growth of the town. As a guide for future development, the plan attempts to combine land use, circulation, utilities, and community facilities into an understandable and interrelated pattern. In this way, future decisions regarding individual developments or the expenditure of funds for capital improvements can be made with some knowledge of the possible effects they might have on the town's growth, and the attainment of planning objectives.

The final portion of the plan is the Effectuation Program. It is through the recommended implementation tools that Easton will accomplish the initial and most urgent phases of the Master Plan.

The Master Plan, however, is simply a point of departure. It is hoped that the process of planning will be continuous, since there is no final plan for a town. Easton must constantly look ahead, making new plans and programs to reflect its ever-changing needs. Only in this way can Easton hope to achieve the goals it sets for itself.

PART I

BACKGROUND STUDIES

AREA OF INFLUENCE

The term "Area of Influence" as used herein refers to a group of towns and/or cities, which, because of their centrality share in a common impact of change. In order to develop a sound planning process and program, a regional area and a local area of influence must be delineated. The Local Area of Influence (LAI) usually consists of the town being studied, plus the surrounding towns; whereas, the Regional Area of Influence (RAI) usually consists of those towns and cities which are included in a major regional study area, a statistical collection area and/or a major service area/s.

Delineation of these areas of influence is made only after consideration is given to existing regional studies and service areas, and a determination is made of those towns which exhibit similarities and/or interdependencies.

Geographical Location and Transportation Accessibility

The Town of Easton, with a geographical area of 29.04 square miles is located in southeastern Massachusetts, approximately 20 miles south of Boston. It is bordered by the municipalities of Sharon, Stoughton, Brockton, West Bridgewater, Raynham, Taunton, Norton, and Mansfield (see Figure 1. Easton was established in 1725 and retains an open town meeting form of government.

The town has excellent highway accessibility; it is traversed by State Routes 106, 123, and 138, all full access roads. State Routes 106 and 123 act as connector roads to Route 24, a limited access highway east of the town. Although Route 24 is not within the boundaries of Easton, it is less than two miles from the northern urbanized area of the town. Route I-95, located approximately eight miles west of the center of town is also a limited access highway connected by Route 106 via Route 140. Both Routes 24 and I-95 carry traffic in a north-south direction. Route 495 presently under construction is scheduled for location south of the Town of Easton. Major interchanges will provide access from Routes 123 and 138. When completed Route I-495 will carry traffic in an east-west direction with major connection on Routes 24 and I-95.

Although there is no passenger rail service in Easton, the adjacent Town of Sharon offers regularly scheduled passenger service to Boston and to points south on the Boston-Providence line of the New Haven Railroad. The

New Haven Railroad does maintain a freight line through the eastern sector of the town. Mass transportation via bus air transportation is within easy commuting distances to the Logan International Airport and the Providence Airport.

Criteria for Selecting Areas of Influence

Municipalities meeting a majority of the following criteria are considered for inclusion in Easton's areas of influence:

Regional Area of Influence

1. Municipalities that are part of a Standard Metropolitan Statistical Area as determined by the U. S. Bureau of the Census.
2. Municipalities that are joined in regional studies or are included in regional service areas and exhibit reciprocal relationships.

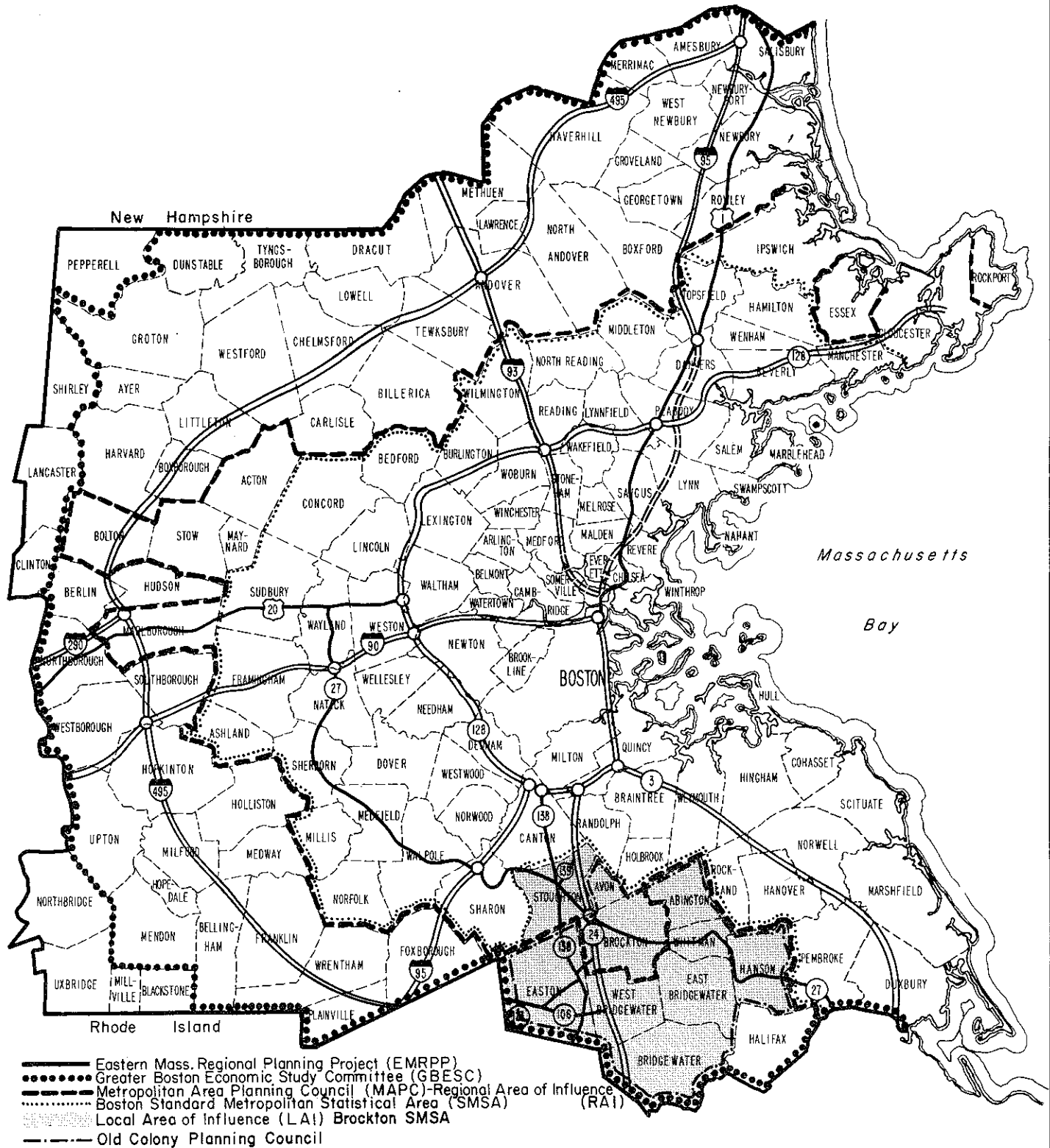
Local Area of Influence

1. Adjacent municipalities, which exhibit a high degree of contiguous development and ease of accessibility.
2. Municipalities having social and economic ties of sufficient magnitude to create an element of interdependence.
3. Municipalities either presently or scheduled for inclusion with Easton in a subregional project or study.
4. In conjunction with at least one of the above, municipalities having exhibited high traffic flows between them and Easton.

Regional Area of Influence

Regional Study Areas. To date, there have been three significant regional study areas encompassing the Town of Easton. These are the Eastern Massachusetts Regional Planning Project,* the Greater Boston Economic Study Committee and the United States Census Standard Metropolitan Statistical Area-1960 classification (see Figure 1.) Although Easton is not a member of the Metropolitan Area Planning Council, the town is usually included in Council population projections,

*Covers the same area as the Eastern Massachusetts Regional Transportation Project.



- Eastern Mass. Regional Planning Project (EMRPP)
- Greater Boston Economic Study Committee (GBESC)
- Metropolitan Area Planning Council (MAPC)-Regional Area of Influence
- Boston Standard Metropolitan Statistical Area (SMSA)
- Local Area of Influence (LAI) Brockton SMSA
- Old Colony Planning Council

TOWN OF EASTON

MASSACHUSETTS

This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

EXISTING REGIONAL STUDY AREAS

METCALF & EDDY, INC.

ENGINEERS & PLANNERS

BOSTON NEW YORK PALO ALTO



SCALE IN MILES
0 5 10

July, 1968



economic projections etc. This is due to the fact that the Metropolitan Area Planning Council is a "take off" from the Eastern Massachusetts Regional Planning Project.

The Old Colony Planning Council, created by the Massachusetts Legislature in 1967, includes all towns within the Brockton SMSA except Stoughton. This council was created in part due to accelerated population increases and the need to analyze and plan this area's economic development on a sub-regional rather than a regional level. As of this date, a economic study, undertaken by Stonehill College has been completed, but has not been published for general public use. Two additional studies are in process - A land use study and a mass transportation study. The results of these studies which may have important implications for Easton, will not be available for some time. Easton, being a member of this council, has a voice in regional policy and development issues.

The Eastern Massachusetts Regional Planning Project was undertaken as a joint effort by a group of agencies to determine the plan for the future highway needs of the area. This study consisted of a land use analysis, population and employment predictions and some decisions of the development pattern for the region. Results of this study could have important implications for Easton, because of the town's present relationship to three major limited access highways - Routes 24, I-95, and I-495.

The Metropolitan Area Planning Council was founded by a special act of the State Legislature and assigned the task of studying and developing a master plan for the entire Metropolitan Area of Boston. The inventory and results of the Eastern Massachusetts Regional Planning Project study has been used by the Metropolitan Area Planning Council as inputs to their analysis and prediction processes. Although Easton is not a member of this Council, the result of this study and the development policies used by the surrounding towns will play an important part on Easton's future development.

The Greater Boston Economic Study Committee (recently dissolved) was founded to study and predict the economic future of the Boston area. Although this committee was not a policy making body, the results of its studies are being used by many other agencies.

*The Greater Boston Economic Study Committee has been recently dissolved.

The Brockton Standard Metropolitan Statistical Area (Brockton SMSA), containing 10 towns was developed by the U. S. Census Bureau to be used in the 1960 Census. The SMSA was defined as a contiguous area that is essentially metropolitan in nature and is integrated socially and economically with a central city of more than 50,000 in population.

Regional Service Areas. Service areas that include many municipalities give to them a common interdependence and are factors which influence future town development (see Figure 2).

Although Easton is not within any of the service divisions of the Metropolitan District Commission (MDC) it is in close proximity with at least the MDC sewer district. The boundary of the MDC sewer district coincides with the northern most boundary of the town. Although it is most probable that Easton would tie into the Brockton sewerage system rather than the MDC system, the impact of a neighboring town providing sewerage service is influential to the adjoining town.

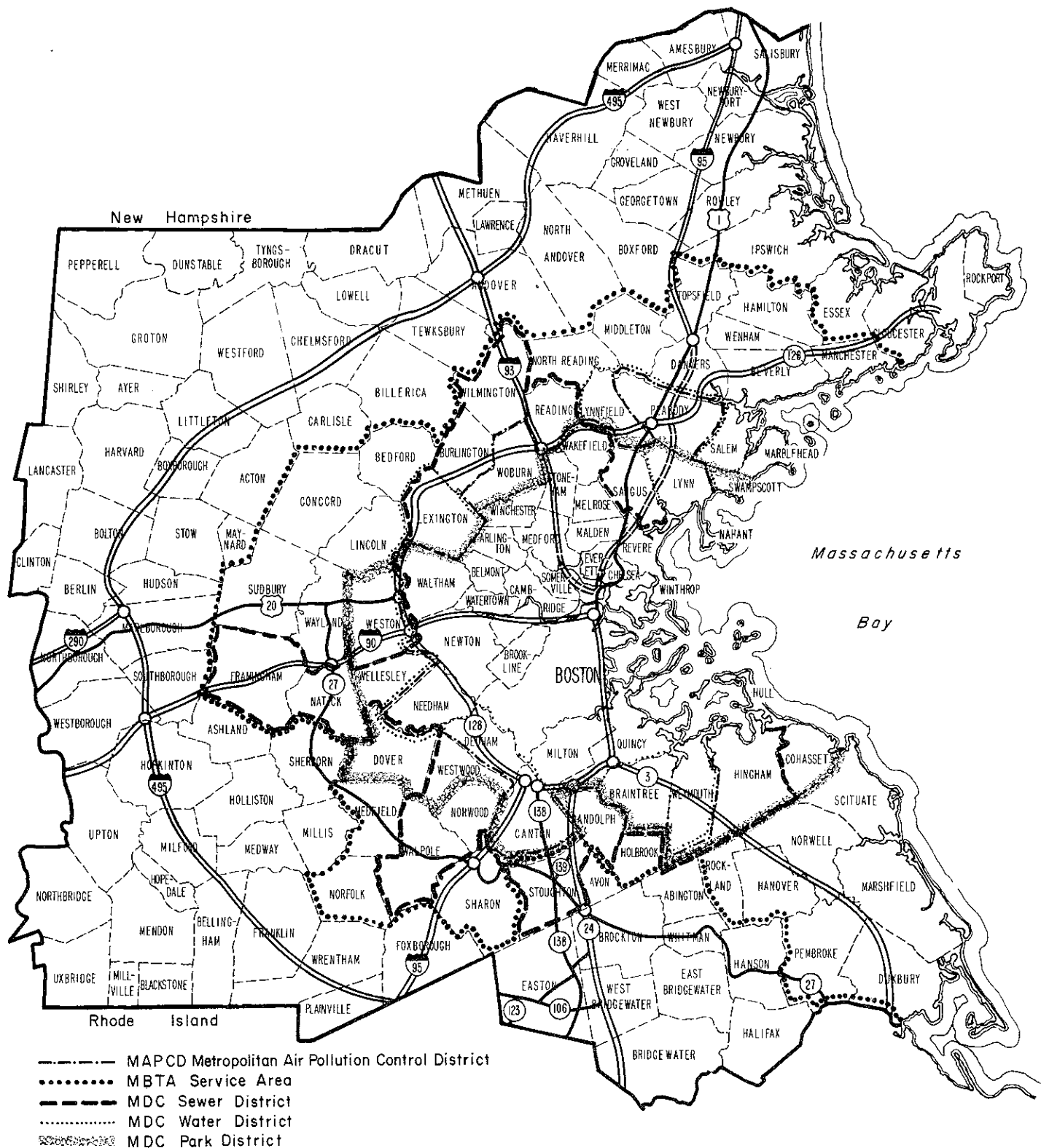
Easton is in the service area of the Brockton employment office of the Massachusetts Division of Employment Security. It depends on Brockton and Boston for daily local newspaper circulation. Easton is in the Brockton local telephone call area.

Selected RAI. In general, the area of the Metropolitan Area Planning Council, centering upon the City of Boston is most suitable to act as Easton's RAI (see Figure 1). The long-range development program for this area, particularly those concerned with highways and open space and the general economic development of the area, will have definite implications on Easton's development.

Local Area of Influence

Selected LAI. Of primary concern to Easton's development is the Local Area of Influence. It is not the intent herein to differentiate between a point or an area of influence. In compliance with the criteria for selecting an area of influence, the municipalities within the Old Colony Planning Council and the Town of Stoughton are designated as the Local Area of Influence (see Figure 1). Towns to the south and west of Easton are not included within the area of influence due to minor present and expected future influence. These towns are rural for the most part and development in recent years has been minor.

Fig 2



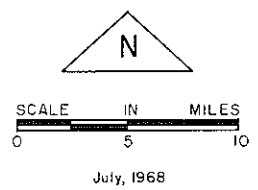
- MAPCD Metropolitan Air Pollution Control District
- MBTA Service Area
- MDC Sewer District
- · - · - · MDC Water District
- ~~~~~ MDC Park District

TOWN OF EASTON MASSACHUSETTS

This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

EXISTING REGIONAL SERVICE AREAS

METCALF & EDDY, INC. ENGINEERS & PLANNERS BOSTON NEW YORK PALO ALTO



July, 1968

LAI Comparisons

Population. Population growth rate and trends of the RAI will have a direct effect on the LAI and in turn on developments in Easton. The past population growth for the Metropolitan Area is shown, together with comparative statistics for the LAI in Table 1.

The decentralization of population to the outer less developed areas of the region was the trend in the 1940-1960 period. The largest decrease in absolute population as a result of this movement, was in the Boston SMSA; the Brockton SMSA which includes Easton, showed that the largest growth in its region due to the Boston SMSA movement. The growth was very small in the 40's but increased significantly in the 50's, probably because of the major highway improvements in the areas.

The result of the study conducted by the Metropolitan Area Planning Council on population trends within the region indicate that, "in the absence of any fundamental changes in attitude, or major government intervention, it is likely that the migration level of the 50's will prevail in the future rather than that of the 40's or some earlier decade." Thus, internal migration can be expected to continue the gradual pattern of decentralization with the region.* This migration trend has obviously affected the residential growth of the LAI and Easton.

Outside the core City of Brockton, Easton ranks fifth in total population with a 1965 State reported count of 10,130. This figure of 10,130 should not be compared to the U. S. Census Figure because of differences in counting procedures. The differences in procedures have been taken into account in our population projections. Total population of Easton increased considerably during all periods with a net 1950-1965 population change of 62.2 percent. In comparison with the surrounding municipalities, Easton has not received its share of population growth.

*Metropolitan Area Planning Council, Economic Base, and Population Study, Vol. III, 1967.

Table 1 . Compared Population Change

| Municipality | 1950 Popula- tion | 1955 Popula- tion | 1960 Popula- tion | 1965 Popula- tion | Net population change | |
|--------------|-------------------------|-------------------------|-------------------------|-------------------------|--------------------------|--------------|
| | | | | | Number | Per- cent |
| Easton | 6,244 | 7,324 | 9,078 | 10,130 | 3,886 | 62.2 |
| Abington | 7,152 | 9,407 | 10,607 | 11,790 | 4,638 | 64.8 |
| Avon | 2,666 | 2,994 | 4,301 | 5,175 | 2,509 | 94.1 |
| Bridgewater | 9,512 | 9,059 | 10,276 | 11,056 | 1,544 | 16.2 |
| Brockton | 62,860 | 62,628 | 72,813 | 83,499 | 20,639 | 32.8 |
| East | | | | | | |
| Bridgewater | 4,412 | 5,359 | 6,139 | 7,460 | 3,048 | 69.1 |
| Hanson | 3,264 | 3,763 | 4,370 | 5,285 | 2,021 | 61.9 |
| Stoughton | 11,146 | 13,754 | 16,328 | 19,686 | 8,540 | 76.6 |
| West | | | | | | |
| Bridgewater | 4,059 | 4,558 | 5,061 | 5,731 | 1,672 | 41.2 |
| Whitman | <u>8,413</u> | <u>9,345</u> | <u>10,485</u> | <u>12,373</u> | <u>3,960</u> | <u>47.1</u> |
| LAI Total | 119,728 | 128,191 | 149,459 | 172,185 | 52,457 | 43.8 |
| RAI Total | 3,105,000 | (2) | 3,401,200 | 3,552,800 | 447,800 | +14.4 |

1. Information for the MAPC is not readily available. Statistics for the EMRPP area given here result in the same conclusion.
2. Information not available.

Sources: U. S. Census, 1950 and 1960; MAPC, Economic Base, and Population Study, Vol. III, 1967; 1955 and 1965 Mass Decennial Census.

Socio-Economic Characteristics. Table 2 is a comparison of the 10 municipalities in the LAI on the basis of certain indicators of socio-economic characteristics of the population as obtained from the 1960 U. S. Census.

The family income and housing value is an indication as to the relative economic capability of the inhabitants, while the school year completed and the type of employment indicates the general classification of the labor force in the LAI. The ranking of the categories in Table 2 is listed below:

1. Fifth lowest (sixth highest) median income
2. Eighth lowest (third highest) median value of owner occupied housing
3. Highest median school year completed
4. Highest percent of civilian labor force with professional, etc. occupation
5. Fifth lowest (sixth highest) percent of population under 18 years
6. Third lowest (eighth highest) percent of population over 65 years.

Table 2 . Compared Socio-Economic Characteristics, 1960

| Municipality | Median family income (\$) | Median owner occupied housing (\$) | Median school year completed (yrs.) | Percent of civilian labor force with professional, technical, or kindred occupation | Per- cent popu- lation under 18 years | Per- cent popu- lation over 65 years |
|---------------|---------------------------|------------------------------------|-------------------------------------|---|---------------------------------------|--------------------------------------|
| Easton | 6,216 | 12,600 | 12.2 | 14.4 | 38.5 | 8.6 |
| Abington | 6,462 | 11,800 | 12.2 | 11.1 | 39.7 | 9.3 |
| Avon | 6,396 | 13,500 | 12.1 | 9.8 | 40.8 | 7.6 |
| Bridgewater | 6,142 | 11,000 | 11.5 | 11.5 | 34.9 | 11.9 |
| Brockton | 5,914 | 12,400 | 11.2 | 9.7 | 44.0 | 13.0 |
| East | | | | | | |
| Bridgewater | 6,061 | 11,400 | 11.8 | 9.7 | 38.8 | 9.4 |
| Hanson | 6,212 | 11,300 | 11.7 | 6.9 | 38.3 | 10.8 |
| Stoughton | 6,462 | 13,250 | 11.6 | 10.7 | 41.0 | 7.6 |
| West | | | | | | |
| Bridgewater | 6,274 | 11,400 | 12.1 | 11.0 | 37.2 | 9.4 |
| Whitman | 6,225 | 11,600 | 11.9 | 10.0 | 36.5 | 11.5 |
| LAI (average) | 6,236 | 12,025 | 11.8 | 10.5 | 39.0 | 9.9 |

Source: U. S. Census, 1960.

Easton's general characteristics, when compared with the LAI municipalities, can be classified as above average. While Easton ranks sixth in family income, it ranks third in median value of owner occupied housing. Such rankings indicate above average housing. Although, exacting statements cannot be made, it appears that a more than average portion of the family income is spent on housing.

Easton ranks exceptionally high in the percent of civilian labor force with professional, technical or kindred occupations; although the median family income does not indicate such. This probably can be attributed in part to a balanced range of family income levels, i.e., there are near proportional numbers of families with both high and low median incomes and only few with average incomes.

A direct correlation can be made between population increase and percentages of population under 18 and over 65 years. The higher the population and migration, the higher the percentage under 18 and the lower the percentage over 65. A town like Stoughton which has experienced the greatest population movement has also experienced one of the greatest percentage increases of population under 18 years. In regard to Easton, the comparison of the population under 18 with that over 65 indicates a slow rate of migration.

Employment. The economy of the metropolitan area has shared in the national growth during the past 20 years. This is due mainly to a leveling off of the decline in the textile industry, and the introduction of science and electrical oriented industries into the area. It is expected that the present growth rate will continue now that the area is on a sounder and broader economic base (see Table 3).

There are no strong factors controlling the location of this growth, because there are minimal restrictions on the particular site characteristics. The amount of land zoned and available for industrial use in the region is far in excess of expected demands. Accordingly, the attraction of this growth to Easton will probably depend on other factors in which Easton has strength, such as a good regional geographic location and convenient highway access, both existing and under construction.

In 1960, the Easton labor force consisted of 3,476 employed persons. Of this total, 14.2 percent were employed in the City of Brockton, 50.4 percent in the areas immediately surrounding Brockton and 13.2 percent in the Boston metropolitan area. The remaining portion was located in various locations throughout eastern Massachusetts. These mentioned areas employed nearly 73 percent of Easton's labor force.

Referring to Table 3, the total covered jobs in Easton has increased from 1,119 in 1960 to 1,179 in 1966, a 5.4 percent increase. A majority of this increase has been in the service related industries which normally increase with an increase in population. With the exception of Whitman and Bridgewater, Easton has experienced the lowest percentage increase in total covered employment. Therefore, it is apparent that a stagnant industrial and commercial sector exists. Local tax revenue derived from nonresidential sources has not increased substantially in the six-year period due to this inactivity. The increased construction and operating expenses for municipal services such as water, streets, and schools have been placed on a residential sector. With a continuing increase of population, the financial burden on the residential sector will become greater. In order to stabilize and widen the tax base, industrial and commercial growth should be emphasized. The direction and extent of nonresidential growth is a factor that will and should influence the type of residential developments that will occur in the future.

Table 3. Compared Covered Employment⁽¹⁾

| Municipality | 1960 Labor force ratio(2) | 1960 Local labor force(3) | 1960 Local jobs | 1966 Local jobs | 1960-66 Change in local jobs | Percent increase |
|---------------------|---------------------------------|------------------------------------|-----------------------|-----------------------|---------------------------------------|---------------------|
| Easton | 1.65 | 3,476 | 1,119 | 1,179 | 60 | 5.4 |
| Abington | 1.66 | 3,992 | 1,488 | 1,822 | 334 | 22.4 |
| Avon | 1.75 | 1,562 | 440 | 1,592 | 1,152 | 261.1 |
| Bridgewater | 1.48 | 3,395 | 1,841 | 1,842 | 1 | 0.0 |
| Brockton | 1.42 | 30,026 | 20,951 | 24,458 | 3,507 | 16.7 |
| East Bridgewater | 1.52 | 2,440 | 658 | 1,441 | 783 | 119.0 |
| Hanson | 1.75 | 1,590 | 709 | 1,081 | 372 | 52.5 |
| Stoughton | 1.63 | 6,199 | 2,753 | 3,386 | 633 | 23.0 |
| West Bridgewater | 1.50 | 2,028 | 421 | 962 | 541 | 128.5 |
| Whitman | 1.44 | 4,290 | 3,004 | 2,770 | -234 | -7.8 |
| LAI Total | 1.54 | 58,998 | 33,384 | 40,533 | 7,149 | 21.4 |

1. Month of November 1960 and 1966. This includes employed persons covered under Mass. Employment Security Regulations. Covered employment includes virtually all manufacturing jobs and about 80 percent of all nonmanufacturing jobs. Major exceptions are government jobs, nonprofit activities, and self-employment. An accurate total employment (sum of covered and not covered) for small towns is almost unobtainable from any source.
2. Ratio of persons not in the labor force (including children under 14) to labor force.
3. Information from 1960 U. S. Census (April).

Sources: Massachusetts Department of Employment Security
U. S. Census, 1960.

Table 4. Compared Land Development, 1963 (1)

| Municipality | Acres of land | | | | Percentages | |
|--------------|---------------|-----------|-------------|-----------------|-------------|-------------|
| | Total | Developed | Undeveloped | | Developed | Undeveloped |
| | | | Vacant land | Water and swamp | | |
| Easton | 18,337 | 2,868 | 13,484 | 1,985 | 15.6 | 84.4 |
| Abington | 6,377 | 2,523 | 3,102 | 752 | 39.6 | 60.4 |
| Avon | 2,827 | 1,075 | 1,384 | 368 | 38.0 | 62.0 |
| Bridgewater | 18,156 | 3,595 | 12,205 | 2,356 | 19.8 | 80.2 |
| Brockton | 13,872 | 8,302 | 4,775 | 795 | 59.8 | 40.2 |
| East | | | | | | |
| Bridgewater | 11,105 | 2,003 | 7,578 | 1,524 | 18.0 | 82.0 |
| Hanson | 9,978 | 1,740 | 6,174 | 2,064 | 17.4 | 82.6 |
| Stoughton | 10,624 | 3,346 | 6,455 | 823 | 31.5 | 68.5 |
| West | | | | | | |
| Bridgewater | 9,863 | 1,556 | 6,154 | 2,153 | 15.8 | 84.2 |
| Whitman | 4,492 | 1,575 | 2,209 | 708 | 35.1 | 64.9 |
| LAI Total | 105,631 | 28,583 | 63,520 | 13,528 | 27.1 | 72.9 |
| RAI Total | 1,529,009 | 476,622 | 872,640 | 179,747 | 31.2 | 68.8 |

1. Based on existing general soils information, the land in Easton is generally suitable for development. The figures contained in this table are used for comparison purposes only. The Easton figures are modified in subsequent chapters to reflect the results of our field surveys.

Source: Vogt, Ivers & Assoc., EMRPP Comprehensive Land Use Inventory, 1963.

Land Development and Capability. In 1963 approximately 73 percent of the land in the LAI was undeveloped, while approximately 69 percent of the land in the RAI was undeveloped. Although the differential of these two percentages is small, the total area of each should be considered in any comparisons. The LAI area is approximately 9.9 percent of the area of the RAI. With less than one-third of the LAI developed, it is critical that future development patterns be resolved so as not to compound present problems and create many of the problems prevalent in towns and cities that are nearly totally developed.

Table 4 shows that Easton contains the largest land area and the largest amount of land available for development. Because of these figures, it is self-evident that proper planning is critical to Easton's physical and economic growth.

Table 5 . Compared Characteristics of
Vacant Land Suitability⁽¹⁾

| Municipality | Vacant land, acres (2) | Prime I, acres | Prime II, acres | Marginal, acres |
|--------------|---------------------------|-------------------|--------------------|--------------------|
| Easton | 13,484 | 1,397 | 9,322 | 2,765 |
| Abington | 3,102 | 151 | 2,694 | 257 |
| Avon | 1,384 | 180 | 974 | 230 |
| Bridgewater | 12,205 | 5,307 | 5,296 | 1,602 |
| Brockton | 4,775 | 322 | 4,050 | 403 |
| East | | | | |
| Bridgewater | 7,579 | 5,497 | 1,399 | 683 |
| Hanson | 6,174 | 4,790 | 451 | 933 |
| Stoughton | 6,455 | 296 | 4,993 | 1,166 |
| West | | | | |
| Bridgewater | 6,154 | 784 | 5,051 | 319 |
| Whitman | <u>2,209</u> | <u>757</u> | <u>1,260</u> | <u>192</u> |
| LAI Total | 63,521 | 19,481 | 35,490 | 8,550 |
| RAI Total | 872,642 | 217,332 | 543,640 | 111,670 |

1. Based on existing general soils information, the land in Easton is generally suitable for development. The figures contained in this table are used for comparison purposes only. The Easton figures are modified in subsequent chapters to reflect the results of our field surveys.
2. Includes all undeveloped land except water bodies.

Source: Vogt, Ivers & Assoc., EMRPP, Comprehensive Land Use Inventory, 1963.

Naturally, much of the land indicated in Table 4, as undeveloped cannot be developed economically. Therefore, Table 5 has been prepared indicating the relative availability of land for present day development (minimum of physical and topographic restrictions).

This table was prepared from information provided by the MAPC, which analyzed the groundwater, topography, and bed-rock characteristics of the land. Using a combination of these characteristics, the undeveloped land was then divided into three categories:

Prime I - minimum of physical restraints to building construction, giving it a high development potential.

Prime II - high development potential but with somewhat less favorable physical characteristics than Prime I.

Marginal - vacant land with relatively unfavorable physical characteristics which are serious enough to discourage future development, at least until after nearby Prime I and II land has been utilized.

Easton has one of the lowest percentages of land categorized as Prime I land - approximately 10 percent. Prime II land is the largest group acreage of buildable land, which is considered high in development potential. It also has the highest amount of land acreage classified as marginal. A combination of Prime I and Prime II will shape the extent and type of development in Easton. This land area which totals over 10,000 acres can support varying types and densities of development. The problem set forth is to interrelate the development in a harmonious interplay.

Public Water and Sewerage Facilities. As shown in Table 6, in comparison with other municipalities, Easton is similar only with respect to its water system.

Table 6. Compared Public Water and Sewerage Facilities, 1965

| Municipality | Public water, percent of population served | Public sewerage, percent of population served |
|-------------------|--|---|
| Easton | 90 | 0 |
| Abington | 100 | 4 |
| Avon | 100 | 0 |
| Bridgewater | 93 | 10 |
| Brockton | 100 | 87 |
| East Bridge-water | 94 | 0 |
| Hanson | 100 | 0 |
| Stoughton | 100 | 17 |
| West Bridge-water | 100 | 0 |
| Whitman | 100 | 0 |

Source: MAPC, 1965.

Easton's public water system is an attraction to new developers (both residential and industrial). However, the lack of a public sewerage system is a liability. At the least,

lot sizes required under the zoning by-law for various soil areas should be sufficient in size to accommodate on-lot sewerage systems. One of the prime assets in attracting new industry is the availability of a good public sewerage system. This one factor, along with suitable land, can determine if an industry will locate in a particular town. Attention must be given to Easton's sewerage system.

Transportation and Commuting Patterns. The phenomenon of decentralization of economic activities and population, and the rapid growth of the suburban areas has been stimulated by a general rise in personal income levels and an increase in the use of motor vehicles. This situation has produced an apparent preference for single family homes in locations which lower the living cost and maximize the convenience of commuting. The steady improvement of the highway system in the areas of influence has brought employment opportunities in the entire Boston area within the range of the residents of Easton. Easton is in an enviable position of having two limited access highways available in close proximity to its borders and a third under construction. From previous highway studies and from some of Easton's own experience, new major highways usually stimulate an increase in residential building activity, an increase in property values and sales, a change in local travel patterns, and new commercial development. The problem at hand and in the future is to coordinate and guide new developments to the financial benefit and convenience of the people of Easton.

With the construction of Route I-495 and the location of access points in Norton, connecting Routes 123 and 138, Easton should be in a good position to attract needed industry in the southern sector of the town. If Route I-495 acts as an impetus to industrial development, the improved access will not only enable the commuting workers to commute to Easton with relative ease, but will encourage Easton residents to commute to other places of employment.

As previously stated, approximately 73 percent of the town's labor force was employed either in the Brockton or the Boston Metropolitan area. Trips to these various locations make up only a small percentage of the total trips between Easton and the surrounding municipalities. Table 7 has been prepared in order to provide some limited background as to the LAI traffic volumes and to further illustrate the interdependency of the LAI municipalities. In 1963, 18,210 two-way Easton trips were made within the LAI. These trips occurred in a 24-hour period and were made by auto, truck, and taxi. The two-way traffic volumes, as shown in this table, are direct indications of the interrelation between Easton and the surrounding municipalities.

Table 7. Two-Way Traffic Volumes, 1963

| Municipality | Number of two-way trips |
|-----------------------|-------------------------|
| Easton-Abington | 23 |
| -Avon | 132 |
| -Bridgewater | 245 |
| -Brockton | 6,351 9,212 |
| -East Bridgewater | 79 |
| -Hanson | 18 |
| -Stoughton | 2,066 |
| -West Bridgewater | 200 |
| -Whitman | 98 |
| -Easton (Local Trips) | 8,998 |

Source: Boston Regional Planning Project, Comprehensive Traffic and Transportation Inventory, 1965.

The higher the traffic count, the higher the interdependency. Brockton exhibits the highest count, with a count of 6,351 two-way trips followed by Stoughton's 2,066. Hanson, one of the least populated of the LAI municipalities and remotely located to Easton, produced only 18 Easton-Hanson trips.

The traffic volume counts are indicators of the interdependency but must be correlated with trip purpose, and trip origin and destination during an analysis process in order to develop types of interdependencies. Only then can Easton's internal circulation system be evaluated for anticipated volume increases. Analysis and evaluation is contained in the Circulation Chapter of this master plan.

Planning and Development Controls. Table 8 is a list of the planning and development controls of the LAI municipalities.

Easton's greatest planning liability, which is now in the process of being eliminated, is the lack of a master plan. Aside from the question of quality and appropriateness of comparative development controls in LAI, Easton is as well off, if not better than, its neighbors.

Table 8. Compared Land Development Controls

| Municipality | Planning Board | Industrial Development Commission | Master Plan | Subdivision regulations | Building code | Zoning regulations | Residential zoning minimum regulations | |
|--------------|----------------|-----------------------------------|-------------|-------------------------|---------------|--------------------|--|---------------|
| | | | | | | | Lot size, 1,000 sq. ft. | Frontage, ft. |
| Easton | X | X | 1 | X | X | X | 6-30 | 60-150 |
| Abington | X | 0 | 0 | X | X | X | 12.5-20 | 90-100 |
| Avon | X | X | X | X | X | X | 15 | 120 |
| Bridgewater | X | X | 0 | X | X | X | 18.5 | 125 |
| Brockton | X | X | X | X | X | X | None | None |
| East | | | | | | | | |
| Bridgewater | X | X | X | X | X | X | 10-22 | 90-110 |
| Hanson | X | X | X | X | 0 | X | 30 | 150 |
| Stoughton | X | X | X | X | X | X | 6-20 | 60-100 |
| West | | | | | | | | |
| Bridgewater | X | X | 0 | X | X | X | 18.75 | 125 |
| Whitman | X | X | X | X | X | X | 10-16.5 | 90-110 |

NOTE: X = yes, 0 = no, 1 = in process.

Source: Town & City Monographs, Mass. Dept. of Commerce & Development, 1965.

Schools. The four school characteristics most frequently examined by persons considering moving into a municipality are: (1) pupil-teacher ratio, (2) expenditure per pupil, (3) equalized property valuation per pupil, and (4) median teacher's salary.*

For the previously given municipalities and for those characteristics as shown in Table 9, Easton ranks as follows:

1. The second lowest (ninth highest) elementary pupil-teacher ratio

*Public schools only.

2. The lowest high school pupil-teacher ratio
3. The fourth highest expenditure per pupil
4. The third highest equalized property valuation per pupil
5. The sixth lowest (fifth highest) median teacher's salary.

Table 9. Compared School Characteristics⁽¹⁾

| Municipality | Pupil-teacher ratio, 1966-67 | | Expenditure per pupil, 1966-67 (\$) | Equalized property valuation per pupil, 1965-66 (\$) | Median teacher's salary, 1967 (\$) |
|--------------|------------------------------|-------------|--|---|------------------------------------|
| | Elementary | High school | | | |
| Easton | 26.3 | 20.6 | 509 | 16,592 | 7,300 |
| Abington | 27.4 | 23.3 | 552 | 14,111 | 7,500 |
| Avon | 29.5 | 24.0 | 535 | 14,094 | 6,300 |
| Bridgewater | 30.8 | 23.4(2) | 419(3) | 15,108(4) | 8,300(4) |
| | | | 658 | 15,437 | 7,200(2) |
| Brockton | 29.3 | 22.9 | 464 | 18,912 | 7,900 |
| East Bridge- | | | | | |
| water | 27.4 | 20.4 | 446 | 16,533 | 6,500 |
| Hanson | 32.3 | 25.0(3) | 332(3) | 15,719(4) | 6,300(4) |
| | | | 605(3) | 16,769 | 7,000(3) |
| Stoughton | 29.9 | 20.8 | 490 | 14,258 | 7,400 |
| West Bridge- | | | | | |
| water | 25.9 | 21.7 | 518 | 16,456 | 7,200 |
| Whitman | 28.0 | 25.0(3) | 415(4) | 17,281(4) | 6,700(4) |
| | | | 605(3) | 16,769(3) | 7,000(3) |
| LAI Average | 28.7 | 22.7 | 492 | 15,827 | 7,150 |

1. Public schools only.
2. Bridgewater-Raynham Regional.
3. Whitman-Hanson Regional.
4. Elementary only.

Sources: Annual Report, Mass. Dept. of Education
Mass. Teachers Assoc.

Compared with its neighbors, Easton ranks well above the average for school expenditures. Easton also ranks high in the valuation per pupil, an indicator of the ability to

pay on the part of the property owners. Pupil-teacher ratios and salaries as compared with the other municipalities are exceptionally good. In essence, it appears from figures posted in Table 9, Easton is well off in regards to its school situation. This is an overall general statement and should not be interpreted as description of the entire school system.

Financial Situation and Ability to Pay. As shown in Table 10, in comparison with the same municipalities as previously used, Easton has the following rankings in various financial characteristics:

1. The lowest equalized tax rate
2. The third lowest (eighth highest) net debt (including schools) per capita
3. The sixth lowest (fifth highest) tax levy per capita
4. The highest equalized property valuation per capita.

Table 10. Compared Financial Characteristics

| Municipality | Equalized tax rate, 1967 (\$) | Net debt per capita, 1967 (\$) | Tax levy per capita, 1967 (\$) | Equalized property valuation per capita, 1967 (\$) |
|-------------------|-------------------------------|--------------------------------|--------------------------------|--|
| Easton | 38.10 | 206 | 180.40 | 4,729 |
| Abington | 42.50 | 233 | 162.20 | 3,809 |
| Avon | 41.10 | 240 | 174.90 | 4,270 |
| Bridgewater | 46.50 | 28 | 155.70 | 3,353 |
| Brockton | 46.80 | 242 | 196.20 | 4,156 |
| East Bridge-water | 43.00 | 325 | 190.30 | 4,415 |
| Hanson | 40.50 | 222 | 180.20 | 4,512 |
| Stoughton | 49.10 | 286 | 199.60 | 4,057 |
| West Bridge-water | 43.40 | 331 | 196.80 | 4,520 |
| Whitman | 39.30 | 50 | 168.30 | 4,340 |
| LAI Average | 43.03 | 216 | 180.46 | 4,216 |

Sources: 1967 Tax Rate, Mass. Taxpayers Fed.
 Financial Statistics of Mass., Boston Safe Deposit and Trust Co.
 1965 Massachusetts Decennial Population.

In relation to the average ranking, in the ability to pay (property evaluation per capita and median family income), Easton has a below average tax rate. It appears that a lower percentage of the annual income of the property owner in Easton is for local taxes than in the other municipalities in the LAI.

One outstanding item that is an asset to development proposals is the net debt per capita. Excluding the municipalities of Bridgewater and Whitman, Easton's net debt is the lowest of the remaining municipalities. The present debt situation will enhance borrowing capabilities at attractive interest rate which can then result in a progressive capital improvements program.

In general, the financial situation in Easton is good. One source of revenue is from the number of trusts set up for the town by the Ames family. For example, in 1965 the town derived approximately \$105,000 which was applied to schools and road maintenance. If the amount of revenue derived from these trusts continues to inflate proportionately in relation to the cost of the municipal services, the town should continue to receive approximately 3.5 percent of its revenue from the source.

Planning and Development Issues

Based on an analysis of the above comparisons, our findings and conclusions of planning and development issues caused largely by outside influences are as follows:

1. Owing to new improved transportation accessibility (I-495), the large amount of undeveloped land suitable for development, the saturation of municipalities of Brockton and Stoughton and the relatively low tax rate, it appears that Easton will develop in the future at a high rate of growth.
2. Assuming that residential development will continue, two future development patterns could evolve. a single nucleus and a multiple nuclei pattern. The single nucleus pattern contemplates one major business area, located in an urban center serving the entire town. The multiple nuclei pattern contemplates one major urban business center serving the entire town, but with several satellite commercial concentrations serving as neighborhood shopping centers. Both have advantages and disadvantages which are considered in subsequent chapters prior to selection and incorporation into the Future Land Use Plan.

3. Additional residential development irrespective of the development pattern will result in a greater demand for public services, primarily new schools and sewers. The end result is usually a higher tax bill. It appears that a higher tax bill can be absorbed by the residential sector without any great ill effect.
4. The relationship of Easton to Stonehill College can drastically change in the future and bring with it changes in development patterns, community needs, town polices, etc. To date, Stonehill College's influence on the town has been minor. Although enrollment increases have been small and future enrollments are projected with minor increases, a drastic change could occur due to the excellent reputation that Stonehill has earned in the past few years. Major increases in enrollment could change Easton into a college town, thus creating the need for apartments, additional commercial establishments, etc. and create a change in the role that Stonehill now plays in Easton's affairs.
5. Easton is in an enviable position because of the amount of land available for development and the increasing residential development; Easton can determine its future role. The roles open to pursue are: a suburban-rural town, an industrial town, a college town or a multifunctional town combining a portion of each.
6. Playing a major role in the future development patterns and in shaping the future town role are the large land holdings. If proper controls and directions are not applied and enforced, many compounded and interrelated problems can arise. To ensure proper controls and directions, adequate policies and planning and development controls must be formulated upon the establishment of community goals.
7. The attraction of nonresidential development, both industrial and commercial is critical to Easton's development growth in two aspects: it will broaden and strengthen the tax base and attract a young labor force. To ensure the attraction of nonresidential development, the following will probably be required and are major issues in themselves:

- a. Rezoning of land.
 - b. Possible purchase of land by the town in order to set up a small industrial park or parks.
 - c. Construction of public sewage facilities for the proposed industrial complexes.
 - d. An appointment of a full-time industrial development director and creation of an Industrial Finance Corporation, now possible under state law.
8. Considering the lack of a public sewerage system and the vast areas with poor soil conditions, the construction of septic systems for residential development on less than one acre lots should not be permitted. Considering that industry usually favors locating in areas served by both public sewerage and water facilities; Easton will have to develop a sewerage system in coordination with anticipated residential and nonresidential development. The extent of this system will be largely influenced by the desires of town residents and financial capabilities.
9. At present, the school situation is not at a critical stage; but with the advance of time and an increased rate of population, Easton will not only need to construct new schools and additional classrooms to accommodate increases in school population, but also replace those that become inadequate. Having a direct bearing on the construction of needed classrooms is, again, the financial situation and the location and density of new residential development.
10. Because Easton contains many wet and swampy areas combined with the desire of local residents for the preservation of open space and water supplies, specific controls should be developed and applied.

11. A second natural resource that has not been properly pursued because of a lack of direction is the sand and gravel deposits. Many of these deposits are in areas suitable for industrial development. The objective concerning the removal of sand and gravel would be to prepare the area for industrial development via excavation controls.
12. The desire for conservation is held in high esteem by a large number of local residents. Care must be taken so as not to set aside too large a portion of the town land for conservational use. An over abundance of committed open space can be as detrimental as too little.
13. In conclusion, it is obvious that a systematic approach is needed to resolve the planning and development issues confronting Easton. It is only through a tightly controlled staging process that Easton will be able to move in a progressive direction.

EXISTING LAND USE

Survey and Mapping

During May 1968, a field survey was made of existing land uses in Easton. Land use information was recorded on a set of Assessor's Maps according to a land use classification system which is based on the one developed by the Metropolitan Area Planning Council (MAPC) and approved by the Massachusetts Department of Commerce and Development. Figure 3 is a generalized existing land use map.

The 11 land use classifications posted on the general map are defined as follows:

Developed Uses

Residential - Includes single, two-family and multi-family residential structures, plus yards and accessory buildings for either year-round or seasonal use.

Commercial - Includes retail sales such as restaurants, gasoline service stations, etc., and services such as barbers, realtors, doctors, etc. Also includes mixed residential-commercial use, indoor and outdoor warehousing and associated parking facilities.

Manufacturing - Includes manufacturing of all types; with yards, warehousing and parking facilities.

Mining/Utilities - Includes various quarrying activities, utility and communication right-of-ways where no other developed use exists and other facilities such as disposal areas.

Public/Quasi-Public - Includes semipublic and public buildings and lands other than recreational and conservation such as churches, post offices, hospital, town hall, schools, etc.

Circulation - Includes street, highway, bridge and railroad right-of-ways.

Open Space Uses

Recreation/Conservation - Includes public and private playgrounds, playfields, golf courses, rod and gun clubs, cemeteries, etc.

Woodland - Includes lands covered by woods, which are not included as public open space.

Vacant/Agriculture - Includes agricultural land, large vacant lots, grassland, nurseries, etc.

Marsh/Swamp - Includes swamps, marshes and other major areas under water or subject to flooding.

Water - Includes Wilbur, Flyaway, Shovel Shop, Longwater, Morse, Ames, and New Ponds and other large water bodies.

Pattern

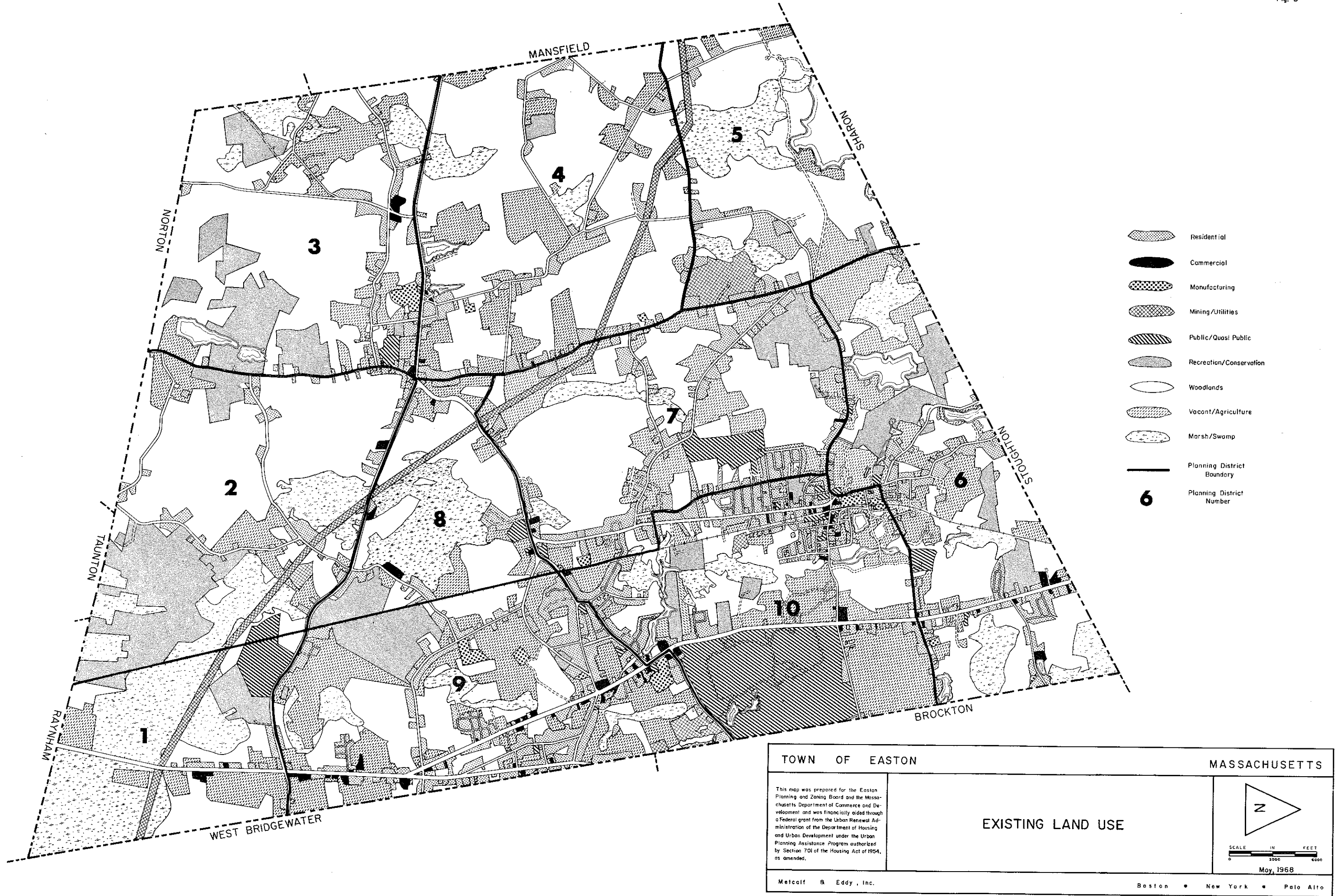
The existing land-use pattern is centered primarily on four urbanized villages separated by large tracts of sparsely developed rural land, except for individual houses strung out along improved roads (multiple-village urban pattern) and an abbreviated strip commercial development along Route 138.



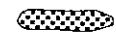





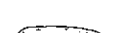


In its early formation, developing areas centered primarily around North Easton, Easton Center, South Easton and Furnace Village.

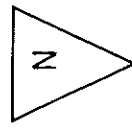
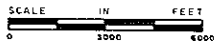
As these four villages grew, with the exception of Furnace Village, they acquired nonresidential uses such as stores, churches, post office, schools, recreation, etc., and became somewhat self-sufficient. Development in recent years has been such that many of these villages are not identifiable as to where one ends and another begins. This is particularly true of the North Easton, Easton Center and South Easton villages. As these three villages grew, development occurred initially along the main connecting thoroughfares and then proceeded to spread into the area separating these villages. The greatest percentage of the town's population is concentrated in this area.

Due to a lack of a well-developed business center in any of the villages, a strip commercial development along Route 138 appeared. This development has been termed abbreviated because it is comprised for the most part of local oriented commercial establishments rather than regional oriented ones. The major portion of these uses were established in the 1960's. It is felt that the commercial development has had little, if any, influence on the construction of residential units.

The development patterns have not been influenced to any great extent by other uses within the town. As previously stated, the "filling up" of surrounding towns and transportation access has prompted residential growth. The external residential



-  Residential
-  Commercial
-  Manufacturing
-  Mining/Utilities
-  Public/Quasi Public
-  Recreation/Conservation
-  Woodlands
-  Vacant/Agriculture
-  Marsh/Swamp
-  Planning District Boundary
-  Planning District Number

| | | |
|---|---|--|
| TOWN OF EASTON | | MASSACHUSETTS |
| <p>This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.</p> | <h2 style="margin: 0;">EXISTING LAND USE</h2> | <div style="text-align: center;">  <p>SCALE IN FEET</p>  <p>May, 1968</p> </div> |
| Metcalf & Eddy, Inc. | | Boston • New York • Palo Alto |

growth (primarily in Brockton) has probably had more influence on Easton development patterns than any other internal factor.

Tabulations

The acres of each developed and open space land use, together with percentages, are shown for the town in Table 11 and for each planning district in Table 12.

Table 11. Generalized Existing Land Use

| Use | Acres | Percent of category | Percent of total land |
|-------------------------|---------------|---------------------|-----------------------|
| <u>Developed</u> | | | |
| Residential | 1,577 | 46.5 | 8.4 |
| Commercial | 92 | 2.7 | 0.5 |
| Manufacturing | 87 | 2.6 | 0.5 |
| Mining/utilities | 422 | 12.4 | 2.2 |
| Public/quasi-public | 682 | 20.1 | 3.6 |
| Circulation | <u>533</u> | <u>15.7</u> | <u>2.8</u> |
| Subtotal | 3,393 | 100.0 | 18.0 |
| <u>Open Space</u> | | | |
| Recreation/Conservation | 1,327 | 8.6 | 7.0 |
| Woodland | 7,979 | 51.6 | 42.3 |
| Vacant | 3,422 | 22.2 | 18.3 |
| Swamp | 2,378 | 15.4 | 12.6 |
| Water | <u>343</u> | <u>2.2</u> | <u>1.8</u> |
| Subtotal | <u>15,449</u> | <u>100.0</u> | <u>82.0</u> |
| Total Town Area | 18,842 | | 100.0 |

Source: May 1968 Field Survey by Metcalf & Eddy.

Table 12. Existing Land Use by Planning District

| Use | Planning district | | | | | |
|-------------------------|-------------------|-------|-------|-------|-------|-------|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| Single family | 22 | 78 | 123 | 187 | 69 | 194 |
| Two family | - | 1 | 3 | - | - | 12 |
| Multifamily | - | - | - | - | - | 3 |
| Commercial | 6 | 5 | 11 | 3 | - | 13 |
| Manufacturing | - | - | 19 | 6 | - | 3 |
| Mining/utilities | 43 | 59 | 56 | 42 | 91 | - |
| Public/quasi-public | 70 | 20 | 11 | - | - | 19 |
| Recreation/Conservation | 90 | 360 | 254 | 20 | 2 | 233 |
| Universities | - | - | - | - | - | - |
| Woodland | 144 | 1,190 | 1,156 | 1,350 | 694 | 569 |
| Vacant | 175 | 212 | 344 | 446 | 178 | 495 |
| Swamp | 671 | 306 | 138 | 92 | 245 | 297 |
| Water bodies | - | - | 48 | 26 | 88 | 106 |
| Circulation | 18 | 41 | 53 | 62 | 35 | 61 |
| Total (acres) | 1,239 | 2,272 | 2,216 | 2,234 | 1,402 | 2,005 |

| Use | Planning district | | | | Total |
|-------------------------|-------------------|-----|-------|-------|--------|
| | 7 | 8 | 9 | 10 | |
| Single family | 278 | 46 | 343 | 191 | 1,531 |
| Two family | 2 | - | 8 | 10 | 36 |
| Multifamily | - | - | 6 | 1 | 10 |
| Commercial | 3 | 7 | 25 | 19 | 92 |
| Manufacturing | 5 | - | 40 | 14 | 87 |
| Mining/utilities | 31 | 25 | 32 | 43 | 422 |
| Public/quasi-public | 78 | 13 | 8 | 18 | 237 |
| Recreation/Conservation | 101 | 71 | 150 | 46 | 1,327 |
| Universities | - | - | - | 445 | 445 |
| Woodland | 1,052 | 329 | 785 | 710 | 7,979 |
| Vacant | 405 | 122 | 594 | 451 | 3,422 |
| Swamp | 113 | 295 | 125 | 96 | 2,378 |
| Water bodies | - | - | 13 | 62 | 343 |
| Circulation | 64 | 26 | 81 | 92 | 533 |
| Total (acres) | 2,132 | 934 | 2,210 | 2,198 | 18,842 |

Note: See Figure 3 for planning districts.

Source: May 1968 Field Survey by Metcalf & Eddy.

Location of Developed Uses

The major developed land use is residential, which consists of mostly single family residences in the villages and scattered along the streets and highways throughout the town. There are a few multifamily structures in Planning Districts 6, 9 and 10. These appear to be located in proximity to Route 138 for ease of access. While the total acreage is high for residential development, the density is low - approximately two dwelling units per developed acre.

Public and quasi-public uses claim the next largest acreage. Of a total of 682 acres, 445 are allocated to Stone Hill College. The remaining acreage is scattered throughout the town, with some emphasis on the location of churches, post offices, town hall, fire station and schools within or adjacent to existing villages.

The third largest category of developed uses is land for circulation purposes such as streets, highways, bridges and railroads. Much of the roadways are rural and not considered as local or collector streets but as connectors to other urbanized areas.

Mining and utilities uses claim the next largest acreage with 422. This results primarily from the extensive acreages of land being used for electrical transmission lines and worked for sand and gravel removal. Quarrying operations are being carried on primarily in the northwestern and east central sections of the town. Retired or nonoperational quarries have been classified as vacant lands.

Manufacturing uses for the most part are located in the main villages and account for 87 acres.

Commercial uses are arranged in two ways. The local services are concentrated in the North Easton village, mostly on small parcels of land, and the others are scattered along the main roads with many at road intersections. Route 138 has the largest group of adjacent commercial uses. The latter uses generally provide a combination of local and highway oriented uses, like supermarkets, service stations, restaurants, motels, etc.; and since they involve transients, both local and non-local, their automobiles require larger land parcels for parking than ordinary retail services.

Location of Open Space Use

The largest open space use is that of woodland, which is located in all sections of the town. The second largest use is that of vacant and agriculture. Scattered pockets of swamp

in the numerous higher lying areas of the town have been classified as vacant land. This classification was made due to the relative ease of conversion of similar areas to developed uses.

The town has a surprisingly large acreage of recreational and conservational use - approximately 1,327 acres. Playgrounds, playfields and beaches are located primarily on relatively small individual parcels (1 to 10 acres) in the villages; golf courses, hunting clubs, etc., on large parcels (10 to 100 acres) are located in the rural portions of the town. There is one large conservational use area - Wheaton Farm - located in the southwestern section of the town.

The remaining land, classified as woodland, vacant or swamp, accounts for some 13,779 acres or 73 percent of the land of Easton.

Major Land Tracts

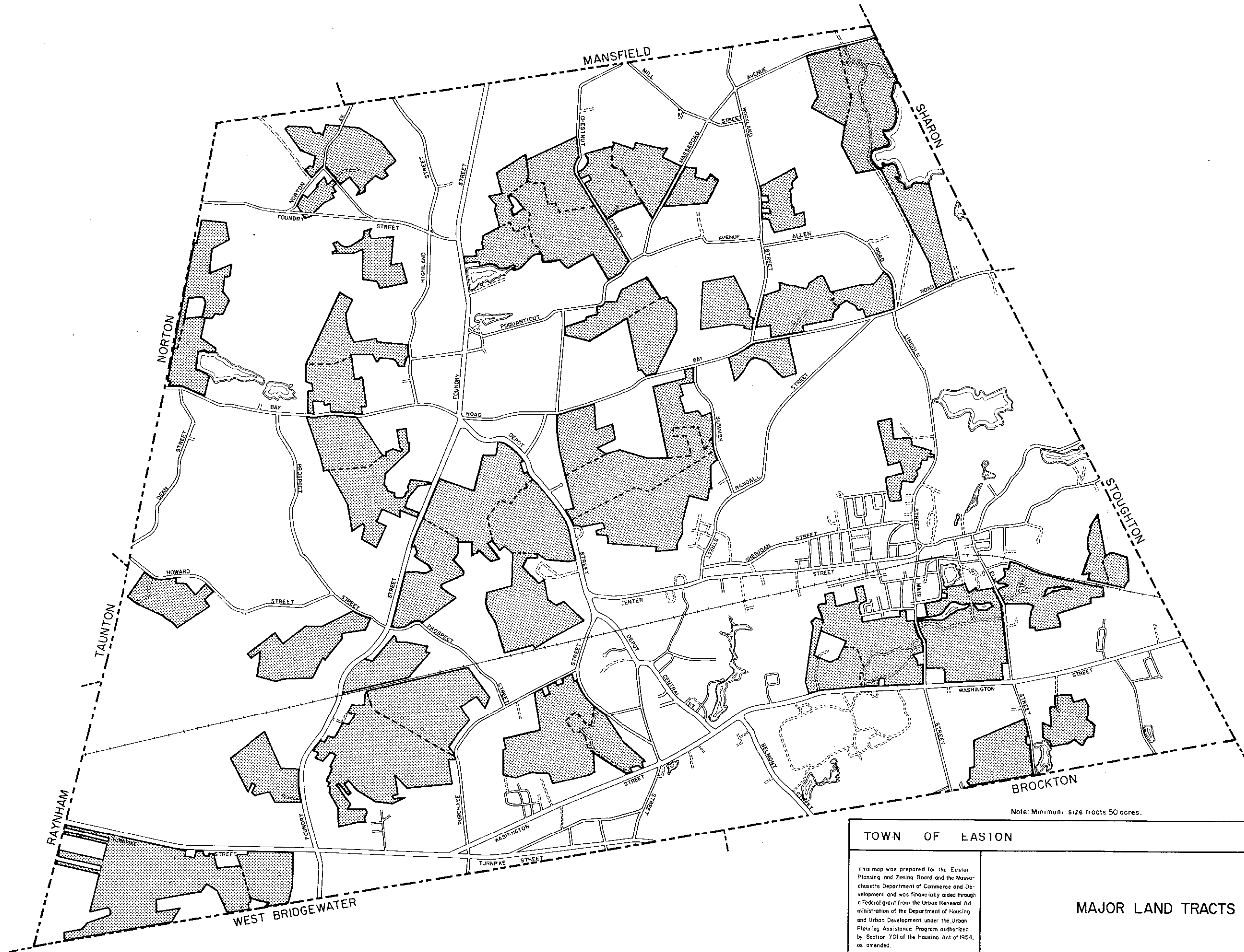
The future development patterns and trends of Easton will be influenced by the large number of land tracts in excess of 50 acres held in private ownership. These tracts (see Figure 4), when totaled, approximate 5,000 acres or more than 25 percent of the land of Easton. There is also an additional high percentage of land held in tracts of 30 to 50 acres.

Any plan or program such as the future land use plan and zoning should take full advantage of these tracts for direction. In general, proper development and development controls can be applied with relative ease to a large area of land in single ownership rather than to one consisting of multiownerships.

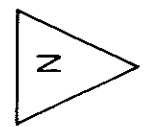
Implications for Future Development

Future land use demands will be dependent to a great degree upon future policies and actions of the town. Recent trends have been toward increased residential subdivision development and a continuous strip commercial development. Although the proposed location of Route I-495 is somewhat removed from Easton, its accessibility factor is likely to increase or at least perpetuate the demand for residential growth. Continuous residential development will in turn act as an impetus to commercial development.

Because of the heavy financial burden which residential development places on a community, Easton should offset this burden through the promotion of limited industrial development. Many of the attractive elements to industry are lacking,



Note: Minimum size tracts 50 acres.

| | | |
|---|---|--|
| TOWN OF EASTON | | MASSACHUSETTS |
| <p>This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.</p> | <h2 style="margin: 0;">MAJOR LAND TRACTS</h2> | |
| |  | |
| <p>Metcalf & Eddy, Inc.</p> | | <p>SCALE IN FEET 0 1000 2000 May, 1968</p> |
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principally in regard to prepared sites, public sewerage system and ease of accessibility to major present and proposed highways. Later sections of this plan provide the basis for establishing policy through the necessary background investigations into the town's economic base and fiscal structure.

In general, overall land use demands will be confined principally to the residential type uses. In the end result, however, development pressures should depend largely upon the town's policies, physical facilities and fiscal status as much in themselves as in relation to neighboring communities. Based on present trends, it is predicted that by 1980 developed land in Easton will increase from the present 3,231 acres (including circulation) to 5,200 to 6,000 acres; and committed lands including, in addition to developed land, recreational and conservational and water will increase from 1,670 acres to 2,400 to 4,200 acres.

The above paragraphs speak in general terms concerning the types of land uses likely to be in future demand. As this plan develops, estimates are made of specific land use demands by type of use, land area and timing of development.

PHYSICAL FEATURES

Topography

Easton's terrain is gently rolling with elevations varying from approximately 80 feet to 260 feet above mean sea level. The southern portion contains lowlands and wetlands, which are mostly below the 80-foot elevation. There are three distinct north-south belts which form low-lying, swampy drainage corridors. Of interest to note is the lack of sharp rises in elevation which limit the development of natural vistas. On the other hand, topography does not pose any serious structural development problems.

Mineral Resource

The western portion of the town is composed of a majority of rolling hills with general elevations of approximately 200 feet. Sand and gravel is or has been quarried commercially in nearly all sections of the town with heavy concentration in the southwest, northwest, and north central sections.

Water Resources

There are numerous natural and man-made water bodies scattered throughout the town. In total, these bodies account for approximately 1.8 percent of the total land area of the town. Of the twelve ponds in excess of ten acres, only two (Leaches and Long Pond) have been certified by the state as Great Ponds. By a colonial ordinance of 1634, any pond of ten acres in its natural state and certified by the state, is owned by the state.

The principal drainage outlets are Black Brook, Mulberry Brook, Queset Brook, Poquawticut Brook, and Beaver Brook. The majority of the water originates in the northern portion of the town and empties by way of the Black Brook into the Hockomock Swamp.

The wetlands, drainage patterns, and streams are discussed in detail in the Recreation and Conservation chapter.

Agriculture

Crop farming has disappeared almost entirely from the town. Although many of the farms are inactive, they still remain under single ownership. The present farming is devoted primarily to dairy farming and cranberry raising.

Soils

During the summer and fall of 1968 the Soil Conservation Service of the U. S. Department of Agriculture prepared detailed operational soils survey for Easton. From borings in the field,

this survey identifies the types, position, and water content of all soil areas. These soils were also evaluated as to their limitations for various types of both building development and open space.

Generalized soil associations have been developed which are sufficient for general planning purposes only. For specific sites, soil conditions should be checked against the detailed soils maps and in the field by additional borings and other methods. A description of each of the five soil associations, their locations, and limitations for various types of building development and open-space use are as follows:*

1. Unsuitable

Whitman, Ridgebury, Scarborough-Muck Association:
Comprising poorly and very poorly drained mineral soils and very poorly drained organic soils which occupy nearly level or depressional sites.

This Association is quite extensive, occupying approximately 40 percent of the town and includes the land along drainageways and streams. The streams are not deeply incised. It also includes many swamps, large and small, some of which lack any drainage outlet.

Very poorly drained Whitman soils are formed in extremely stony glacial till. They have a black or very dark-gray mucky surface layer over drab, pale-gray till. The water table is close to the surface of Whitman soils throughout most of the year.

Ridgebury soils are also formed in extremely stony glacial till and are similar to Whitman - poorly drained and having a water table near their surface for about seven to nine months of the year. A few tracts of Ridgebury soils occupy slopes of slightly more than 3 percent.**

Scarboro soils are very poorly drained and have formed in glacio-fluvial sands or in sands and gravel. The water table is close to their dark mucky surface layer during most of the year. The underlying sandy and gravelly

*For more detailed information see the interpretive reports prepared for the U. S. Soils Conservation Service.

**In most places, the glacial till beneath Whitman and Ridgebury soils is firm, compact, and very slowly permeable.

layers are rapidly permeable, but drainage of Scarborough soils is seldom feasible because of their low topographic position.

Muck soils have formed in depressional sites where a water table is close to the surface most of the year. Muck soils consist of an amorphous mass of organic debris that has decayed under partly anaerobic conditions. Identification of the original plant material cannot be made with the unaided eye. Muck soils can support only very slight weight in comparison to mineral soils; most of the muck soils in Easton are less than 3 feet deep.

Included in this Association are minor tracts of poorly drained soils developed on glaciolacustrine deposits of silt, clay, and very fine sand.

2. Generally Severe Limitations

Millis, Woodbridge Association: These well-drained and moderately well-drained soils are underlain by coarse but compact glacial till, on 3 to 15 percent slopes.

This Association occupies scattered tracts within the town and accounts for approximately 15 percent of the land area. The landscape is made up of low hills and smoothly rounded low knolls.

Well-drained Millis soils have a fine sandy loam surface and subsoil. At a depth of about 3 feet, the underlying till is quite sandy in texture; but it is compact and only slowly permeable. The till is pale brown or grayish brown in color.

Moderately well-drained Woodbridge soils have also formed over firm, compact glacial till and are similar to Millis soils. However, Woodbridge soils have a fluctuating high-water table that rises to within 2 feet of their surface for significant periods during three to five months of the year in late winter, early spring, sometimes in late spring, and also after prolonged periods of heavy rainfall. Woodbridge soils occupy the less sloping and lower parts of hills, where they receive runoff and seepage from nearby slopes.

This Association is generally a poor source of groundwater. It is extremely stony and full of boulders except for land that has been cleared for farming.

Hollis Association: These are shallow soils over bedrock containing many bedrock outcrops, on 3 to 15 percent slopes. This Association is of minor extent (less than 1 percent of the total town area), occupying small tracts scattered about the northern part of the town. Nearly all is in woodland.

The Hollis soils are well drained and have a fine sandy loam surface. Bedrock outcrops, generally less than 200 feet apart, have very irregular surfaces; thus, pockets of deep soil are intermingled with the shallow Hollis soils. Careful on-site investigation is necessary if structures are contemplated in these areas.

3. Slight to Moderate Limitations

Hinckley, Merrimac Association: Droughty and well-drained soils formed on sands and gravel on nearly level or on irregularly sloping terrain.

This Association occupies several extensive tracts (approximately 19 percent of the land area) such as the level plain along Route 138 in North Easton. Much of the land is, or has been used for farming.

Droughty Hinckley soils have a sandy loam surface layer, a loamy sand subsoil, and a substratum of sand, gravel, and cobblestones. Some tracts of Hinckley soils in Easton have a thin surface layer of fine sandy loam, too thin to retain sufficient moisture for good crop growth.

Well-drained Merrimac soils have a fine sandy loam surface layer, a sandy loam subsoil, and like the Hinckley soils, are underlain by sand, gravel, and cobblestones.

The underlying sands and gravel are loose and porous. The water table remains well below the surface, in nearly all areas, throughout the year. The Association is generally a good source of groundwater.

Included in the Association are a few tracts underlain by deep deposits of sand, and a few low, moderately well-drained spots.

Canton-Woodbridge Association: Well-drained and moderately well-drained soils formed over loose, coarse glacial till on 3 to 15 percent slopes.

This Association occupies many tracts scattered throughout the town and accounts for approximately 26 percent of the land area. The landscape consists of low hills and rolling upland. Small swamps occupy some depressions.

Well-drained Canton soils have a fine sandy loam surface and subsoil. The pale-gray glacial till underlying Canton soils is quite coarse and sandy. It does not contain any hardpan layer within a few feet of the surface.

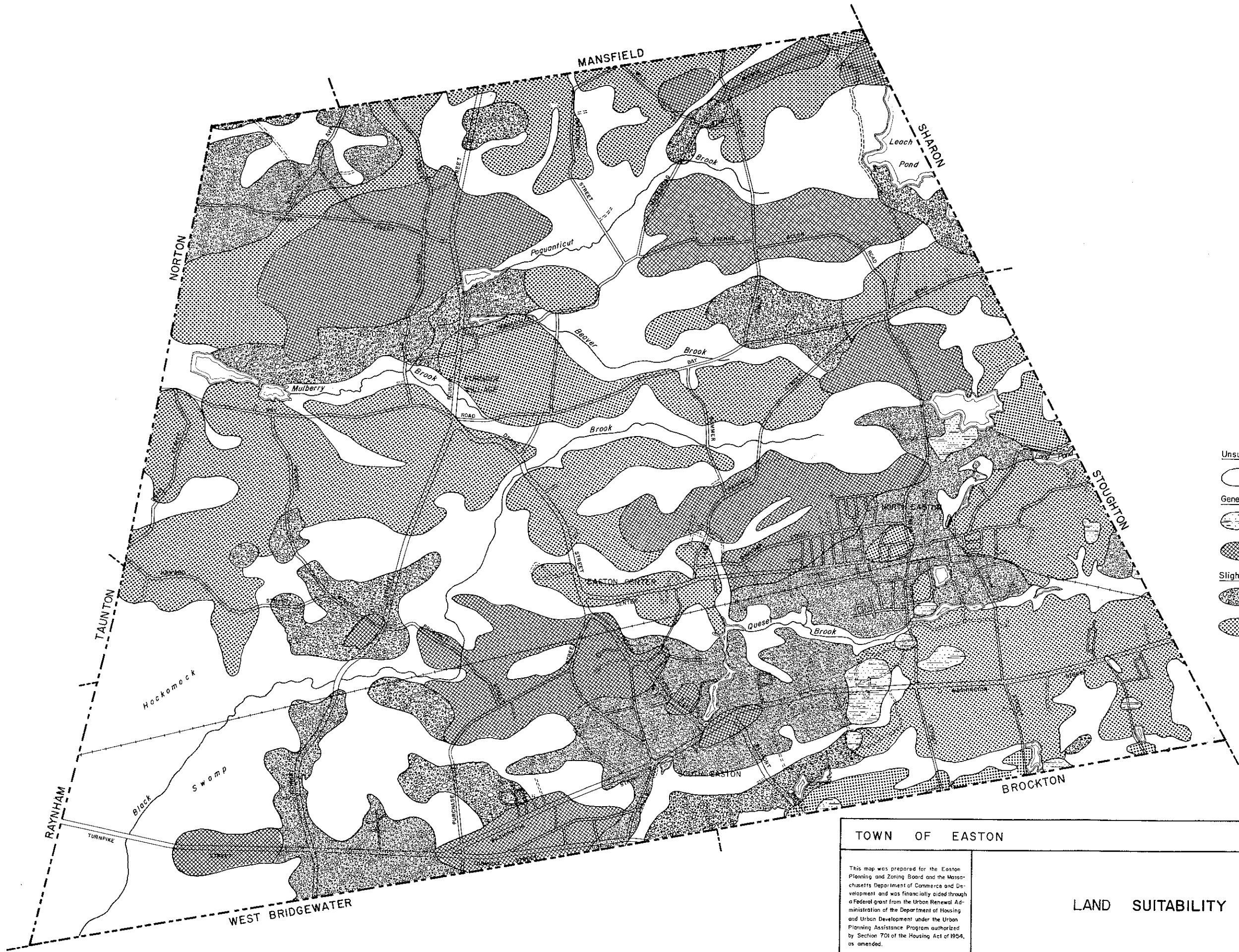
Moderately well-drained Woodbridge soils are underlain by glacial till that is firm, compact, and slowly permeable at a depth of about 2-1/2 to 3 feet. A fluctuating water table rises to within 2 feet of the surface for significant periods in the winter and spring, and sometimes after extended heavy rainfall. Woodbridge soils occupy the lower elevations in the Association, where they receive runoff and seepage in addition to their share of the normal precipitation.






Both soils are extremely stony in their natural state but stones have been removed from some tracts so the land could be farmed.

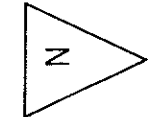
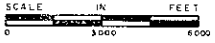
Land Suitability

The percentages of the town that are suitable, difficult to develop, and unsuitable for various types of building development and open-space use are shown in Table 13.* The mapping of land suitability is presented on Figure 5.

*A set of interpretive maps at a scale of 1" = 1,320' has been prepared by and is available from the U. S. Soils Conservation Service. The categories for which interpretations are made include: residential sites, commercial sites, industrial sites, on-lot septic systems, sanitary landfills, athletic fields, roads, and wetland wildlife sites.



- Unsuitable**
-  Poorly and Very Poorly Drained Mineral Soils and Peat and Muck
- Generally Severe Limitations**
-  Shallow Soils over Bedrock with Many Bedrock Outcrops
 -  Well Drained and Moderately Well Drained Soils Underlain by Compact, Slowly Permeable Glacial Till
- Slight to Moderate Limitations**
-  Draughty and Well Drained Soils Underlain by Sands or Sand and Gravel, Rapid Permeability
 -  Well Drained and Moderately Well Drained Soils Underlain by Moderately to Rapidly Permeable Glacial Till

| | | |
|---|--|--|
| TOWN OF EASTON | | MASSACHUSETTS |
| <p style="font-size: small;">This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.</p> | <h2 style="margin: 0;">LAND SUITABILITY</h2> | <div style="text-align: center;">  </div> <div style="text-align: center; font-size: x-small;"> <p>SCALE IN FEET</p>  <p>0 3000 6000</p> </div> <p style="text-align: center; font-size: x-small;">May, 1968</p> |
| <p style="font-size: x-small;">Metcalf & Eddy, Inc.</p> | | <p>Boston • New York • Palo Alto</p> |

As can be seen from the boundaries of existing building development shown on Figure 3, there are many places where residences, particularly, are located on land that has severe limitations, or is unsuitable for such development. Because of the extent of land classified as difficult and/or unsuitable, development must be properly controlled in order to avoid potential problems as they relate to sewerage, flooding, etc.

Lot Sizes

Existing predominant single-family lot sizes vary considerably throughout the town. In the four older villages of North Easton, South Easton, Easton Center, and Furnace Village, they range from a low of about 5,000 square feet to a high of 20,000 square feet. In the sparsely developed and newly developed portions of the town, individual lot sizes range from 20,000 and 40,000 square feet to well over 100 acres.

From previous soil and engineering studies carried out by Metcalf & Eddy, Inc., the planning standards for minimum lot sizes for residential development, based on general land suitability and utilities, are presented in Table A-1.

By comparing the older village areas containing the 5,000-square foot lots with the generalized soil areas and their limitations for building development shown on Figure 5, and applying the minimum lot sizes shown in Table A-1, it will be noticed that there are several areas serviced by a public water system where the predominant lot size is already too small to adequately support a private on-lot sewerage system over an extended period of years.

Table 13. Land Suitability

| Use | Percent of Town Area | | |
|--|----------------------|-----------|------------|
| | Suitable | Difficult | Unsuitable |
| Residential ⁽¹⁾ | 18.8 | 43.3 | 34.7 |
| Commercial and industrial ⁽¹⁾ | 6.2 | 24.9 | 65.7 |
| Streets | 15.8 | 38.7 | 42.3 |
| Schools ⁽¹⁾ | 6.2 | 24.9 | 65.7 |
| On-lot sewage disposal | 18.8 | 17.0 | 61.0 |
| <u>Open Space</u> | | | |
| Wetland and wildlife | 14.6 | 20.0 | 62.0 |
| Atheletic fields | 2.0 | 30.0 | 64.1 |
| Sanitary landfill | 16.7 | 16.2 | 63.9 |

1. Based on using on-lot sewerage disposal.

Source: 1968-69 Operational Soils Survey by U.S.D.A.S.C.S.

Fortunately, reliance on individual wells for water supplies is negligible and much of the recent development has been on lots in excess of 40,000 square feet. The most pressing problem areas appear to be those delineated as "Areas of Expected New Subdivision-Concentration" on Figure 6 in the chapter on Housing. These areas lie in an area bounded by the New Haven Railroad, Foundry Street, Bay Road, and Lincoln Street.

HOUSING

This chapter on Housing is a combination of the housing studies compiled under Phases I and II of the Easton "701" Contract. The housing study compiled under Phase II was necessitated due to changes in "701" housing study requirements. The Phase I housing study of November 1968 was updated where possible in order to be compatible with the study of August 1970.

The source information for this chapter includes field surveys by Metcalf & Eddy and discussions with town officials and others in the community. Data from the 1960 Federal Census of Housing, where applicable, were also used.

Subdivision Development

Contrary to general town feeling, Easton did not exhibit a housing construction boom in the 1960's. In comparing the seven-year period (1960-1966) with the previous seven-year period (1953-1959), there has been a slight decrease in the number of dwelling units constructed. In the years 1953-1959, 428 units were constructed, whereas in the years 1960-1966, 405 were constructed. These represent a yearly average of 61 and 58 units respectively. The year exhibiting the highest number of constructed dwelling units was 1955 with a total of 157.

Owing to the different enumeration techniques used in the 1950 and 1960 Census, general statements are made rather than detailed comparisons or evaluations. The U. S. Census reported the existence of 1,886 dwelling units in 1950 and 2,608 units in 1960 - a net gain of 873 units for the 10-year period. Using the Massachusetts Department of Commerce's published building starts and taking into account demolitions and conversions of multidwelling unit structures to single-dwelling unit structures, it is estimated that the net gain in dwelling units should approximate 600 units, rather than 873. The 1960 Census count is considered to approximate the actual number of dwelling units. Based on our field survey (August 1970) of 3,267 housing units, the April 1960-1970 increase totaled approximately 640 units or a yearly average of 64.

Table 14 illustrates the past growth and estimated future increase in the number of dwelling units. Two projected increases are posted in this figure, one based on the most probable population forecast and the other on the high population forecast as projected in the Population chapter. The two projections were made because of the property revaluation that took place in 1968. It is felt that the revaluation will have a definite impact on the housing situation and is explored in the last section of this chapter.

During the 1950-1960 period, residential development took place for the most part in North Easton. Since the late 1950's, subdivisions have become scattered principally throughout the central portion of the town from its northern border to its southern border. Figure 6 shows the location of current subdivisions (from 1953-1968). Areas of subdivision concentration expected during the next 10 to 15 years are also shown on this figure. It is most probable that the major portion of this new development will take place in that area bounded by Bay Road, Depot and Central Streets, Washington Street, and the Stoughton line. The wide open characteristics of Easton give tremendous latitude for the location of new dwelling units. Unless the Planning Board of the town is able to require all future subdividers to coordinate their developments with those adjacent to them and to design in accordance with the comprehensive town plan and an adequate set of land subdivision regulations, present trends indicate that there will probably be a continuing sprawling pattern of residential land use development.

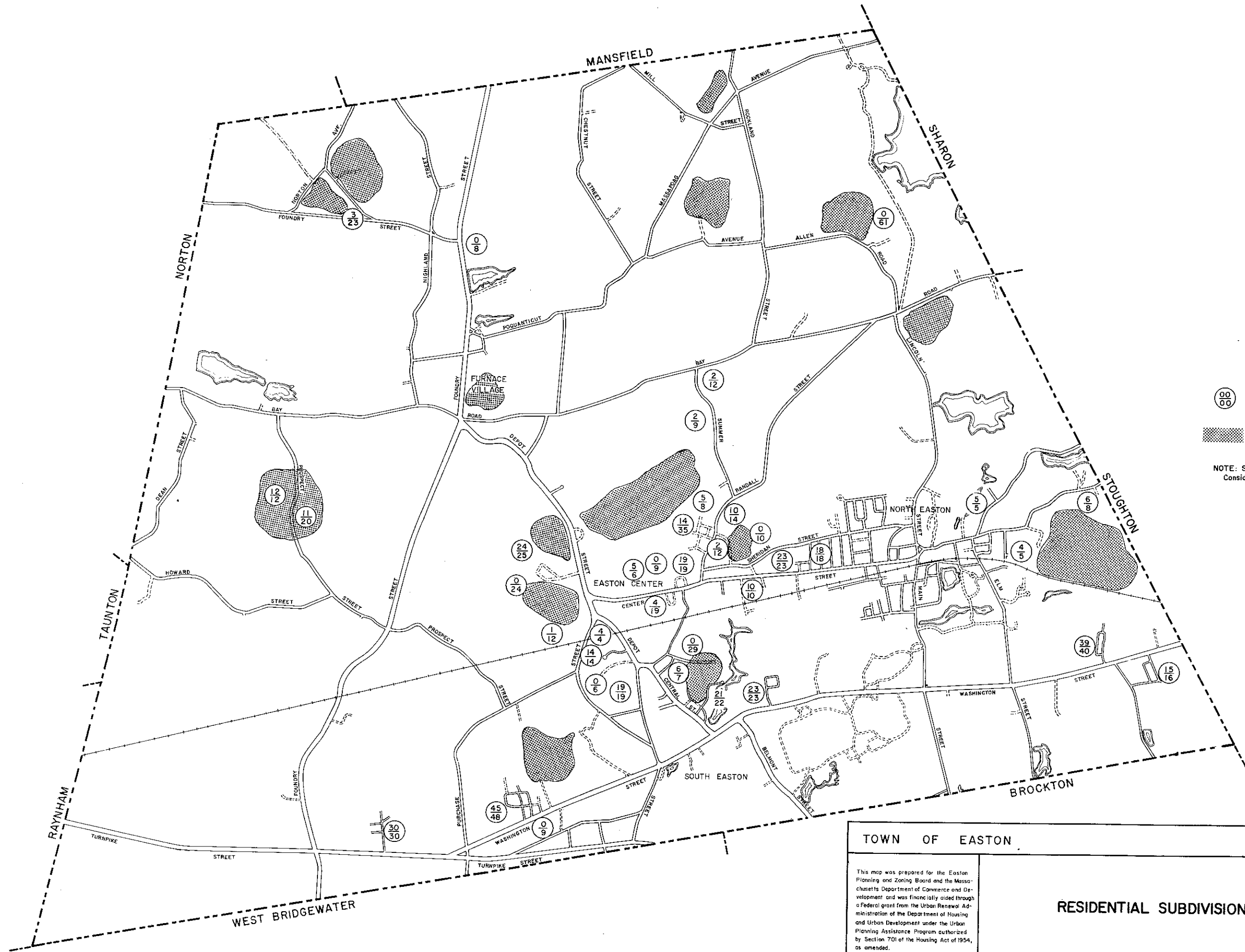
Table 14. Existing and Projected Dwelling Units

| Years | Units built | Yearly average | Total units at end of period |
|-----------|-------------|----------------|------------------------------|
| 1955-1960 | 309 | 62 | 2,608 |
| 1960-1965 | 290 | 58 | 2,898 |
| 1965-1970 | 352 | 70 | 3,250(1) |
| 1970-1975 | 500 | 100 | 3,750(2) |
| | 1,040 | 208 | 4,290(3) |
| | 1,040 | 208 | 4,790(2) |
| 1975-1980 | 1,640 | 324 | 5,930(3) |

1. Estimated April 1970 - Based on August 1970 field survey.
2. 1970-1980 - Based on 3.6 persons per dwelling unit using the most probable population forecast.
3. 1970-1980 - Based on 3.6 persons per dwelling unit using the high population forecast.

Source: 1955-1965 - Massachusetts Department of Commerce and Development and field survey by Metcalf & Eddy.

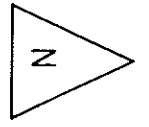
As shown on Figure 6, there were as of September 1968, approximately 280 subdivided lots on which houses were not built. A number of these subdivisions have been divided into two or more parts, and are not indicated in their entirety on the figure. Only those which have been approved by the Planning Board are



00 / 00 No. of Lots Occupied
 No. of Lots Platted

Areas of Expected New
 Subdivision Concentration

NOTE: Shows only Subdivisions
 Considered Active or Current, 1953-1968

| | | |
|---|--|---|
| TOWN OF EASTON | | MASSACHUSETTS |
| <p style="font-size: small;">This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.</p> | <h2 style="margin: 0;">RESIDENTIAL SUBDIVISIONS</h2> | <div style="text-align: center;">  </div> <div style="text-align: center; font-size: x-small;"> <p>SCALE IN FEET</p> <p>0 3000 6000</p> <p>August, 1968</p> </div> |
| Metcalf & Eddy, Inc. | | Boston • New York • Palo Alto |

posted. It is estimated that these nonposted subdivisions contain an additional 100 to 200 building lots. It is reasonable to expect that in the present subdivisions alone, there are sufficient lots available to handle the projected building starts until 1973.

Housing Characteristics and Locations

While the great majority of housing in Easton is in good to excellent condition, Easton faces problems in terms of the variety of housing it offers and the type of social development that is occurring in the town. Obstacles to these problems exist, but they can be overcome if the town is willing to actively seek a means to their solution.

In discussing housing, a distinction must be made between a "housing structure" and a "dwelling unit". A housing structure is any building with living accommodations, regardless of the number of living accommodations in the building. A "dwelling unit" is a separate living accommodation whether existing by itself in a building (a single-family unit) or existing with other dwelling units in the same building (a multifamily structure).

The source information for this report includes field surveys by Metcalf & Eddy and discussions with town officials and others in the community. Data from the 1960 Federal Census of Housing, where applicable, were also used.

Amounts and Types. Based on the 1970 field survey, there is a total of 3,035 year-round housing structures in Easton which represent 3,267 year-round dwelling units. The large majority of housing structures are presently single-family, although the development of 300 multifamily units is planned in the near future. Of Easton's 3,267 dwelling units, 2,828 or 86.8 percent are in single-family structures; 208 dwelling units or 6.4 percent are in two-family structures; 152 dwelling units or 4.6 percent are multifamily structures; and 79 or 2.4 percent are mobile homes. Most of the dwelling units contain from three to four bedrooms.

In 1968, the Easton Housing Authority constructed a 64-unit complex for the elderly. This complex was ready for occupancy in 1969 and is presently filled to capacity.

Location. The majority of housing in Easton is concentrated in North Easton. (Refer to Figure 7.) The town center, on and around Main Street, contains most of the town's two-family and multifamily housing with a sizable portion also found near Washington Street. Single-family housing, however, exists in large quantities in the same areas and predominates throughout the remainder of the town. Forty-four of the mobile homes

are situated in a trailer park on Turnpike Street. The other 35 are scattered throughout the community.

The town lacks a public sewerage system, although other utilities are provided. The absence of a public sewerage system combined with the soil difficulties of Easton helps to explain the predominance of single-family housing. More importantly, these two factors result in the need for larger than average lot sizes. Land constitutes approximately 20 to 25 percent of the total cost of a house. Because land values are extremely high in Easton, housing costs are consequently exorbitant, due to the large lot size requirements. The development of a public sewerage system could reduce the necessary lot size and in turn, lead to a reduction of total housing costs.

Age. Using 1960 Federal Census of Housing data and updating it, with our field survey information, the age of all units was determined. From 1960 to 1970 it appears that an average of approximately 66 units were constructed each year. (See Table 15.)

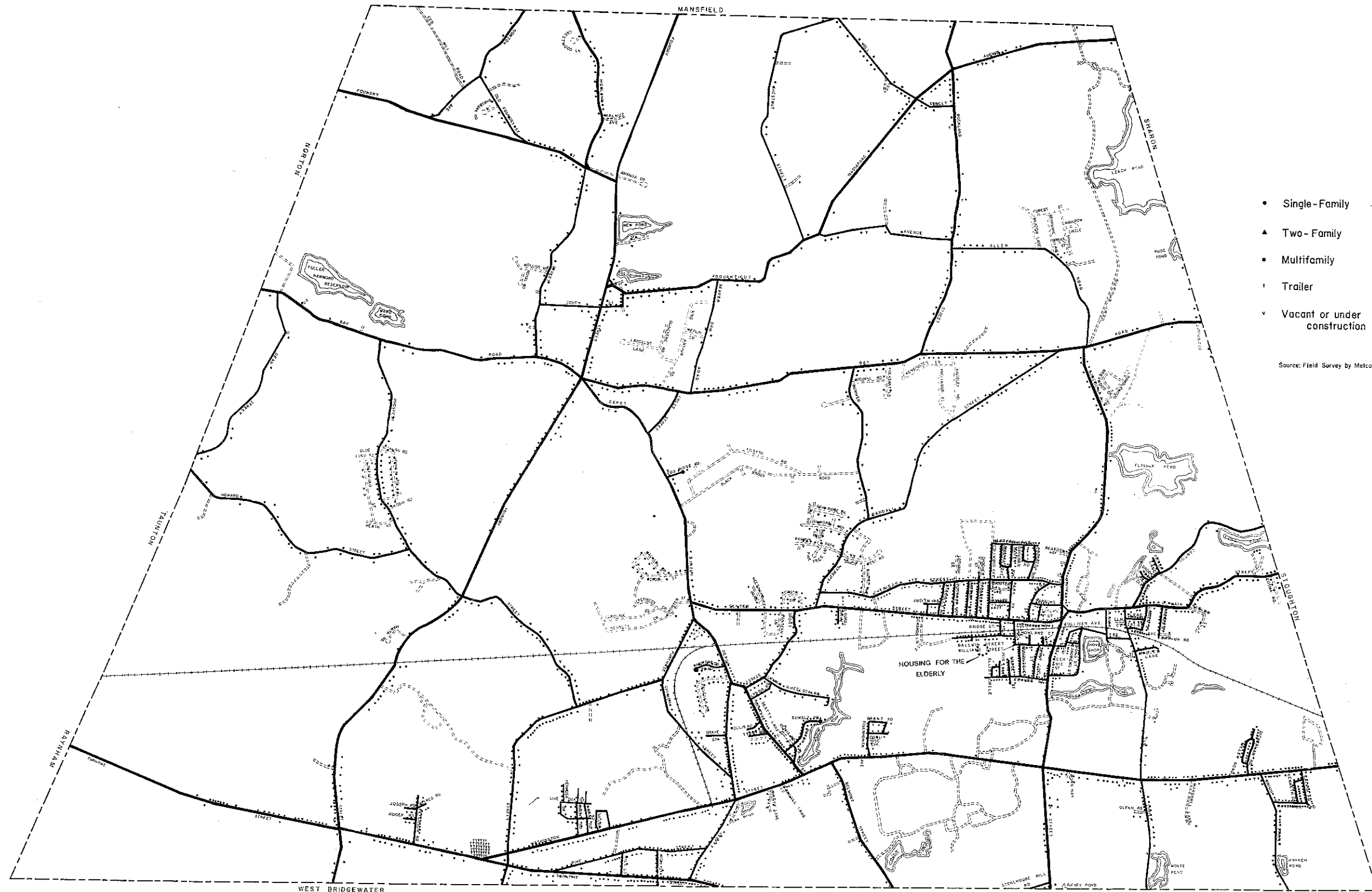
Table 15. Age of Housing Units

| Year of construction | Number of units | Percent of total |
|----------------------|-----------------|------------------|
| 1960 - 1970 | 659 | 20.2 |
| 1950 - 1960 | 873 | 26.7 |
| 1940 - 1949 | 210 | 6.4 |
| 1939 or earlier | <u>1,525</u> | <u>46.7</u> |
| Total | 3,267 | 100.0 |

Sources: U.S. Census 1960.
Metcalf & Eddy, field survey.

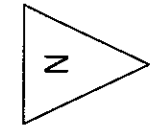
According to the available data, over 45 percent of the housing in Easton is at least 30 years old, the majority of which is located in North Easton. Construction was quite active during the decade of the 50's and dropped slightly from 1960 to 1970. Nonetheless, the construction of the past decade constitutes one-fifth of Easton's housing supply.

Occupancy. Data on occupancy for the 60's will soon be available with the publication of the 1970 Federal Housing Census. At the time of the writing of this report, however,



- Single-Family
- ▲ Two-Family
- Multifamily
- Trailer
- - - Vacant or under construction

Source: Field Survey by Melcalf & Eddy, August, 1968

| | | |
|---|-------------------------------------|--|
| TOWN OF EASTON | | MASSACHUSETTS |
| <p style="font-size: small;">This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.</p> | <h2 style="margin: 0;">HOUSING</h2> | <div style="text-align: center;">  </div> <div style="text-align: center; margin-top: 5px;"> <p style="font-size: x-small;">SCALE: IN FEET</p> <p style="font-size: x-small;">0 800 1600 2400 3200</p> <p style="font-size: x-small;">August, 1970</p> </div> |
| <p style="font-size: x-small;">Melcalf & Eddy, Inc.</p> | | <p style="font-size: x-small;">Boston • New York • Palo Alto</p> |

only the 1960 Federal Housing Census data existed. According to this, of the 2,608 housing units in Easton in 1960, 2,501 were occupied and 36 or 1.4 percent were vacant. (Our field survey indicated that in August, 1970, 73 units were vacant. Most of these units are either in good to excellent condition or currently under construction.) Of the units occupied in 1960, 84.5 percent were owner occupied and 15.5 percent were rented. Clearly, the large majority of Easton's residents own their own homes. Homes which are presently being built are also designed for owner occupancy. Easton thus lacks significant amounts of rental housing for those who either cannot afford or do not desire to own homes.

As Easton's full-value tax rate is \$40.00, owner-occupied houses will probably continue to be within the cost range of those with substantial incomes, while lower-income families or individuals will be unable to obtain suitable housing in Easton.

Conditions. Housing conditions have been determined by field survey techniques in general accordance with the classifications of standards, deteriorating and dilapidated, used by the Federal Census. Our field evaluations, however, were based on a five-level classification system and then reduced to the three groups. The coding and evaluation criteria used in our field survey are presented in Appendix B.

Based on the information compiled from our housing survey of August, 1970, 96.9 percent of the total 3,267 year-round dwelling units have no defects or only slight defects, 2.4 percent have intermediate defects, and less than one percent (0.7 percent) have few and/or extensive critical defects and are classified as dilapidated. Table 16 indicates the amount of each type of housing and its percentage of the total.

As can be seen, the great majority of single-family housing, which predominates throughout the community, is in good to excellent condition. Most of the two-family houses and multifamily houses in Easton are also in good to excellent condition. While there are more two-family and multifamily homes in deteriorating condition, the percentage is surprisingly small, considering that much of Easton's housing is over 30 years old. The mobile homes within Easton are all in good to excellent condition; however, their contribution to Easton's housing supply is limited.

An area in which there is a concentration of 50 percent or more housing in the Deteriorating Category is considered a potentially blighted area. A concentration of dilapidated housing exceeding 25 percent of the housing in a given area is designated as blighted. While Easton contains no area of either blight or potential blight, there are a substantial number of substandard housing units in North Easton. Most defects of deteriorating

Table 16. Types and Conditions⁽¹⁾ of Year-Round Housing Units

| | Standard | | Substandard | | | | Total number of units |
|---------------|--------------------|---------|--------------------|---------|--------------------|---------|-----------------------------|
| | Sound | | Deteriorating | | Dilapidated | | |
| | Number of units | Percent | Number of units | Percent | Number of units | Percent | |
| Single-family | 2,743 | 97 | 63 | 2.2 | 22 | .8 | 2,828 |
| Two-family | 196 | 94.2 | 12 | 5.8 | -- | -- | 208 |
| Multifamily | 147 | 96.7 | 5 | 3.3 | -- | -- | 152 |
| Trailer | 79 | 100 | -- | -- | -- | -- | 79 |
| Total | | | | | | | 3,267 |

1. See Appendix B.

Source: Metcalf & Eddy, Field Survey, August 1970.

housing are slight and repairable; however, neglect of prompt maintenance aggravates the process of deterioration. Easton should be aware of the potential blight that could occur if housing in North Easton is permitted to further deteriorate.

Easton contains 73 vacant dwelling units which have already been accounted for in the housing statistics. The majority of these vacant homes are either in good to excellent condition or new houses under construction. Overall, Easton's housing supply is in extremely good condition.

Economic Characteristics. The cost of housing in Easton has been rising steadily over the last ten years as the demand for housing in Easton has increased. Building lots which would have cost less than \$5,000 five to ten years ago, currently cost \$8,000 to \$10,000 plus. Easton recently underwent a property reevaluation. Prior to the reevaluation, older homes were subject to a much lower tax rate compared to the newer homes although both sold for equally high prices on the market. The new assessment has readjusted tax rates so that homes with comparable marketability are subject to similar tax rates. Because this has resulted in a rise in the tax bills on many older homes and in particular open land, it is possible that more land will be put on the open market in an attempt to defray tax costs. An expected decrease in housing costs, in an effort to sell more quickly, has not occurred. However, the cost of homes has remained high, with the average three- to four-bedroom home commanding prices \$24,000 to \$28,000. New homes and others now in the process of construction are substantially more expensive. As noted earlier, part of the high cost results from the need for larger lot sizes due to the absence of public sewerage and the existence of poor soil conditions.

In using the assessed valuation figures as of 1968 which were secured through the revaluation, it is estimated that the average single-dwelling unit is valued at approximately \$23,000 to \$24,000. The housing values with their respective percentages of the total are as follows:*

| | |
|----------------------|--------------|
| \$14,000 and under | - 10 percent |
| \$15,000 to \$19,000 | - 25 percent |
| \$20,000 to \$29,000 | - 45 percent |
| \$30,000 to \$39,000 | - 15 percent |
| \$40,000 and above | - 5 percent |

*Source: Town Assessor's office.

The high cost of housing is potentially detrimental to Easton's future development. The effects of these costs are already evident in the homogeneous character of the economic class that is purchasing homes in Easton. The gradual narrowing of the Easton community is discussed more fully in the next section of this report.

Because Easton currently has few rental units, an analysis of rental fees was not undertaken. Their numbers were considered insignificant in comparison with the large supply of owner-occupied units.

Housing Demands and Needs. Easton lies on the fringe of the suburban core area that is adjacent to Boston. While Easton has not yet experienced the housing demand that other suburbs closer to the Boston area have felt, it is beginning to receive the overspill from the older suburbs. As the transportation system to Boston improves and I-495 is constructed eastward, persons working in Boston or along I-495 will be more willing to locate their residences further from their place of employment. It is likely, therefore, that housing in Easton will be increasing in demand. In addition, Easton appears to have an excellent school system which will heighten the demand for housing.

To accommodate the growing numbers of people desiring housing, Easton must develop more multifamily housing and rental units for those younger people who either cannot or do not wish to purchase their own homes. Plans for the development of 300 multifamily units in the near future should help to alleviate this need. More importantly, Easton must create both low- and moderate-income housing, to meet the needs and demands of those desiring to enter Easton and those who currently reside there. While it is difficult to determine the external demand for lower-income housing, it is clear that Easton lacks housing that can be afforded by persons with low or moderate incomes. The price of housing now existing and being constructed in Easton effectively excludes these persons. The cost of housing units purchased by the many new people entering Easton indicates that they are persons in the high-income level. Consequently, Easton is developing into a homogeneous community, consisting of a single social and economic class. If this trend is permitted to continue, Easton will become a community lacking social, economic, political, and cultural heterogeneity. While some may feel this type of existence desirable, the absence of variety and mixture in a community results, over a period of time, in complacency, narrow-mindedness, and a dearth of new ideas and values, all of which are detrimental to individual and community growth.

In addition to demands for housing outside Easton and the need for a diversified environment, low- and moderate-income housing should also be provided to satisfy the demands of persons in Easton. The children of Easton residents are unable to

afford high-quality housing in Easton. Children seeking suitable housing must relocate in adjoining cities and towns where they can afford adequate housing. Moderate-income housing developments would be of great benefit to those children who desire to remain in Easton.

Further, a comparison between the wage scale of Easton town employees and the salary of requirements of lending institutions for housing loans indicates that many salaries are inadequate to obtain homes in Easton. A wider spread of available housing is necessary to accommodate the demands of these employees.

Easton is fortunate in that its physical features permit unitized development throughout the town which would not effect adjoining homes. The many wetland areas can serve as buffer zones between existing housing developments and low- and moderate-income housing units.

New lower-income apartments for the elderly appear to be needed in the future. Presently, the elderly housing complex is totally occupied and the Housing Authority has approximately 45 applications for residency. It is anticipated that the Housing Authority will have an article on the March 1970 town warrant for the construction of additional units. If such units are constructed, they should be developed in North Easton, close to the business and recreation areas. Their location near to the town center would offer the elderly shopping convenience and social contacts which are often difficult to obtain in less central areas.

Land Values and Reevaluation Impact

Land market values* in Easton have increased substantially in recent years. Today, the average house lot (30,000 square feet) is valued between \$5,000 to \$9,000 - dependent on the location and facilities provided. Back tract land (little or no access) can be valued in three groupings: prime - \$1,000 to \$1,500 per acre, marginal - \$750 to \$1,000 per acre and unsuitable - less than \$750 per acre. It is difficult to place a minimum acre value on unsuitable acreage (including swamp land) because present owners simply do not desire to place it on the market.

The 1968 revaluation on house lots and vacant land in all probability will either force land market values to remain constant for a substantial number of years or to decrease slightly due to an increase in supply. On the average, the tax valuation of house lots has increased approximately 30 to 50 percent and the valuation of tract land - 200 to 400 percent. In essence, this is directly reflected in the land owner's tax bill. For example, in 1967 the taxes on a particular tract of land may have been \$500, whereas in 1968, the taxes have increased to

*Source: Town Assessor's Office

\$1,500. This increase in taxes will likewise increase the desirability to place tract land on the market.

Housing Problems

Based on the above discussion, it is evident that some housing problems and problems related to housing exist. They are as follows:

1. The community lacks diversity in its housing supply, in terms of cost and type. Particularly severe is the absence of low- and moderate-income housing units. Rental units and multifamily units are also scarce, while realtors and banks have indicated a moderate to strong demand.
2. The town has not established a written policy concerning low- and moderate-income housing.
3. As multifamily housing develops in Easton, there will be an increasing need for the development of a public sewerage system. Pressure will also increase on all elements of existing public facilities.
4. More units of housing for the elderly near the town center are needed.

Obstacles to Solution

While Easton's obstacles to the solutions of its housing problems are few, they may be difficult to overcome. The town has sufficient funds to solve its problems and will soon have the necessary zoning, subdivision, and building codes to control town development. The major obstacle the town faces is the absence of interest in community housing problems. Easton does not lack knowledge of the need for diversified housing, particularly low- and moderate-income housing. The town, however, has paid little attention to these needs, in hopes, perhaps, of remaining an exclusive community, isolated from the lower classes. As discussed above, such social stratification would be harmful to the entire town. Thus, lack of concern and activity are Easton's largest obstacles.

The nonexistence of a public sewerage system presents a further obstacle to solutions. The reduction of lot sizes and housing costs both, could occur were a public sewerage system created.

Housing Objectives

Easton's housing goals should conform to the needs of the community. The goals should be attainable within the context of regional housing goals.

The following housing objectives for the next three to five years are recommended for Easton:

1. Easton should attempt to provide a wider variety of housing units to alleviate present housing demands and possible future problems.
2. Easton should encourage the development and control of multifamily dwelling units and rental units to contribute to the growth of the community.
3. Easton should initiate programs during the next three to five years to supply the needed amounts of low- and moderate-income housing to meet local and possibly some of the regional demands.
4. Easton should educate the public concerning housing problems and direct attention to their solution.
5. Easton should consider the development of a public sewerage system.
6. Easton should assure that the proper organization exists to assess and reassess the town's needs, as community goals, trends, and necessities change periodically.

Recommendations

Based on existing housing conditions and the past development of dwelling units in Easton, we recommend the following:

1. Easton should determine and provide the necessary low- and moderate-income housing units for persons both within and without the community. The construction of 300 units of multifamily housing will provide some diversity in the housing supply. The need for more multifamily units and rental units of varying cost must be investigated. The development of a program for lower-cost housing should begin immediately.
2. The construction of additional units of elderly housing should be explored. Sites close to the town center should be examined as the most desirable location for elderly housing.
3. The Housing Authority should be organized so as to adequately evaluate housing needs on a regular basis and make recommendations to meet all housing requirements and demands, not only for the elderly.

POPULATION

Size

In order to project Easton's future population, the past and existing population trends must be analyzed. Consideration must be given to a variety of relating aspects such as national trends, the population of surrounding communities, possible future industrial development, the growth of Stonehill College, etc.

Table 17 lists the past population growth for Easton since 1930. The 1970 population as shown is a preliminary figure obtained from the U. S. Census. Detailed information was not available prior to printing of the master plan and therefore could not be used herein for analysis.

Table 17. Past Population Growth

| Year | Population | Net change | |
|------|------------|------------|---------|
| | | Number | Percent |
| 1930 | 5,298 | - | - |
| 1935 | 5,294 | -4 | 0 |
| 1940 | 5,135 | -159 | -3.0 |
| 1945 | 5,723 | 588 | 11.5 |
| 1950 | 6,244 | 511 | 8.9 |
| 1955 | 7,324 | 1,080 | 17.3 |
| 1960 | 9,078 | 1,754 | 22.9 |
| 1965 | 10,634(1) | 1,556 | 17.2 |
| 1970 | 12,400(2) | 1,766 | 16.6 |

1. The 1965 Easton population was reported by the Massachusetts State Census as 10,130. This figure has been adjusted to reflect the differences in federal and state enumeration techniques.
2. Preliminary 1970 U. S. Census.

Sources: U. S. Census, 1960; State Census, 1965.

During the late 1930's, Easton experienced a decline in population which can be attributed in part to a decline in the industrial employment.

The population growth began an upswing during the war years and the post war years and has continued to the present time. The largest percentage increase experienced (22.9 percent) was in the period 1955 to 1960. Because Easton is primarily a "bedroom-type community," large increases in population are due to new people moving into the town. This type of movement is a direct result of an unbalanced situation in the surrounding communities, i.e., an overspill due to a decreasing amount of developable residential land and the desire for rural-type residential development.

Distribution and Density

For the purpose of the analytical process, Easton was delineated into 10 neighborhood areas. The criteria used in delineating the areas were the U. S. Census enumeration district boundaries and man-made physical constraints. Because the neighborhoods, as delineated, contain industrial and commercial complexes, they are referred to herein for simplicity purposes as "Planning Districts" (see Figure 8).

Table 18 shows the 1960 and 1968 distribution of Easton's population by Planning Districts. A review of the locations of existing population, as coupled with information regarding suitable locations for future residential development, aids greatly in determining locations and service areas for community facilities, industrial zones, size and extent of commercial areas, and future residential land use demands.

Table 18. Population Distribution and Density

| Planning district | 1960 population | 1960 population density(1) | 1968 population(2) | 1968 population density(1) | Percent increase |
|-------------------|-----------------|----------------------------|--------------------|----------------------------|------------------|
| 1 | 298(3) | 0.24 | 160 | 0.13 | - |
| 2 | 194 | 0.09 | 253 | 0.24 | 30.5 |
| 3 | 318 | 0.14 | 373 | 0.17 | 17.2 |
| 4 | 432 | 0.19 | 514 | 0.23 | 18.8 |
| 5 | 124 | 0.09 | 155 | 0.11 | 25.0 |
| 6 | 1,502 | 0.75 | 1,554 | 0.78 | 3.5 |
| 7 | 1,000 | 0.47 | 1,518 | 0.72 | 51.8 |
| 8 | 88 | 0.09 | 302 | 0.32 | 343.0 |
| 9 | 2,149 | 1.00 | 2,468 | 1.12 | 14.8 |
| 10 | <u>2,973</u> | <u>1.31</u> | <u>3,541</u> | <u>1.56</u> | <u>19.2</u> |
| Total | 9,078 | 0.48 | 10,838 | 0.56 | 19.4 |

1. In persons per acre.

2. Estimated June 1968 population.

3. In 1960, a single census enumeration district contained Planning Districts 1 through 5. Through an extrapolation process coupled with present day population statistics, an estimate of 1960 population per Planning District was made. It is believed that the 1960 population in Planning District 1 is in error and should have been allocated to one or more other enumeration districts.

Source: U. S. Census, 1960; State Census, 1965.

Residential development is scattered throughout all Planning Districts with significant concentrations in Planning Districts 7 and 10. These two districts absorbed nearly 62 percent (1,086) of the population increase since 1960 and account for approximately 23 percent of the total land area of Easton. The recent development that has taken place can be associated with physically suitable lands, public water service areas, highway accessibility, and the expansion of Stonehill College.

Composition

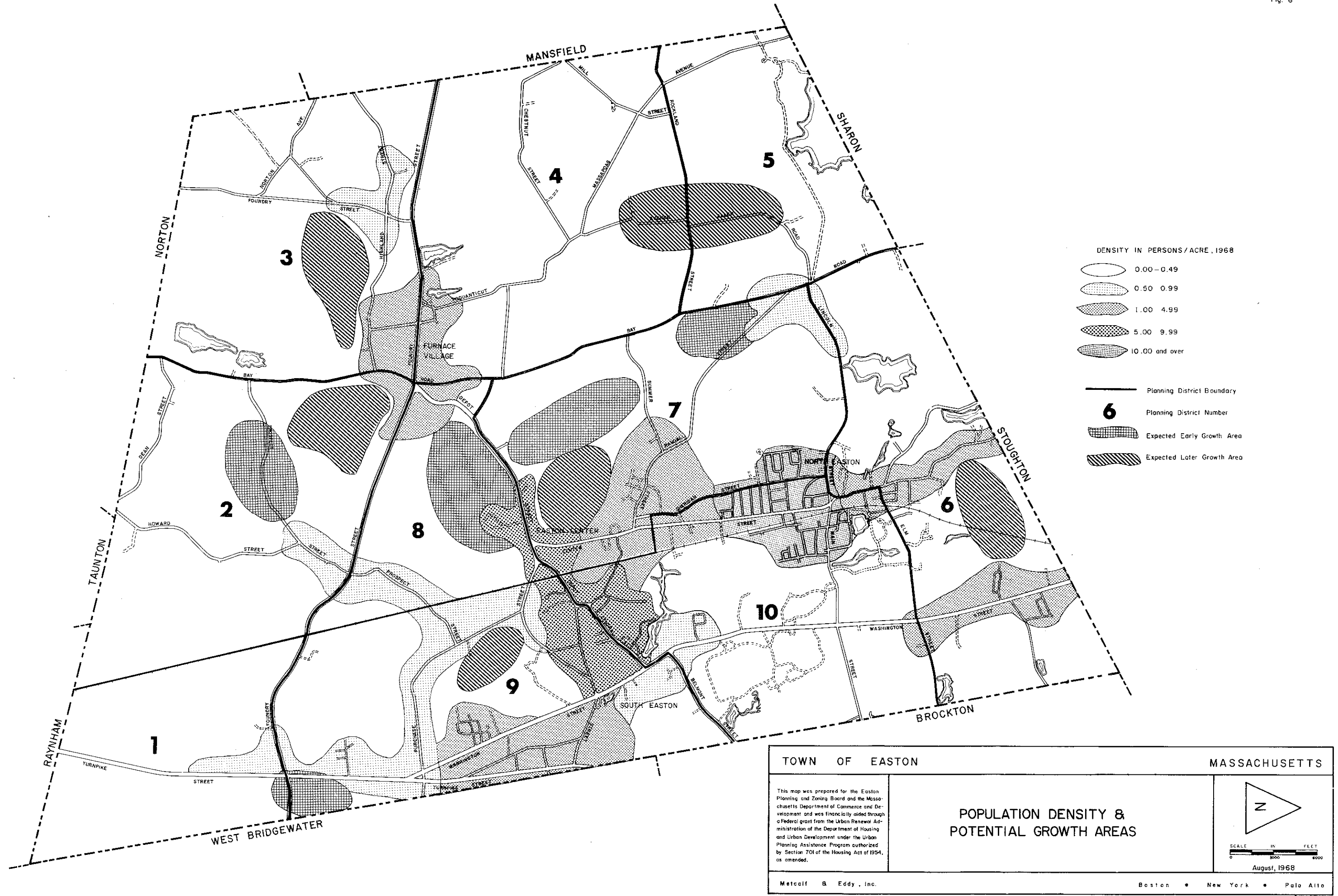
Population composition is the distribution of population by age groups. Table 19 has been prepared to show Easton's 1950 population in comparison to the 1950 to 1960 change in population and the Commonwealth of Massachusetts.

Table 19. Past Population Composition

| Age group | 1950 | | 1960 | | |
|-----------------------------|------------|-------------|------------|---------------|-------------|
| | Easton | | Easton | Massachusetts | |
| | Population | Percent | Population | Percent | percent |
| Preschool under 5 | 612 | 9.8 | 1,183 | 13.0 | 10.7 |
| School age 5-19 | 1,372 | 22.0 | 2,519 | 27.7 | 25.0 |
| Young labor force 20-39 | 1,768 | 28.3 | 2,332 | 25.7 | 24.9 |
| Mature labor force 40-64 | 1,783 | 28.6 | 2,262 | 25.0 | 28.3 |
| Retirement age 64+ | <u>709</u> | <u>11.3</u> | <u>782</u> | <u>8.6</u> | <u>11.1</u> |
| Total | 6,244 | 100.0 | 9,078 | 100.0 | 100.0 |
| Median age, yrs. | 33.3 | | 29.2 | | 32.1 |

Source: U. S. Census, 1950 and 1960.

Easton's 1960 population was substantially younger than the average throughout the Commonwealth of Massachusetts and even slightly younger than the average for the nation (29.5 years). In the 1950-1960 period, substantial changes in population composition have occurred. In 1950, the population under 19 accounted for approximately 32 percent of the total, whereas this same group accounted for approximately 41 percent of the total population in 1960. The higher than average composition of school-age children has been reflected in past school needs. Although all other age



DENSITY IN PERSONS/ACRE, 1968

- 0.00-0.49
- 0.50-0.99
- 1.00-4.99
- 5.00-9.99
- 10.00 and over

- Planning District Boundary
- 6** Planning District Number
- Expected Early Growth Area
- Expected Later Growth Area

SCALE IN FEET
0 8000 16000

August, 1968

groups experienced gains in population, they also experienced net losses in percentage compositions. The overall shift in composition has reduced the median age from 33.3 to 29.2 years in a 10-year period.

Characteristics

Certain economic and social characteristics of Easton's population are presented here to give an indication of the past and present status of town residents. Such factors have a direct bearing upon the type and level of services and facilities expected by the townspeople.

The Easton 1960 median-family income was \$6,216. This is lower than the median for the LAI (\$6,236) and the Commonwealth of Massachusetts (\$6,272). Of a total male employed population of 2,347, 323 were employed in professional, technical, or kindred occupations; 264 in managerial occupations; 591 in crafts and kindred occupations; and 418 in operative and kindred occupations. The high percentage (68 percent) of employment in these categories should account for a higher than average median-family income, but does not.

The total 1960 Easton labor force (male and female) was 3,337 persons. Of this total, 1,653 were employed within the Brockton SMSA, 1,514 outside of the SMSA, and 170 did not report places of employment. Of those employed within the SMSA, 637 were employed in the City of Brockton, 48 in Plymouth County, 818 in Easton, and 150 in Stoughton.

As was discussed in the section on Area of Influence, Easton's growth and development patterns have been and will be, in the future, influenced by employment patterns and climates in the surrounding towns and cities.

In general, the characteristics of Easton's population are about average for the state as a whole.

Components of Change

Changes in population are a result of two factors, migration - the movement of people into or out of a community, and natural increase - the excess of births over deaths.

Table 20 shows the effect of net migration and natural increase on Easton's population change from 1950 to 1965. Net migration is the total population change minus the natural increase.

Table 20. Components of Population Change

| Year | Population | Natural change | | Net migration change | |
|------|------------|----------------|---------|----------------------|---------|
| | | Number | Percent | Number | Percent |
| 1950 | 6,244 | - | - | - | - |
| 1955 | 7,324 | 354 | 5.7 | 726 | 11.6 |
| 1960 | 9,078 | 551 | 7.5 | 1,203 | 16.4 |
| 1965 | 10,634 | 610 | 6.7 | 946 | 9.5 |

Sources: U. S. Census, 1950 and 1960.
State Census, 1955 and 1965 (adjusted).

Natural Increase. Table 20 shows the significance of natural increase on past population growth in Easton. Between the years 1950 and 1965, there occurred 1,515 more births than deaths. In order to clarify this increase and formulate trends, reference is made to Table 21, which is a comparison of birth, death, and natural increase rates for Easton and the nation. These rates are normally expressed in persons per 1,000 population per year.

Table 21. Natural Increase, Birth, and Death Rates

| Time period | Birth rates | | Death rates | | Natural increase rates | |
|-------------|-------------|-------|-------------|-------|------------------------|-------|
| | Easton | U. S. | Easton | U. S. | Easton | U. S. |
| 1950-1955 | 23.0 | 24.8 | 11.6 | 9.5 | 11.4 | 15.3 |
| 1955-1960 | 26.5 | 24.7 | 11.5 | 9.4 | 15.0 | 15.3 |
| 1960-1965 | 23.7 | 22.6 | 9.2 | 9.5 | 14.5 | 13.1 |

Source: U. S. Census, Series P-25, No. 286.

As compared to the United States average, the Easton natural increase rate has been increasing whereas the national average has been decreasing. This increasing rate can be attributed to the in-migration of young families of child-bearing age and a significant drop in the 1960-1965 death rate. The natural increase rate is not a pure indicator of population growth. It must be subdivided into births and deaths and then analyzed as to which segment created the largest impact.

The birth and death rates are critical factors in determining past trends and future composition. While the national birth rate has declined substantially in the 15-year period, Easton's birth rate peaked in the mid-period above the national average and then declined substantially in the latter period, but

still remained above the national average. In contrast to the nation's death rate, which has been relatively constant, Easton's death rate has been steadily declining to a point where it is below the national average.

Naturally, it is impossible to draw definite conclusions in relationship to future population composition from birth and death rates alone. Many other factors must be considered and are explained later. The birth and death rates do indicate a future increase in composition of the lower age groups and a reduction in the older age groups. This trend, if not checked, will lead to a younger community, as previously stated.

Migration. Table 22 shows the effect of migration on Easton's population change between 1950 and 1965. Although there has been an overall net population increase, due to migration, the migration patterns of the different age groups are not similar. Because exacting migration composition figures are not available for the 1960-1965 period, the 1950-1960 migration period has been analyzed.

In order to illustrate the in- and out-migration that has occurred for the 10-year period, different age categories have been grouped accordingly (see Table 22).

Table 21 is a generalization, but does indicate shifts in population composition due to migration. A large influx of persons has occurred in the age groups 30-44. Associated with this age group is its off-spring, which falls in the 14 and under age group. Towns, typical of Easton's residential character, normally experience either a very low in-migration or an out-migration in the 15-29 age group. This relatively high in-migration can be attributed to the expansion of Stonehill College.

Table 22. Past Population Migration

| Age group | Total 1950-1960 | |
|--------------|-----------------|---------------|
| | In-Migration | Out-Migration |
| 14 and under | + 826 | - |
| 15 - 29 | + 257 | - |
| 30 - 44 | + 668 | - |
| 45 - 64 | + 207 | - |
| 65 and over | - | -29 |
| Total | +1,958 | -29 |

Source: U. S. Census, 1950 and 1960.

Although there has been a small out-migration in the 65+ age group, this group population increased from 609 in 1950 to 782 in 1960. This population increase can be attributed to the low death rate and a larger population in the 55-64 age group from the prior 10-year period.

Forecast to 1980*

Future changes in Easton's population size will come as a result of many factors and conditions existing both within Easton and the immediate surrounding area. The most recent changes in Easton's population have been influenced by:

1. A decreasing amount of developable residential land in the surrounding communities.
2. The suburbanization of the Boston and Brockton Metropolitan Area.
3. A younger population resulting in higher than average natural increase rates.
4. General growth of the economy.
5. Increased accessibility because of recently constructed limited-access highways.

It is important that any forecast of future population be based upon assumptions regarding the above factors as well as other influences which might affect future population growth and composition.

General Assumptions. Three separate forecasts (a high, a low, and a most probable forecast) of Easton's 1980 population are made, based upon certain sets of criteria. Underlying all three forecasts are several general assumptions and are as follows:

1. Regional economic trends and patterns surrounding the Easton area will not vary drastically from those existing at present.
2. Easton can induce some industrial development.
3. Sufficient land will be made available for the construction of new homes within the town.
4. The construction of the new Route I-495 will be completed by 1975.

*The method used for this population forecast was a modified cohort-survival method. The results of this method were checked against projections by mathematical methods and migration-natural increase methods.

5. Stonehill College will continue to expand at a slightly higher rate.

In making population forecasts, the migration aspect of the forecast is most difficult. Changes in either regional or town attractiveness can drastically change migration totals and/or direction. In making a forecast for Easton, it is assumed that changes in the attractiveness of Easton to outsiders will be of a positive nature.

Low-Series Forecast. The low-series forecast is based upon a slight reduction in net in-migration, i.e., the migration rate will decrease to a low of 600 persons in the 1965-1970 period and continue at that rate. This amounts to 120 persons per year; 30 of which are allocated to Stonehill College. Therefore, approximately 23 to 28 new families can be expected. Natural increase rates between 1965 and 1975 are expected to increase slightly above the levels of the previous decade and then level off between 1975 and 1980.

For the forecast period, the birth rate in all probability will fall below previous levels, due to the increase in the use of birth control devices. The Easton death rate, on the other hand, is expected to conform to the national averages in the time period 1970-1975.

These estimates are based on an unchanging local economic climate with slight advances toward economic diversification and new development on the regional level. Based on the above assumptions, Easton's population will increase at a decelerated rate to 13,330 and 15,100 persons in 1975 and 1980, respectively.

High-Series Forecast. The high-series forecast is based on a substantial increase in the migration rate to a high of 2,400 persons in the 1975-1980 period. Natural increase rates will increase slightly, reflecting a shift of the in-migration pattern especially in the young adult age groups. This high level of growth could occur with increased local and regional industrial development, especially those industries with more attractive prospects for young people and an accelerated increase in the college population brought about by an enlarged expansion program.

Based on the above assumptions, the population will increase at an accelerated rate to 16,100 and 21,000 persons in 1975 and 1980, respectively.

If the potential population were to reach the 21,000 figure, residential development standards and controls of the present may have to be changed. The composition for the continuing in-migration increase will contain a large percentage of young adults, both single and married; therefore, housing needs will be different than today.

Most Probable Forecast. The most probable forecast is based on a moderate increase in the migration rate to a high of 1,800 persons in the 1975-1980 period. This amounts to 360 persons per year, 80 of which are allocated to Stonehill College. Therefore, approximately 90 to 105 new families can be expected. The composition of the in-migration should change slightly with a continuance of the construction of homes for the elderly, an increase in industrial development, and an increase in the college enrollment. The natural population rates will increase slightly above the low-series forecast rates reflecting this shift in migration composition. The construction of Route I-495 should perpetuate the forecasted migration in that transportation limitations will be reduced between Easton and the outlying industrial areas.

Based on the above assumptions, it is estimated that the Easton population will reach 18,900 persons by the year 1980. Table 23 shows the three forecasts numerically and Figure 9 shows them graphically.

Table 23. Estimated Future Population to 1980

| Forecast | 1965 | 1970 | 1975 | 1980 |
|---------------|--------|--------|--------|--------|
| Low | 10,634 | 11,900 | 13,330 | 15,100 |
| Most Probable | 10,634 | 12,400 | 15,400 | 18,900 |
| High | 10,634 | 12,400 | 16,100 | 21,000 |

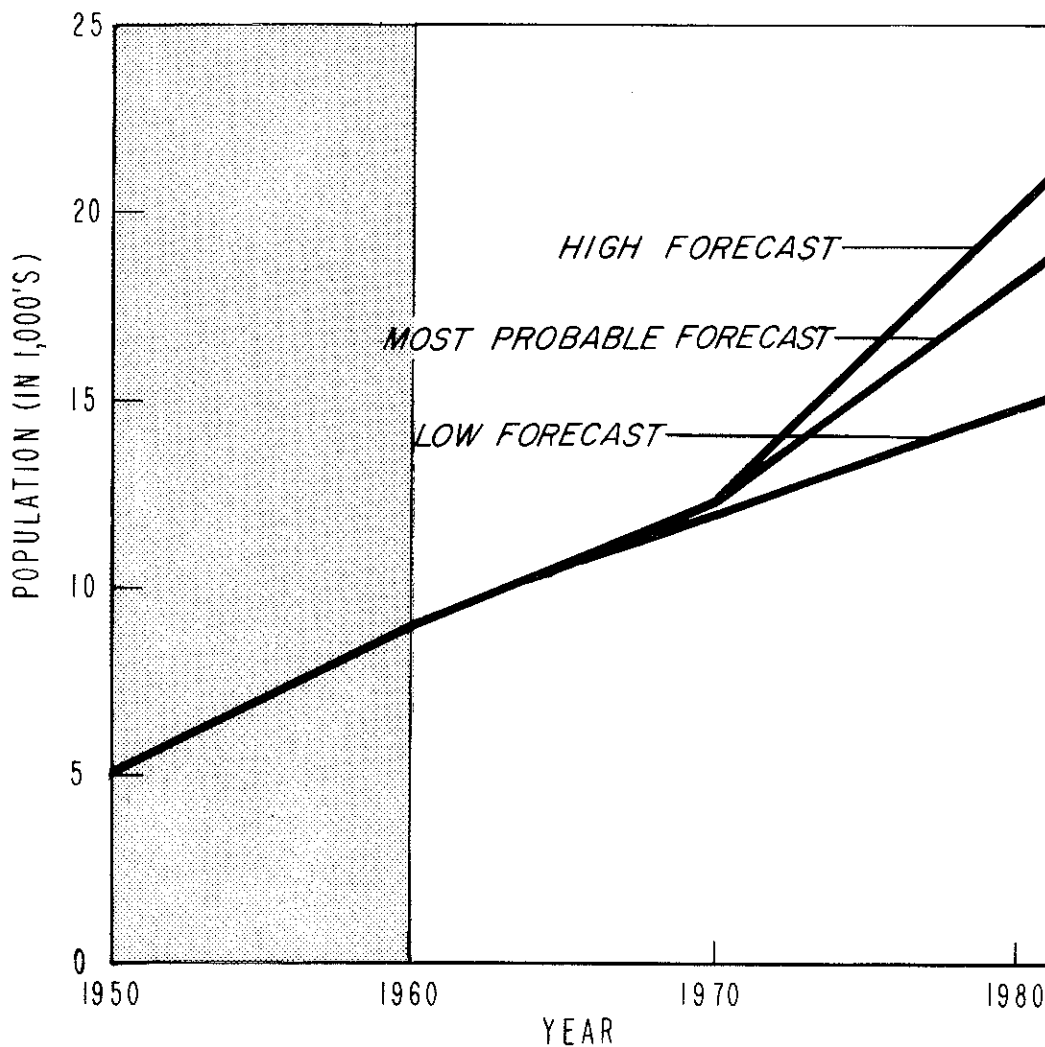
Source: Estimates by Metcalf & Eddy.

Future Distribution and Density

The future distribution of the Easton population will be largely dependent upon the willingness of large land owners to part with or subdivide their land, the accessibility of land to highways, land use controls enacted and enforced by the town, future public utility service areas, and school locations.

Because this Master Plan is designed for a flexible development scheme, i.e., the incorporation of both the most probable and the high population forecasts, exacting future population distributions and densities are not given at this point. A referral to the "Future Implications" portion of this section indicates the total residential land use needed at varying densities (Table 25). It is expected that "early" residential development will occur in the sensitive areas of Planning Districts 7 and 8, and that "later" development will occur in the sensitive areas of Planning Districts 2 and 3 (see Figure 8).

SOURCE: 1950-1960 figures from U.S. Census
 Projections by Metcalf & Eddy, Inc.



TOWN OF EASTON

MASSACHUSETTS

This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

POPULATION ESTIMATES

August, 1968

METCALF & EDDY, INC.
 BOSTON • NEW YORK

ENGINEERS & PLANNERS
 PALO ALTO

Future Composition

Table 24 shows the composition of the Easton population in 1965 and the forecasted years of 1970, 1975, and 1980. Forecasts by individual age groups produce a basis for estimating the types and extent of town facilities and services needed to serve the future population. This is reflected especially in school and recreation facility needs and anticipated tax revenues. Also, the size and composition of the labor force can be estimated.

The percentage composition of school-age children has been reflected in past school needs and will be reflected likewise in the near future. Of concern is the composition increase of this group to the year 1970 which then decreases as the year 1975 approaches.

Table 24. Future Population Composition

| Age group | 1965 | | 1970 | | 1975 | | 1980 | |
|-----------------------------|--------|--------------|--------|--------------|--------|--------------|--------|--------------|
| | Number | Per- cent | Number | Per- cent | Number | Per- cent | Number | Per- cent |
| Preschool under 5 | 1,156 | 10.9 | 1,203 | 9.7 | 1,540 | 10.0 | 1,851 | 10.0 |
| School age 5-19 | 3,331 | 31.3 | 4,005 | 32.3 | 4,712 | 30.6 | 5,268 | 28.5 |
| Young labor force 20-39 | 2,653 | 24.9 | 3,075 | 24.8 | 4,127 | 26.8 | 5,938 | 30.0 |
| Mature labor force 40-64 | 2,666 | 25.1 | 3,212 | 25.9 | 3,943 | 25.6 | 4,552 | 24.2 |
| Retirement age 64+ | 828 | 7.8 | 905 | 7.3 | 1,078 | 7.0 | 1,291 | 7.3 |
| Total | 10,634 | 100.0 | 12,400 | 100.0 | 15,400 | 100.0 | 18,900 | 100.0 |
| Median age, years | 29.0 | | 28.8 | | 28.9 | | 29.1 | |

Sources: U. S. Census, 1960; State Census, 1965; Easton Public School Records; estimates by Metcalf & Eddy.

The young labor force will continue to increase over the forecasted period. The mature labor force should peak in 1970 and then drop to an all-time low in 1980. Even though the composition does drop substantially, this should experience a numeric increase of approximately 40 percent. Detailed discussions and implications of the changing population composition on economic factors are continued in later sections.

The estimated future composition of Easton's population reflects the projected shifts in the migration patterns, the expected decrease in birth rates, and the increase in death rates.

Future Characteristics

Easton may not maintain the diversified social and economic structure that it has at present.

The participation of the future labor forces should be located with heavy emphasis in the high skilled and professional occupations. In all probability, Easton's residents will continue to live in - work out.

By 1980 there should be more people in the middle-age groups, as well as fewer people in the lower income groups. With additional education, skills, and training there should be a greater median family income. The upper-middle income group will expand considerably.

Implications

The projections for the future population growth and change, set forth previously, will have certain implications upon future development, the most important of which are outlined below. The effect of projected population growth patterns upon employment, necessary community facilities and services, and other related planning matters is examined in greater detail as part of subsequent sections of this Master Plan.

Residential Land Use Needs. Table 25 estimates the possible future residential land use needs according to varying residential densities for the most probable and high forecasts.

Table 25. Range of Future Residential Land Use Needs, 1965 to 1980

| Population increase | Acres needed at varying densities | | | |
|-------------------------------|-----------------------------------|--------------------|---------------------|---------------------|
| | 3 persons per acre | 6 persons per acre | 10 persons per acre | 15 persons per acre |
| Most probable forecast, 8,270 | 2,800 | 1,400 | 800 | 550 |
| High forecast, 10,370 | 3,500 | 1,700 | 1,000 | 700 |

Source: Estimates by Metcalf & Eddy.

Employment and Labor Force. The productive age population is expected to grow by approximately 5,200 persons by 1980. At the very minimum, by 1980, an additional 2,800 persons can be

added to the present labor force. This increase in Easton's labor force coupled with the presence of higher educational facilities and the growing trend of professionals to locate in Easton could possibly influence the town's potential for industrial development, although obviously depending upon numerous other factors.

Education Facilities. One of the most important areas of town action is the provision of modern educational facilities to meet the needs of its children. Although the percentage of school-age children to total town population should decrease between 1965 and 1980, the actual total number should increase by over 1,900 students. This means a need for approximately 75 more classrooms by 1980. This does not include replacement of older facilities.

Other Community Facilities and Services. As Easton's population increases, pressures for new and expanded public utility systems will become more apparent, not only to serve residential districts but also to serve possible new industrial areas as an enticement for such development - a prime requisite toward reducing the tax burden on the homeowner. Increased population will require more and better roads, expanded town recreational facilities, police and fire protection, and numerous other services.

In subsequent sections of this Master Plan, these future requirements for community facilities, schools, labor force, and housing are analyzed in greater detail.

ECONOMY

A sound economic base is essential to the well-being of any community. Activities within the economy should be extensive enough to broaden the tax base and aid in the financing of town services but should be sufficiently limited to conform with the town's basic character and future goals.

In the recent past, Easton's non-residential tax base has not been a significant factor in balancing the property tax burden. For Easton to achieve the described balance of residential and economic development, some industrial and commercial growth will be necessary. This report will discuss the influences on economic activity in Easton over the past twenty years and will present suggestions of how the town might gain the desired type of economic development in the desired locations during the planning period.

Labor Force

The term "labor force" refers to the sum of the residents of a municipality who are working, regardless of the place of employment, plus those residents who are not working but are seeking work. The first group described above is known as the Employed Labor Force, while the second group is called the Unemployed Labor Force.

Composition. In Table 26 is compared the composition of Easton's 1950 and 1960 resident labor forces. Between these years, the employed male labor force increased by 715 workers, while the employed female labor force increased by 390 workers. Proportionally, both groups increased substantially. In fact, female participation increased by over 60 percent.

Although the total number of females not in the labor force increased by 21 percent, the proportion of females not in the labor force declined by almost 6 percent. This indicated not only that the population in the town was increasing, but also that the proportion of women residents who were working increased.

During the same period, overall unemployment remained approximately the same. Male unemployment decreased while the number of female unemployed increased. This implies that employment opportunities for females are not expanding in the Easton area at the same rate as are male opportunities.

Table 26. Composition of Resident Labor Force(1)

| Category | 1950 | 1960 | Change | |
|---|-------|-------|--------|---------|
| | | | Number | Percent |
| <u>Total Labor Force</u> | 2,359 | 3,462 | 1,103 | 46.8 |
| Employed | 2,281 | 3,386 | 1,105 | 48.9 |
| Unemployed | 78 | 76 | -2 | -2.6 |
| Unemployment rate | 3.3% | 2.1% | - | - |
| <u>Male Labor Force</u> | 1,685 | 2,395 | 706 | 41.8 |
| Employed | 1,632 | 2,347 | 715 | 43.8 |
| Unemployed | 57 | 48 | -9 | -15.8 |
| Unemployment rate | 3.3% | 2.0% | - | - |
| <u>Female Labor Force</u> | 670 | 1,067 | 397 | 59.3 |
| Employed | 649 | 1,039 | 390 | 60.9 |
| Unemployed | 21 | 28 | 7 | 33.3 |
| Unemployment rate | 3.1% | 2.6% | - | - |
| <u>Males Not in Labor Force</u> (In schools, service, institutions, etc.) | 583 | 524 | -59 | -10.1 |
| <u>Females Not in Labor Force</u> (In schools, service, institutions, etc.) | 1,769 | 2,140 | 371 | 21.0 |

(1) Fourteen years old and over.

Source: 1950 and 1960 U.S. Census.

Skills and Characteristics. The distribution of the town's employed labor force by industry in 1960 is indicated in Table 26. Manufacturing employed the majority of Easton's labor force, accounting for 34.0 percent of the total employed, or 1,152 workers. In that same year, covered manufacturing employment* accounted for a total of 622 jobs. If the assumption was made that all of the town's manufacturing positions were filled with residents of the town, then only approximately 55 percent of those employed in manufacturing were employed locally. However, total resident employment is unlikely and consequently it appears that at least half of Easton's manufacturing workers commute outside of the town for their jobs.

*Covered employment includes all jobs insured under the State-Federal Employment Security programs. All manufacturing jobs are covered. The majority of nonmanufacturing jobs are covered, with the major exceptions being employment in government, non-profit activities, self-employment, and agriculture.

Table 27 . Labor Force Distribution

| Industry | Number | Percent |
|--------------------------|--------|---------|
| Agriculture | - | - |
| Mining | - | - |
| Construction | 208 | 6.2 |
| Manufacturing | 1,152 | 34.0 |
| Transportation-Utilities | 198 | 5.9 |
| Wholesale Trade | 104 | 3.0 |
| Retail Trade | 481 | 14.2 |
| Services | 639 | 18.9 |
| Public Administration | 111 | 3.3 |
| Other(1) | 493 | 14.5 |
| Total | 3,386 | 100.0 |

(1) Includes "not reported".

Source: 1960 U.S. Census.

Similarly, there were 1,224 Easton residents in 1960 employed in the services or trades. That same year, the number of local covered jobs in these fields totaled only 428. In these areas also then, it seems that Easton workers travel outside of the town for their employment.

In Table 28 is presented a further indication of the characteristics of the town's labor force. This table indicates the occupations of the labor force participants.

The dependency of Easton's labor force on non-local manufacturing is supported by Table 28. The combined categories of craftsmen, foremen and kindred workers and operatives and kindred workers account for a total of 36.3 percent of the total labor force. It is, in fact, nearly the same percentage as that noted in manufacturing in Table 27.

Easton also has a large number of labor force participants in the professional, technical and kindred fields. Aside from the categories mentioned above, this category is the largest single grouping of town workers.

Covered Work Force

The term "covered work force" refers to the total number of persons employed in a municipality, regardless of their place of residence, that are covered by social security.

The data available for the total work force is limited in a small town. In general, the only source is the Department of

Table 28. Occupations of Civilian Labor Force Participants

| Occupations | Number | Percent |
|--|------------|------------|
| Professional, technical and kindred workers | 488 | 14.4 |
| Farmers and farm managers | - | - |
| Managers, officials, proprietors except farm | 288 | 8.5 |
| Clerical and kindred workers | 480 | 14.2 |
| Sales workers | 270 | 8.0 |
| Craftsmen, foremen and kindred workers | 594 | 17.5 |
| Operatives and kindred workers | 637 | 18.8 |
| Private household workers | 52 | 6.6 |
| Service workers | 225 | 6.6 |
| Farm laborers and farm foremen | - | - |
| Laborers | 175 | 5.2 |
| Occupation not reported | <u>177</u> | <u>5.2</u> |
| Total | 3,386 | 100.0 |

Source: 1960 U.S. Census

Employment Security's covered employment figures. These do not indicate the full amount of available employment in a town, particularly in the fields of government service, self-employment, or short-term jobs. However, these figures present sound indications of the economic orientation of a town such as Easton which can be used in comparison with other similar communities.

In Table 29 is shown the changes in Easton's covered work force from 1955 to 1968. Since 1955, Easton has experienced limited growth in its job opportunities. During the ten year period of 1955 to 1965, a total of 229 new covered jobs - a 25 percent gain - were available in the town. During the same period, Easton's population grew by 3,310 persons, or 45.2 percent. In fact, in 1955, Easton's covered work force amounted to 12.5 percent of the population. By 1965, this percentage dropped to 10.7 percent. These figures indicate that residential growth is

outpacing economic development, which suggests that the balance of property uses contributing to the tax base is becoming weighted toward a further burden on the residential property owner.

The manufacturing sector is an important one in Easton. Although this sector employed more people than any other since 1955, the decline of 50 manufacturing jobs between 1960 and 1965 indicates some instability.

The wholesale and retail trade and service sectors, the other significant elements of Easton's economic base, showed strong growth since 1955. Although these sectors usually offer lower wage scales and contribute less to the tax rate than manufacturing, they nevertheless function to hold monies within the town. In Easton's case, however, these sectors are not sufficiently large to draw significant monies into the town from municipalities. In other words, it appears that the wholesale and retail trade and service sectors in Easton have simply kept pace with the overall growth of the town.

Table 29. Changes in Covered Employment (1)

| Economic sector | Number of Employees | | | |
|---|---------------------|-----------|-----------|------------|
| | 1955 | 1960 | 1965 | 1968 |
| Agriculture | - | 1 | 12 | 13 |
| Construction | 85 | 66 | 93 | 79 |
| Manufacturing | 493 | 622 | 571 | 546 |
| Transportation, communications, and utilities | 9 | 2 | 15 | 182 |
| Wholesale and retail trade | 230 | 324 | 345 | 322 |
| Finance, insurance, and real estate | 34 | 27 | 25 | 31 |
| Services | <u>67</u> | <u>77</u> | <u>86</u> | <u>116</u> |
| Total | 918 | 1,119 | 1,147 | 1,289 |

(1) Refers to those jobs in Easton which are covered by the Employment Security legislation. Figures are for November.

Source: Massachusetts Department of Employment Security.

Construction employment in Easton has shown considerable fluctuation over the entire 14 year period. This sector, in particular, is subject to numerous economic variables and can

register sharp gains and losses in employment over short periods of time. Because of this characteristic, construction should not be relied upon to expand the town's economy.

The finance, insurance, and real estate sector, like the wholesale and retail trade and service sectors, usually expands as the population grows. The constant decline in this sector in Easton since 1955 indicates that Easton's economy has not grown in relation to population and that Easton is becoming dependent upon larger neighboring towns for some of its basic services.

Wages

Again, the only available source of information on wages is the Department of Employment Security. Because of the variables which are present in the calculation of per worker wages, it is likely that actual pay per full time employee is slightly higher than that shown in Table 30. Nevertheless the figures in Table 30 reduced to the common dollar base of 1957-59, indicate a general trend in real wages in Easton.

Table 30. Changes in Wages(1)

| Economic sector | 1955 | 1960 | 1965 | 1968 | Change 1960-65 percent | Change 1965-68 percent |
|---|-------|-------|-------|-------|------------------------------|------------------------------|
| Agriculture | - | - | 4,260 | 4,040 | N/A | -5.2 |
| Mining | - | - | - | - | - | - |
| Construction | 3,480 | 3,420 | 4,450 | 5,080 | 30.2 | 14.2 |
| Manufacturing | 4,620 | 4,350 | 5,230 | 5,210 | 20.2 | -0.4 |
| Transportation, communication and utilities | 6,900 | 4,820 | 4,940 | 6,380 | 24.9 | 29.2 |
| Trade | 2,140 | 2,460 | 2,970 | 3,040 | 20.8 | 2.4 |
| Financial, insur- ance and real estate | 3,020 | 3,475 | 1,000 | 4,500 | 71.2 | 350.0 |
| Service | 1,720 | 2,700 | 2,740 | 2,290 | 1.5 | -16.4 |

(1) Wages are computed per worker and adjusted to the 1957-59 base of the consumer Price Index for the Boston Region.

Source: Massachusetts Department of Employment Security (month of November).

By 1968, the highest wage industry in Easton was Transportation, Communications, and Utilities. This industry, in fact, paid nearly \$1,000 more per worker than any other sector in the town. Strangely, however, the per worker wage in this industry was relatively higher in 1955 than in 1968. In part, this is due to the internal changes within the local industry group; but in part also it is caused by the reduction in the relative value of the dollar.

In the manufacturing sector, the major employer in Easton, the real per worker wage declined between 1955 and 1960 and slightly between 1965 and 1968. The actual wage, on the other hand, increased from \$4,245 in 1955 to \$4,500 in 1960, to \$5,920 in 1965, to \$6,499 in 1968. Thus, it can be seen how large an effect inflation has had on the average worker's income. In fact, the actual wage per worker declined in only a few instances while the real wages declined in several cases.

Commuting

In discussing the subject of commuting into or out of Easton, the problem once again is the lack of data. However, it is possible to draw certain basic conclusions from the available information.

In 1960, the total number of town residents who were employed was 3,386. During that same year, the number of covered jobs available in the town totaled 1,119. These figures seem to indicate that approximately two-thirds of the working residents had to travel outside of Easton for their jobs. It is likely that this assumption is not entirely accurate because of the number of jobs which were available in Easton but did not fall within the classification for covered employment. A better indicator is the manufacturing sector, in which nearly all jobs are "covered". In 1960, there were 1,152 residents employed in manufacturing; yet there were only 622 manufacturing jobs available within the town. These figures suggest that somewhat less than half of the resident manufacturing workers had to commute outside of Easton.

The actual commutation figure for resident workers who do commute to their jobs is probably somewhere between 50 and 75 percent, for in fact it is not likely that all of the jobs in Easton were filled with Easton residents. Nevertheless, regardless of the actual figure, the significant factor is that the commutation amount is very high. Easton has become a bedroom community. Its residents are attracted to it because of its quiet and semi-rural atmosphere and not because it offers a place to work. Recognizing this fact, the purpose of this report should be to discover those economic sectors which could flourish in Easton, aiding in the tax base balance, without disturbing the desirable characteristics of the town.

Economic Sectors

In general, the economic trend in Easton has not recently been an expanding one. As indicated in Table 31, most industries reached a pinnacle of numerical expansion in 1965. Since that time, the major industry groups have declined in number within the town. An analysis of the changes within the major economic sectors follows.

Table 31. Changes in Number of Establishments

| Economic sector | Number of establishments | | | | Numerical change | |
|--|--------------------------|-----------|-----------|-----------|------------------|-----------|
| | 1955 | 1960 | 1965 | 1968 | 60-65 | 65-68 |
| Agriculture | 1 | 2 | 3 | 4 | 1 | 1 |
| Mining | - | - | - | - | - | - |
| Construction | 25 | 26 | 35 | 27 | 9 | -8 |
| Manufacturing | 15 | 25 | 26 | 23 | 1 | -3 |
| Transportation, communication, and utilities | 3 | 2 | 4 | 5 | 2 | 1 |
| Wholesale and retail trade | 45 | 45 | 50 | 49 | 5 | -1 |
| Finance, real estate and insur- ance | 6 | 6 | 6 | 6 | - | - |
| Service trade | <u>16</u> | <u>19</u> | <u>29</u> | <u>26</u> | <u>10</u> | <u>-3</u> |
| Total | 111 | 125 | 153 | 140 | 23 | -13 |

Source: Massachusetts Department of Employment (month of November).

Manufacturing. In the manufacturing sector, nearly all of the industry groups in Easton have declined over the past decade. (See Table 32.) The principal manufacturing areas of rubber and miscellaneous plastics, primary metals, and machinery except electrical employed fewer people in 1968 than they did in 1960. Only one specified industry group - fabricated metal products - employed more people in 1968 than in 1960.

Manufacturing in Easton is generally a small-scale operation. Each plant employs an average of only 23 workers. The firms are scattered throughout the eastern portion of the town,

Table 32. Changes in Number of Manufacturing Establishments and Their Employment

| Product | 1955 | | 1960 | | 1965 | | 1968 | |
|-----------------------------------|----------|-----------|----------|-----------|----------|----------|----------|-----------|
| | No. | Employ. | No. | Employ. | No. | Employ. | No. | Employ. |
| Food and kindred | 3 | 70 | 2 | 60 | 3 | 60 | 1 | 53 |
| Lumber and wood products | - | - | 3 | 25 | 2 | 5 | 2 | 6 |
| Printing, publishing, and allied | - | - | 2 | 1 | 2 | 3 | 1 | 4 |
| Rubber and miscellaneous plastics | 1 | 99 | 2 | 167 | 4 | 160 | 3 | 142 |
| Primary metal industry | 2 | 113 | 4 | 165 | 4 | 187 | 4 | 126 |
| Fabricated metal products | 2 | 16 | 3 | 19 | 2 | 12 | 3 | 44 |
| Machinery, except electrical | 2 | 114 | 4 | 148 | 6 | 137 | 6 | 130 |
| Other | <u>5</u> | <u>81</u> | <u>5</u> | <u>37</u> | <u>3</u> | <u>7</u> | <u>3</u> | <u>41</u> |
| Total | 15 | 493 | 25 | 622 | 26 | 571 | 23 | 546 |

Source: Massachusetts Department of Employment Security (month of November).

particularly north of the central business district and adjacent to Route 138. Many of the plants are in a state of physical decline, and some of the older factory buildings now house more than one operation.

In summary, it does not appear that manufacturing of the type carried on within Easton in the past has a healthy future in the town. Nevertheless, some of the newer firms such as fabricated metal products are pointing a way which should be encouraged and which could alter for the better the industrial atmosphere of the town.

Retail. Unlike the manufacturing sector, many of the retail groups employed more persons in 1968 than in 1960. The exceptions are in the field of eating and drinking establishments and miscellaneous stores (including apparel, drugs, liquor, etc.). The changes are slight, however, and in total the town gained only 5 establishments and 36 retail jobs in nearly a decade. (See Table 33.)

Table 33. Changes in Number of Retail Establishments and Their Employment

| Type | 1955 | | 1960 | | 1965 | | 1968 | |
|---------------------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | No. | employ. | No. | employ. | No. | employ. | No. | employ. |
| Hardware and farm | 2 | 5 | 3 | 5 | 3 | 17 | 3 | 7 |
| Food | 15 | 49 | 9 | 92 | 7 | 105 | 8 | 113 |
| Auto | 3 | 17 | 7 | 34 | 9 | 49 | 8 | 71 |
| Furniture | 6 | 41 | 1 | 1 | 2 | 2 | 3 | 3 |
| Eating and drinking | 11 | 105 | 9 | 123 | 12 | 100 | 11 | 105 |
| Misc. (1) | <u>5</u> | <u>5</u> | <u>14</u> | <u>67</u> | <u>14</u> | <u>69</u> | <u>15</u> | <u>59</u> |
| Total | 42 | 222 | 43 | 322 | 47 | 342 | 48 | 358 |

(1) Includes: general merchandise, apparel, liquor, antique, fuel and ice, and drug stores.

Source: Massachusetts Department of Employment Security (month of November).

It is difficult to determine for certain from the limited data which is available, but it may be assumed that the complexion of retail trade in Easton has been changing. Easton is emerging

from its rural agricultural past to a suburban residential community. In addition, its access to larger retail centers such as Brockton, Stoughton and even Boston has been improved. Consequently, Easton is discarding those retail firms which cannot compete with larger nearby stores; particularly for apparel and general merchandise, and is gaining in the necessary convenience areas, particularly in food stores. In addition, the emphasis on car transportation has caused an increase in car sales establishments, particularly along the major artery, Route 138, and in eating and drinking establishments along the main highways through the town.

Nevertheless, it cannot be said that Easton has made any great strides in attracting retail stores. As the population increases, it is likely that growth in the convenience stores in particular will merely keep pace.

Table 34. Changes in Number of Service Establishments and Their Employment⁽¹⁾

| Type | 1955 | | 1960 | | 1965 | | 1968 | |
|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| | No. | Employ. | No. | Employ. | No. | Employ. | No. | Employ. |
| Lodging places | - | - | - | - | 2 | 1 | 2 | 31 |
| Personal services | 3 | 4 | 4 | 7 | 5 | 13 | 8 | 19 |
| Business services | 3 | 7 | 2 | 11 | 2 | 7 | 2 | 13 |
| Auto repair | 3 | 12 | 5 | 18 | 5 | 9 | 3 | 8 |
| Amusement and recreation | 2 | 35 | 2 | 10 | 4 | 14 | 2 | 5 |
| Medical and health | 4 | 10 | 5 | 29 | 6 | 34 | 8 | 40 |
| Other | <u>1</u> | <u>1</u> | <u>-</u> | <u>-</u> | <u>2</u> | <u>3</u> | <u>1</u> | <u>-</u> |
| Total | 16 | 67 | 19 | 77 | 29 | 86 | 26 | 116 |

(1) Does not include sole proprietorships such as one person barber shops, beauty shops and insurance office, doctors, dentists, etc.

Source: Massachusetts Department of Employment Security (month of November).

Service. It is typical in communities which are growing residentially that the service sector of the community also increases. Most services are small operations which are desired locally. Thus in Easton, the average service establishment has employed 3 to 4 workers in each of the study years. (See Table 34.) Also, the personal and medical and health service areas - those which are most desired near to home - have increased both in number of establishments and total employment during the past decade.

The services which are not required within the community - business services, auto repair, and amusement and recreation services - have either declined or are experiencing limited growth. An exception is the area of lodging places, a non-local service which has grown in Easton because of the access routes which traverse the town.

It may be expected that the recent trend will continue in Easton. The increase in population which is anticipated in the town will attract local services. Thus, these types of services, plus locally-oriented retail stores and specialized industrial plants appear to be the basis upon which Easton's future economic strength will depend.

Conclusions and Recommendations

Unlike some communities which increase residentially because of a new expansion in the economic base, Easton will grow economically in proportion to its residential development. The attraction of Easton is its location for suburban living, not its employment opportunities. Nevertheless, any growing town offers a potential for various goods and service establishments which will cater to the residents. In addition, Easton offers accessible sites which are suitable physically for certain types of industrial operations which seek skilled workers and a small market region.

There are two other possibilities for the improvement of the economic base: one involves the North Easton business area and the other a potential historic district. North Easton's business area, located in the north central portion of the town, is limited in area in relation to the comparatively small size of the population. More important, however, is the physical decay and inefficiency which now characterizes this area. A study in greater detail of this district is presented in a later chapter of this report. At this stage it is sufficient to suggest that rehabilitation through the combined efforts of the town and businessmen could enhance the area considerably.

Directly to the north of the business area is an area which once was the economic mainstay of the town. The shovel-producing plant here was a major regional industry. Now, although the shovel

shop is no longer operating, the handsome store and brick mill buildings remain, surrounded by lovely residences of the same period. It is possible that the area could become an historic district. The Easton Historical Commission has been actively taking an inventory of historic structures throughout town. The actual delineation of an historic district and development of district controls will take a number of years. Consideration should be given now as to the way an historic district might function in relation to the adjacent business district to create an area of widespread attraction.

In a Master Plan such as this one which analyzes the physical needs of a community, any specific recommendations for economic development must necessarily be related to site proposals and to ancillary facilities and services. The plans for community facility (town buildings and lands, recreation and conservation and schools) will recommend improvements in these areas which may increase the attraction of Easton to potential businessmen. In addition, the Utilities chapters will suggest means of providing necessary levels of utility services to potentially developable economic sites.

In this chapter, recommendations are made concerning the total amounts of land for economic purposes needed within the planning period and those sites which have potential for economic development.

Economic Land Use Needs. Presently there are 179 acres devoted to commercial and manufacturing purposes in Easton. The amount is comparatively small, but it must be remembered that the attraction for economic development is limited. Even though more than 3,000 acres are presently zoned for business purposes, zoning alone cannot create a potential for commercial and industrial growth in a town such as Easton.

If the North Easton business area is revitalized, the need for commercial land will be further reduced. Nevertheless there will be a demand for two distinct types of commercial land; one is the neighborhood commercial type consisting of goods and service facilities for the surrounding residents; and the other is highway commercial, that which requires superior accessibility and highway frontage.

Based on existing development and a continuation of present trends, it appears that expanded neighborhood commercial facilities will be required in Furnace Village and in the area of the Route 138-106 intersection. In addition, if an increase in residential growth, particularly multifamily development occurs, additional centers may be needed in north-west Easton and along Route 138 near Stonehill College. Each of these centers could require between 5 and 10 acres for development. A maximum of 45 acres should be sufficient for this category.

Highway commercial use needs are more difficult to forecast and must be consistent with potentials and the future land use plan. A small shopping center or wholesale operation could require approximately 10 to 15 acres of land. Assuming that the demand in this area will be limited, it is expected that between 50 and 75 acres in this category will be sufficient to meet the demand.

It was stated previously that manufacturing growth in Easton is likely to be limited to comparatively small firms engaged in the production of specialty products for regional consumption. These firms could require between 10 and 20 acres of land. The actual number which could be attracted to Easton is indeterminable. It is assumed, however, that no more than 100 additional acres will be required for manufacturing purposes within the planning period.

In summary, therefore, Easton may require between 190 and 215 acres of economically developable land within the foreseeable future. However, the overall development scheme should allow for additional acreage to compensate for 30 to 50 years of growth.

Commercial and Industrial Site Survey

In order to provide for the economic land use needs previously projected, various sites with potential for commercial or industrial development were surveyed (refer to Figure 10). All sites surveyed maintained good access to Route 24 via the Route 106 or Route 123 interchange. In addition, all sites are served by public water. The marketability of these sites is dependent on the availability of sites closer to Route 24 in Brockton, the willingness of Easton property owners to place the land on the market, and the timing of sewerage facilities.

Site 1, at the intersection of Route 138 and Main Street, has locational advantage for the development of both neighborhood and highway commercial facilities. Access to the site from developed areas is excellent. In addition, it is nearly level. One immediate drawback to the site is its classification by the Soil Conservation Service as having moderate to severe limitations for development with on-site sewage disposal systems. However, since this site is proposed to be serviced by a public sewerage system (refer to Sewerage chapter), this limitation would be overcome. Part of this site is already developed commercially. If the college continues to grow and if multifamily development occurs adjacent to the site, the marketability of this site should be high. The full assessed value* of the land in this area is \$800 per acre.

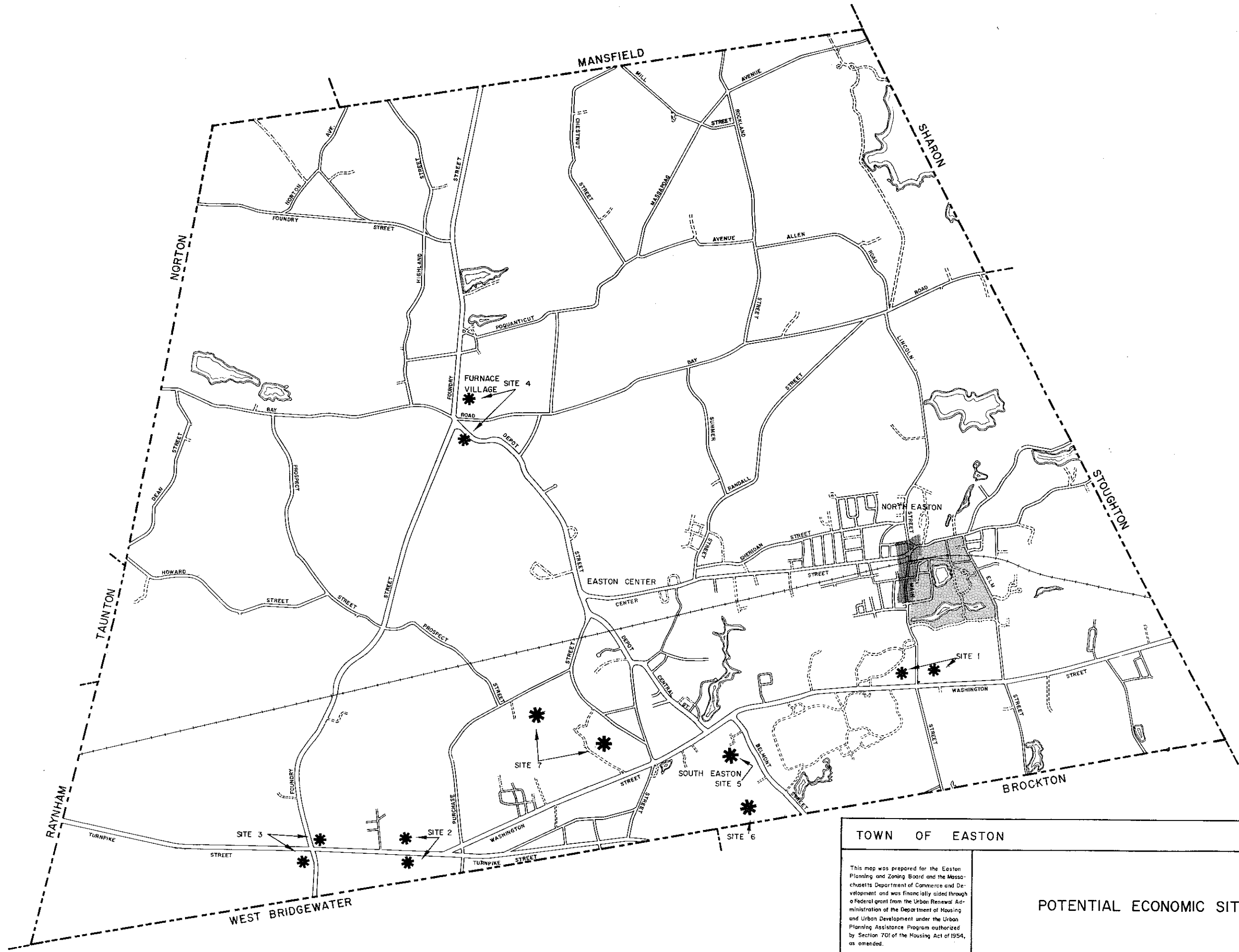
* Although property in Easton is assessed at 100 percent of its full value, the actual value of property at time of sale may vary from 200 to 1,000 percent of its full valuation.





Site 2 is located on Route 138 to the south of Purchase Street. Some of the land in this area is already developed as commercial use. The advantage of the site is accessibility along Route 138 and large amounts of vacant and agricultural land. Again the site is nearly flat and contains land which is classified as having moderate to severe limitation for development with on-site disposal systems. However, part of this site has only slight limitations for commercial or industrial sites with on-site sewerage disposal and in any case the area is proposed to be within the public sewerage area. Full assessed value of the land in the site is approximately \$900. The marketability of this site would seem to be more limited than Site 1 because it is more removed from developed areas. It could, however, be highly marketable to trucking and wholesale firms and tourist commercial activities.

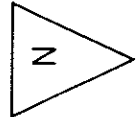
Site 3 is located on opposite corners of the Route 138 and 106 intersection. This site, which is slightly rolling, contains soils which present moderate to severe limitations for commercial and industrial sites with on-site disposal systems. The advantage of this site is that these soil limitations could be overcome since it is immediately adjacent to the proposed sewer interseptor. Another advantage is its location on a main access route between Route 24, proposed Route 495, and local residential areas and adjacent to proposed multifamily development. These features, despite the full assessed value of \$1,000 per acre, could cause this site to be highly marketable for neighborhood commercial as well as highway commercial activities.

Site 4, located in Furnace Village, has potential for the development of neighborhood commercial facilities. A major difficulty of this site is its location on soils which present severe limitation for commercial or industrial development with on-site disposal systems and yet outside of the proposed public sewerage service area. This limitation could be overcome with the proper installation of on-site systems. With the full assessed value at \$1,000 per acre, this site, located at the center of proposed residential developments, appears to have sufficient marketability to overcome the increased cost of a proper on-site disposal system.

Sites 5 and 6 are similar in their locational advantages for industrial development. Located adjacent to Route 123 and approximately 1-1/2 miles from the Route 123-24 interchange, these sites are susceptible to development by industries which require excellent highway access. These sites are not similar in their soil conditions. Site 5 contains a mixture of soils which present slight limitation and those which present severe limitation for the development of commercial and industrial sites with on-site disposal systems. Site 6, on the other hand, contains unclassified soils because of the sand and gravel operations which have altered the natural conditions in this area. Both sites, however,



-  Potential Historic District
-  North Easton Business Area
-  Potential New or Expanded Industrial Site
-  Potential New or Expanded Commercial Site

| | | |
|---|--|--|
| TOWN OF EASTON | | MASSACHUSETTS |
| <p>This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.</p> | <h2 style="margin: 0;">POTENTIAL ECONOMIC SITES</h2> | |
| <p style="font-size: small;">Metcalfe & Eddy, Inc.</p> | |  <p style="font-size: x-small;">SCALE IN FEET 0 5000 6000 December, 1969</p> |
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are proposed to be within the public sewerage service area. The comparatively high full assessed value of \$1,500 per acre of these sites should not impede their marketability for industrial development.

Site 7, located to the south of Church Street between Route 138 and Purchase Street, represents a consolidation of three existing industrial facilities into an industrial park. The site is relatively flat, but because of its size contains soils which offer slight to severe limitation for commercial and industrial sites with on-site disposal systems. Since the site is within the proposed public sewerage service area, these limitations should not interfere with the marketability of the land. The full assessed value, at approximately \$1,000 per acre, is lower than sites 5 and 6 and this may in fact increase the marketability of this site over sites 5 and 6.

Proposals. A basic proposal is for the town to move as soon as possible toward the creation of a public sewerage system as proposed in the Sewerage chapter of this report. As indicated above, most of the proposed economic sites require public sewer facilities to overcome the physical limitations of the land.

A further proposal is for the town to investigate the possible advantage of a town industrial park, for development on either site 6 or 7. Such a park, with the financial reductions possible for the park inhabitants, might be just what is required to bring small industries into Easton.

The final recommendation is for the town to carry out the other proposals of this Master Plan. Whether these include a rehabilitation project for the North Easton business area, improved fire facilities, improved school facilities, improved water or drainage facilities or altered zoning regulations, they all combine into a total comprehensive package for the improvement of Easton. Nonimplementation of any one of these recommendations could hamper the completion of the others, and could, more precisely, reduce the possibility of improved economic conditions.

PART II

1980 DEVELOPMENT PLAN

ALTERNATIVE FUTURE LAND USE SCHEMES AND DEVELOPMENT GOALS

Future Land-Use Demands

Of Easton's 18,842 acres, only 3,393 acres, or 18 percent of the total land area is developed. With a vast majority of the land in its natural state, the issues at hand are the determination of land-use types, of their spatial location and of the demand in the future.

The future demands should be dependent to a great degree upon the future policies and actions of the town. Recent trends have been primarily toward residential-type development, which for the most part has been relatively stable. However, improved highway accessibility (Route I-495), the extensive water system constructed throughout the entire town, and the recent revaluation of open land, should increase the demand for residential development.

The prime natural resource (wetlands), up until recently, has played only a minor role in controlling or directing development. The principal area of the wetlands lies in a belt traversed by Black Brook from the northern portion of the town to the Taunton-Raynham Line in the southeastern sector of the town.

Easton's extensive natural resources should provide a significant demand for recreational development and possibly recreationally oriented commercial development. As more leisure time becomes available and as the cities and suburban areas become more densely settled, intensified demands are likely to be placed on communities such as Easton to provide public outdoor recreational facilities, both developed and undeveloped in nature.

In addition, the town's natural resources are likely to produce significant demands for increased public ownership of land for recreation, conservation, and water supply purposes. This is an area where town policy must be formulated. Later sections of this Master Plan provide the basis for establishing policy through the necessary background investigations into the town's fiscal structure.

Because of the heavy financial burden which individual, single-family residential units place upon a community, Easton should attempt to offset this burden through the promotion of multifamily housing developments as well as nonresidential developments in suitable locations. There are a number of attractive existing and planned elements conducive to apartment, industrial and commercial-type developments, principally in the form of highway accessibility and public utilities. To what

degree and extent these types of developments will and/or should occur, is directly related to the development policies and programs initiated by the town.

In general, the overall land-use demand in Easton will most likely come rapidly and be confined principally to the residential sector. In the end, however, development pressure should depend largely upon the town's policies, land-use controls, development standards, physical facilities, and fiscal status in themselves and in relation to neighboring communities.

Alternative Future Land Use Schemes

The purpose of proposing possible alternative future land use schemes is to compare the suitability of schemes prior to the preparation of a future land use plan. It is based on an evaluation of the existing land use pattern as to its spatial location and the amounts and intensities (lot sizes) of the various land use types. These schemes are concerned primarily with private rather than publicly owned land. The relationship of these alternative future schemes to physical features, population, municipal cost of services, and community acceptance are discussed in the succeeding sections of this plan.

There are certain physical barriers which presently and in the future will restrict development and influence any future land-use pattern. The poor soil characteristics prevalent throughout the town coupled with the numerous streams and brooks and wetlands are definite obstacles to contiguous development. Also, although the large tract lands in single ownership could be subjected to wholesale development which would not necessarily be in agreement with a designated pattern, they can be an asset. In general, proper development controls can be applied with relative ease to a large area of land in single ownership rather than one in multiple ownership.

Easton's existing land use pattern is characterized by its rural nature. A number of small villages within close proximity to major highways have initiated development of a suburban residential character. With an understanding of likely future influences upon development patterns, the questions at hand are: How can Easton grow in the future? What patterns of development are possible, and what are the implications of each as regards public expenditures, community image and attractiveness, livability, and land economics?

The present pace of development in Easton is slow even in light of recent residential subdivision activity. Nevertheless, because of the town's moderate population and vast areas of undeveloped land, any new development, no matter how minor, is significant to the town. This present pace of development under

existing town policies can increase either very slowly or to great proportions overnight. As land primarily closer to the Boston metropolitan area becomes more scarce, and with the town's attractive setting and excellent highway accessibility (Route I-495), Easton can become a more desirable location for business, industry, and most importantly residences. Although the timing of any increased development pace cannot be accurately foreseen (it appears to be occurring now), it is highly probable at some future date. Easton can best prepare by determining now what type of community it ultimately wants to be, and what new policies and controls should be adopted to promote and retain the desired community character and to accept, deter, or direct development pressures. At that future date when vacant land becomes more scarce within Easton, the various types of land uses should be oriented in a pattern or scheme which not only promotes the desired community character, but which also retains land values.

In general terms, Easton's basic choice is between the Open Space - Cluster development scheme, or the Open Space - Belt development scheme. These two development schemes have meaning in terms of existing land use patterns and the patterns of the town's physical land resources. Both schemes are also capable of development within the framework of the existing pattern.

Open Space - Cluster Scheme. Figure 11 shows the general Open Space - Cluster development scheme. The principal characteristic of this scheme is the grouping of development in areas where the physical land capabilities are most suitable. These clusters would be most numerous in the eastern half of Easton, but would still be separated by the various wetlands and streams. As in the Open Space - Belt scheme, almost the entire western half of the community is considered open space. This means developed uses only at rural densities (one family per acre or less), appropriate seasonal land uses in proximity to the major water bodies, and the continued predominance of public recreation and open space uses in the area. Within this scheme, density variations can occur within each cluster. These density variations will have overall significance with respect to town utilities, community facilities, and services. The principal cluster under this scheme would be the North Easton village.

Open Space - Belt Scheme. Also shown on Figure 11, this scheme contemplates a similar open space scheme for the western half of the community. However, in the eastern half of the community, the pattern would be one of continuous development or a belt of development running north-south. Thus, the community would be divided into an open space belt in the west and a developed belt in the east. The density of the

development belt could vary between urban (more than eight families per acre) and suburban (two to eight families per acre) with the focus of the belt upon the North Easton village. The extent of this urban-suburban belt of development would be very flexible, but in general would follow the most suitable soils.

The following are the general advantages of the Open Space - Cluster development scheme:

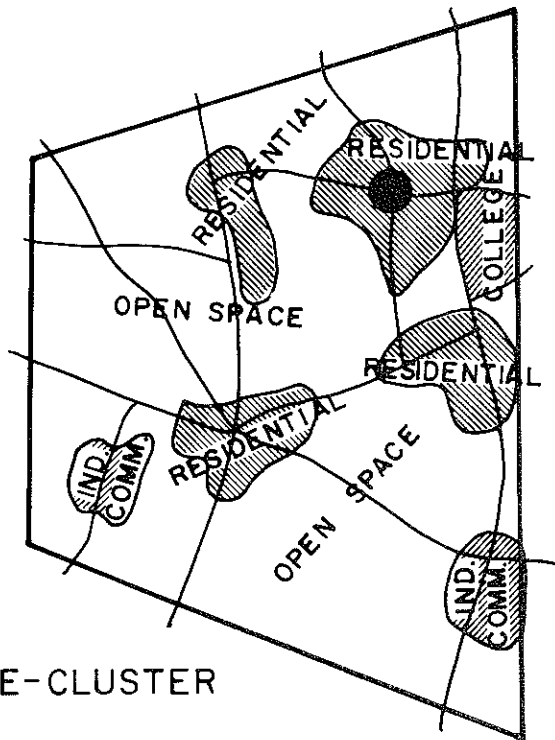
1. This pattern fits into the existing orientation of physically suitable land.
2. The ultimate population at full development would be less under this scheme and, therefore, there would be a lower total cost for such community service as schools, libraries, fire protection, etc. Depending upon development densities, utility costs would vary. However, the total overall costs for utilities should be less under this scheme.
3. Town acceptance of this scheme is more likely.
4. The availability of a wider range of housing types is possible under this scheme.
5. This scheme would evolve more naturally especially with the uncertain timing in the future disposition of the tract lands.

The following disadvantages of the Open Space - Cluster scheme are listed below:

1. The per capita costs for utilities, community facilities, and municipal services would be higher under this scheme.
2. Any permitted clusters of high density (four or more families per acre) development would eliminate some advantages of this scheme, requiring municipal sewerage systems as well as water systems.

The following are the advantages of the proposed Open Space - Belt scheme:

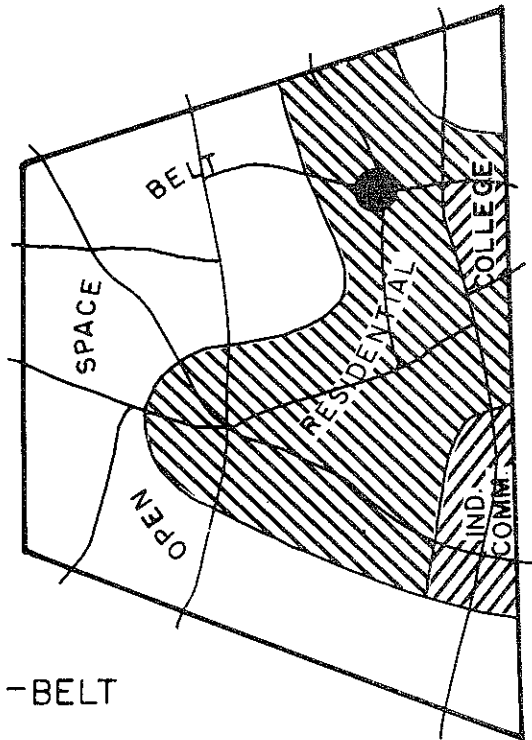
1. The per capita costs for utilities, roads, and town facilities would be less under this scheme.
2. The overall planning of utilities would be simplified.
3. Greater choice would be available to prospective industrial and commercial developers.



OPEN SPACE-CLUSTER

LEGEND

-  Open Space
-  Development Clusters
-  Development Belt
-  Community Center



OPEN SPACE-BELT

TOWN OF EASTON

MASSACHUSETTS

This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954. os ame 1/60

ALTERNATIVE
FUTURE LAND USE SCHEMES

METCALF & EDDY INC.
BOSTON - NEW YORK

ENGINEERS & PLANNERS
PALO ALTO



Not to Scale

May, 1969

The following are the disadvantages of the Open Space - Belt scheme:

1. The overall town population would be higher, with ultimate greater total costs for utilities, community facilities, and services.
2. This scheme does not fit the present pattern of physical land capabilities.
3. A higher level of care would be necessary on the part of town officials to ensure the protection of the public health, safety, and welfare as the belt development impinges upon wetland, stony land, and other unsuitable lands requiring extensive protective measures for development.

The previous is a first look at some of the future land-use possibilities which present themselves. Admittedly, it is difficult to foresee Easton's land developed extensively, but in 25 or maybe as many as 50 years from now, Easton will not have the amounts of vacant and open land which it enjoys now. The large amounts of new development to be coming must be directed toward a planned objective as expressed in a development pattern.

Development Goals

As previously stated, future land development, its type and pattern, municipal services, town tax base and rate, etc., will depend to a great degree upon selected goals and policies of the town. Many of these goals and policies already have been established by past development patterns and actions. Others are still subject to establishment or change by the town.

The selection of the development goals presented herein was a joint effort on behalf of the Easton Planning Board, the Natural Resource Trust, the Jaycees, and Metcalf & Eddy. The three town groups not only made recommendations and suggestions as to community goals but also prepared graphic presentations of possible future land-use plans. Considering these recommendations, the past development patterns, the expected population increase, and the two alternative development schemes discussed previously, the following community goals are used in the preparation of the Future Land Use Plan.

1. Character - The creation of an urban and rural land use pattern.
2. Prestige - Continuation and improvement of the prestige status of Easton, primarily as a residential community with varying housing types and socio-

economic characteristics.

3. Planned Development Target Date - An approximate 1980 target date is used for planned development progress. This 10-year period is considered as a foreseeable future, or length of time for which reasonably accurate future predictions of population, land-use demands, housing demands, etc., can be made. The design scheme is considered in the light of much longer range considerations. In this manner, the next 10 years of land development will be designed in accordance with an overall framework for the next 30 years. Periodically, a complete review of development as related to the development scheme should be undertaken.
4. Design Scheme Concept - The design scheme concept chosen as a basis on which to formulate the Plan is the "green space concept." This concept is adaptable to both previously mentioned development schemes and utilizes the idea of the separation of urban and rural uses employing either a low intensity type of development or no building development, such as agriculture, forest, wetlands, areas subjected to erosion, hilltops, parks, etc., to provide "breathing" spaces between self-contained neighborhoods, or high intensity types of planning areas (cluster developments). This permits a continuous development by higher intensity to be broken up by less intense uses, particularly natural features, thereby providing more area and pleasant surroundings for the internally developed neighborhood areas.
5. Land Use Intensities - Provide for a variety of land-use intensity patterns or lot sizes, dependent upon the factors of land capability and the need and feasibility of providing the area with public water and sewerage facilities.
6. Commercial Land Uses - All commercial developments are to be sized and sited so as to achieve a sound commercial tax base, an aesthetically pleasing arrangement and a service magnitude comparable to the town population. Definite areas are set aside for individual neighborhood stores (providing only basic essentials), various highway business establishments, and medium-sized shopping centers proposed to service Easton residents basically, and a minimal amount of residents from the surrounding towns. Such centers, if developed in accordance with adequate design standards, would be a tremendous tax asset to the town as well as being aesthetically appealing. All

commercial areas are proposed as development in depth areas rather than in shallow parcels strung out along the highways.

7. Industrial Land Uses - Promote industrial development within the town's potential and needs in order to diversify the economic base. Two types of industrial areas are proposed, one dependent upon public water and sewerage, and the other on public water and private sewerage services. The first is considered for industrial research and development uses, and planned as part of the overall scheme for the neighborhood with adequate buffers and green space adjoining other types of land uses. The second is proposed for service and distribution industries similar to the types located on Route 128. Such industrial uses, if of prime quality, would be of tremendous benefit in strengthening the future tax base.
8. Community Facilities and Services - Continuation and improvement of community services to a prestige level.
 - A. Historical Uses - Emphasis is placed on the restoration and preservation of historical buildings (primarily in North Easton) as well as other areas within the town.
 - B. Schools - Both as short-range and long-range objectives, a superior school system in terms of curriculum and plant facilities is to be strived for. Both present and proposed schools are to be designed to serve a multifunction purpose, e.g., use beyond the normal school day and year, indoor/outdoor recreation programs, adult education and recreation, etc.
 - C. Recreation and Conservation - Provisions are made for both community-wide and neighborhood-level recreation facilities, for all types of age groups, and for both passive and active recreation facilities. Critical to proper recreational site development is the interrelation of the green-space concept as it provides for conservational land.
 - D. Town Building - A civic center composed of the town government and the historic buildings is proposed as a focal point for the future community life of the town.

- E. Public Utilities - Provision is made for serving at least the designated urban portions of the town with public sewerage facilities.

FUTURE LAND USE PLAN

Under Phase I of the 701 Contract, a preliminary future land use plan was prepared. This plan, contained in Appendix C, was used as a discussion and preparatory tool in the formulation of the plan in this chapter.

Basis of Design

This chapter presents a plan for the future development of Easton. The plan was prepared in coordination with existing land uses and land suitabilities in the town, as well as with the stated town goals, and our projections and proposals for town buildings and additional land use demands.

Plan Target Date

The target date of 1980 has been selected for the future land use and major thoroughfare plan. However, the design scheme is considered in the list of longer range considerations, 30 to 40 years. Refer to the previous chapter.

Design Scheme Concept

The design scheme concept chosen as a basis on which to formulate this plan is the "green space concept." Refer to the previous chapter.

Land Use Proposals and Intensities

The scheme of future development includes developed uses (residential, commercial, industrial, institutional, transportation, communications, and utilities) and undeveloped uses (various types of open space and agricultural and water). Only major land use areas are shown, not each individual parcel such as the town hall, schools, etc. The intensity of development is related only to the residential sector herein and is described in the succeeding paragraphs. These uses are shown on Figure 12.

Residential. Three types of residential densities are shown; low, medium, and high. Varying densities are needed to provide proper adjustment to variations in existing development patterns, land suitabilities, and proposed service areas for sanitary sewers.

Low-density (less than one family per residential acre). These are generally newer developments in the outlying areas, most of which are, or will be, served by public water. For the most part, public sewerage facilities will be unavailable to these areas within the planning period. The land in

these areas is suitable for this density of development with on-site septic systems.

Medium-density (two to four families per residential acre). Included in the medium-density areas are the more recently developed and developing residential areas of the town. These areas are served by public water and could be served by a public sewerage system within the planning period. In addition, undeveloped areas have been delineated as such to compensate for similar growth patterns.

High-density (over four families per residential acre). These densities include the older sections of the town, in addition to undeveloped adjacent areas to permit similar growth and a continuance of the neighborhood unit. In those areas designated for apartments on Figure 12, the minimum area size per dwelling unit is dependent on the apartment type. A number of the areas as proposed are characterized by extreme variances in topography and by poor soils. High-density development, as proposed, will permit the property owners and/or developers to economically develop the land, as well as providing a strengthening effect on the tax base.

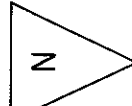
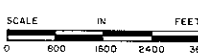
Commercial. Two types of commercial areas, neighborhood commercial and highway commercial, are proposed, although not differentiated on the figure.

Neighborhood commercial. These areas, both present and proposed, are designed to provide convenience shopping and services for the town residents.

Highway commercial. These areas, both present and proposed, are designed to provide shopping and services primarily to local area residents and also including transients. The highway commercial areas are located only along Route 138. Reference should be made to the recommended zoning ordinance developed as part of this Master Plan for type descriptions and requirements.

Industrial. These are areas proposed for service-type manufacturing and related establishments that are highway oriented, and for special establishments such as wholesale establishments, automotive garages, truck terminals, laundries, etc., that are not compatible with other commercial establishments.



| | | |
|---|--|---|
| TOWN OF EASTON | | MASSACHUSETTS |
| <p style="font-size: small;">This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.</p> | <h2 style="margin: 0;">FUTURE LAND USE PLAN</h2> | <div style="text-align: center;">  </div> <div style="text-align: center;"> <p style="font-size: x-small;">SCALE</p>  <p style="font-size: x-small;">0 600 1200 2400 3600 IN FEET</p> </div> <p style="text-align: center; font-size: x-small;">September, 1968</p> |
| Metcalf & Eddy, Inc. | | Boston • New York • Palo Alto |

Apartments, Research, and Offices. These areas are proposed for a mixed use of apartments, research-oriented industries, business offices, and selected commercial and industrial establishments. The areas should be planned as park-type developments with complementary uses, i. e., any industrial use should not detract from the residential use.

Public/Quasi-Public. These are existing and proposed large, publicly owned lands containing buildings such as schools and municipal buildings.

Mining/Utilities and Circulation. These areas include various quarrying activities, utility and communications rights-of-way, streets, highways, railroads, and other similar facilities. With the exception of the proposed roads, these areas are not posted on the map because of their size and their indeterminate future location.

Recreation/Protected Lands. These areas include publicly owned large areas of recreational land and publicly and privately owned lands protected from development.

Conservation/Wetlands. These include the natural wetlands which are not suitable for residential, commercial, or industrial building development, but which are valuable environmental assets and areas which are proposed to remain as protectors of natural features, buffers between developed land uses, and conservers of soil or watersheds.

Vacant. This is developable land which is expected to be built upon at low densities of residential uses after the year 1980, target date of this plan. It is not shown on the figure.

Water. Includes all major ponds, and other smaller bodies of water.

Land Use Amounts

The relationship of existing land use amounts to the anticipated 1980 demands is shown in Table 35.

Increases in acreage are expected in eight of the ten land use categories. Every developed land use should gain acreage substantially.

Substantial losses will naturally occur in the Vacant category. The category of Conservation/Wetlands is expected to increase substantially because of the need to restrict development in certain areas.

Although the overall quantity of developed uses is expected to increase, the intensity of development is expected to

Table 35. Proposed Land Use Amounts (Acres)

| Use | Land Use 1968(1) | Required for projected 1980 development(2) | Allocated on future land use plan |
|-----------------------------------|------------------|--|-----------------------------------|
| <u>Developed</u> | | | |
| Residential | 1,577 | 4,300 | 11,170 |
| Commercial | 92 | 180 | 260 |
| Industrial | 87 | 200 | 450 |
| Apartments, Research, and Offices | - | 150 | 450 |
| Public/Quasi-Public | 682 | 900 | 950 |
| Mining/Utilities and Circulation | 955 | 1,180 | 1,250 |
| <u>Undeveloped</u> | | | |
| Recreation/Conservation | 1,327 | 2,500 | 3,970 |
| Woodland/Vacant/Swamp | 13,779 | 9,090 | - |
| Water | <u>343</u> | <u>342</u> | <u>342</u> |
| Total | 18,842 | 18,842 | 18,842 |

Sources: 1. Existing Land Use Table II.
2. Estimates by Metcalf & Eddy.

remain near its present level for a few years and then to increase with the completion of Route I-495. The majority of residential growth is expected to occur at comparatively low densities. Similarly, much of the commercial and industrial development is likely to continue at its present growth rate for a number of years. Consequently, the character of Easton will undergo substantial change from a rural type setting to a suburban setting.

CIRCULATION

Definitions

For the purpose of this chapter, the following definitions are listed:

Major arterials - highways which connect adjacent cities and towns and form part of the state highway system.

Major collector streets - streets which receive and distribute traffic from and to various subareas within a given region, and receive traffic from a given neighborhood and carry it to an arterial highway. These roads travel through developed areas or connect concentrations of development and carry significant volumes of traffic.

Local streets - streets which primarily provide access to adjacent land uses.

ADT (Average Daily Traffic) - the total number of cars, in both directions, passing a point on a street during a 24-hour period. This is an average for a year, and during any particular day a street may carry far more or far less than the ADT.

Inventory

Figure 13 shows the existing highway and street system (pattern and location) in Easton. The highways and streets have been divided into links (a section of roadway between major inter-sections) because of the varying characteristics along them and so as to comply with the highway network developed by the Eastern Massachusetts Regional Planning Project.

Existing and Future Requirements

Regional Highway System. Easton is well served today by regional arterial highways (Routes I-95 and 24) located in adjacent towns and oriented primarily in a north-south direction. With the extension of Route I-495 in adjacent towns to the south, Easton will be afforded a substantially higher degree of flexibility in east-west movements.

The above-mentioned regional highway system is important to Easton's circulation plan in terms of its changing effect, i.e., the shifting of traffic volumes. The development of Easton's circulation plan is directed towards achieving the maximum circulation potential with respect to regional accessibility, as well as local accessibility through the use of existing roadways.

Traffic Volumes. Traffic flows or volumes measure the use which is presently being made of Easton's streets. It is the combination of these traffic flows which produces the traffic patterns for Easton. Through estimates of traffic flows and the resulting traffic patterns, long-range highway capacity needs can be determined.

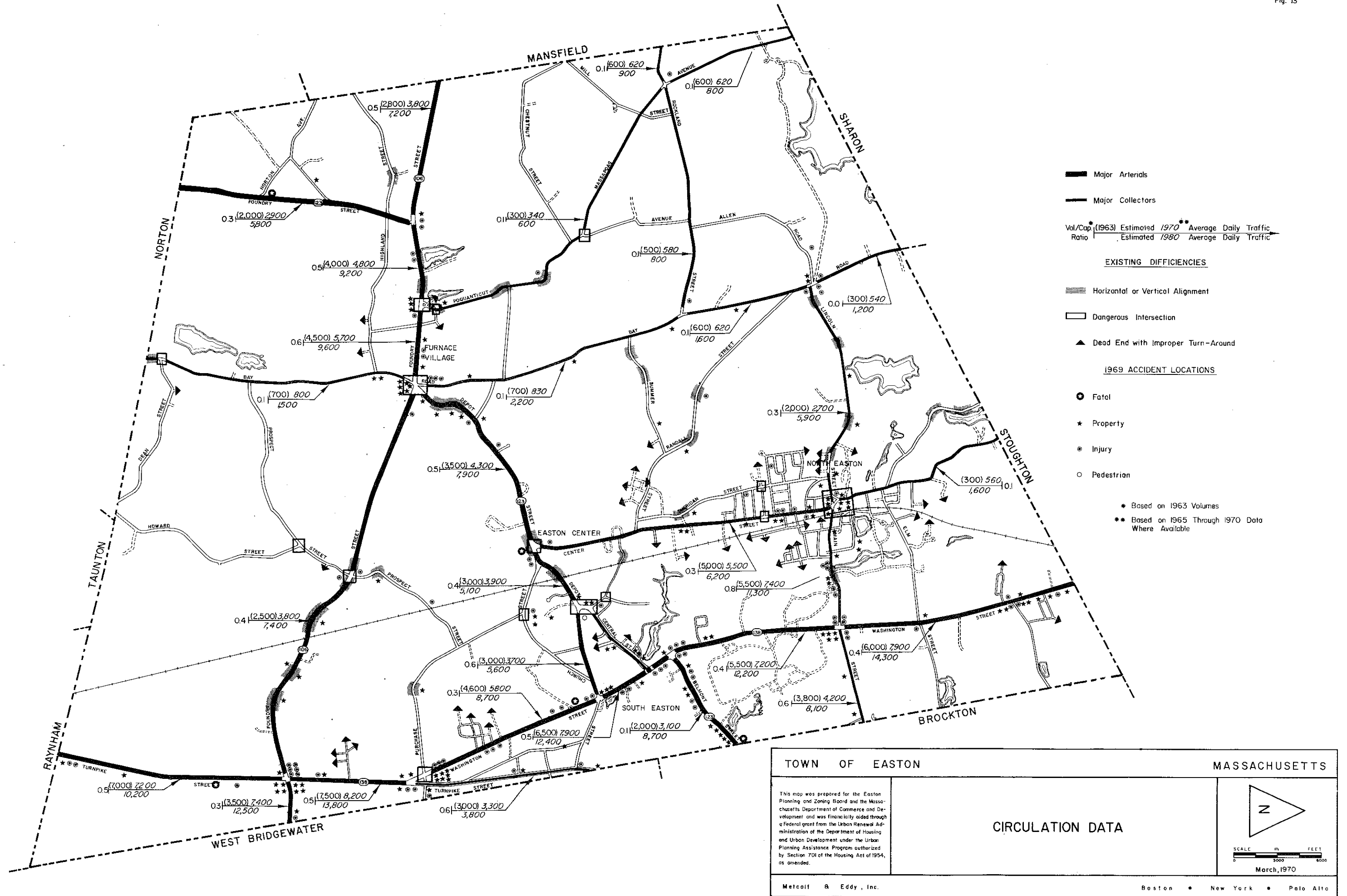
Figure 13 shows the current traffic volumes at various locations throughout Easton. Also shown are the projected 1980 volumes. The volumes, as posted on Figure 13 are expressed in terms of the average daily flow of traffic. On any given day, the actual volume can be either larger or smaller than the posted volume. The 1980 projections are based upon information received from the Massachusetts Department of Public Works and the Eastern Massachusetts Regional Planning Project. The projections as secured were adjusted as needed to compensate for Easton's proposed development programs. These projections are also based on the assumption that no new regional roads other than Route I-495 will be constructed sufficiently close to Easton or in Easton to relieve the loads on the existing roads or alter present traffic patterns.

Adequacy of Facilities

Accidents. A review of the most recent pattern of traffic accidents in Easton indicates that the prime motivators were high traffic volumes, poor intersections, and obstructed roadways. Streets exhibiting the highest accident rates were Routes 138, 123, and 106. Of the five fatalities in 1969, two occurred on Route 138. A review of Figure 13 indicates that each of these mentioned streets is characterized by poor intersections and/or narrow roadways or side obstructions. The intersections exhibiting the highest accident rates were Routes 138 and 123, Routes 138 and 106, Routes 123 and 106, Routes 138 and Main Street, and Center Street and Main Street.

As the volumes increase on these particular streets, accident rates can also be expected to increase unless preventive measures are taken.

Street Capacities. Street capacity is the ability of a street, measured in terms of its pavement width, to handle its present and accepted future traffic flow without congestion and at a reasonable operating speed. The volume:capacity ratio, as posted on Figure 13, is based on the 1963 peak directional hourly volume. Since that time, they have changed substantially due to normal increases in volumes. For example: Route 138 south of Route 106 had a 1963 ADT of 7,000, a directional peak hourly volume of 460, a capacity of 1,010 and a volume:capacity ratio of 0.5. Although more recent directional volumes are not available, they do increase in relation to increases in the ADT's. Therefore, of major concern are those streets for which high increases in the average daily traffic have been projected.



From an operating standpoint, in terms of the service volume: capacity ratio, many of the streets are in the critical stage. For example, an urban arterial street with a service volume: capacity ratio of 0.6 or less is relatively free flowing, with an overall average speed of approximately 30 mph. At a volume: capacity ratio of approximately 0.8, allowable delays are encountered and an overall travel speed approximates 20 mph. At a volume:capacity ratio of 0.9 to 0.95, traffic flows become unstable and overall travel speeds drop to approximately 10 to 15 mph. At a service volume:capacity ratio of 1.0 or greater, maximum congestions are encountered and backups occur on the approaches to most intersections.

The future implications of such inadequate street capacities upon traffic flow mean reductions in speeds; unsafe roadway conditions for vehicles, moving as well as parked, and for pedestrians; and where traffic volumes are high, congestion. Because a majority of these streets cannot be widened due to inadequate rights-of-way and building setbacks, the primary alternative is the construction of new roadways.

Surface Conditions. Generally, surface conditions throughout the town can be rated as good to excellent. Those roadways having poor surface conditions worthy of note are Bay Road, Foundry Street and small portions of Route 138, Center Street, and Lincoln Street. Based on the projected volumes for these roadways, any major resurfacing is not recommended at this time.

Right-of-Way Widths. Usually the larger the difference between the pavement and the right-of-way widths, the less expensive and easier it is to widen the pavement. Except for isolated cases, the majority of the town rights-of-way are totally inadequate. Rights-of-way on the major road system in some cases are only 20 feet in width - the width of the paved surface. Because of the numerous occurrences of narrow right-of-way and pavement widths, they have not been noted on the map, but have been fully considered. The most serious cases are those which can expect higher travel speeds and greater traffic volumes in the future. Recommended standards are contained in Appendix Table D-1.

Realizing that the acquisition of additional right-of-way land is not likely to be made before the reconstruction of any road, the town should consider a larger than usual setback requirement for structures under zoning. This will enable a minimum of property damage upon the realignment and/or the rebuilding of roads.

Pavement Widths. Other than Route 138 and small sections of Bay Road and Center Street, pavement widths throughout the system are definitely inadequate. From a basic safety consideration, lane widths should be a maximum of 12 feet. Recommended standards are contained in Appendix Table D-1.

Alignments. Street alignment can be defined in two manners - one horizontally and the other vertically.

Horizontal alignment is measured in degrees of maximum curvature and feet of minimum radius at the street centerline. Horizontal alignment is based on the clear sight distance required for a driver, with his vehicle operating at the maximum street design speed, to stop his car before it hits an obstacle in its path. In engineering terms, this is known as the horizontal safe stopping distance.

The vertical alignment, also measured in safe stopping distance, is based on a clear sight distance at approximately the eye level of the driver (3.75 feet above the pavement). Appendix Table D-2 recommends design standards for both horizontal and vertical street alignments. Present alignments which produce definitive traffic hazards are posted on Figure 13.

Grades. Appendix Table D-2 also sets design standards for maximum and minimum grades for collector and local streets. For the most part, the major streets in Easton are well within recommended design standards which can be contributed to the topographic characteristics of the town.

Intersections. The design criteria for intersections are shown in Appendix Table D-2. The most serious problems with intersections in Easton are poor visibility, the lack of channelization, and inadequate traffic control devices (signals and signs). A number of these intersections are characterized by high accident rates over the past few years. Intersections of major concern are: Routes 123 - 106, Route 138 - Main Street, Route 138 - Turnpike Street, Main - Center Street, Depot - Center Street, Purchase - Church Street, and Depot - Central Street.

Paint. An important element which greatly affects traffic flows, intersection capacity, and highway safety is the use of paint for lane markings, centerline locations, and edges of pavement. All major arterial and collector streets should have centerline and edge of pavement markings. At present there is no consistency in street and highway markings.

At-Grade Railroad Crossing. There are no at-grade railroad crossings on any of the major arterial or collector streets. A substantial portion of the railroad has been removed in the southern sector of the town and, therefore, should lessen the possibility of future problems.

Bridges. There is only one bridge on the major road system in Easton. It is located on Main Street for the purpose of rail crossing. The steel frame, wood plank structure is approximately 20 feet in length and approximately five feet narrower than Main Street. Its location and rail grade elevation

required the crossing of Main Street. Although the structure appears to be structurally sound, its approaches are generally inadequate for today's traffic. If the rail line is abandoned, the structure should be removed along with the approaches.

Traffic Control Devices. Traffic control devices are totally inadequate throughout the town. These range from simple posted speed signs to signal lights. The permitted speeds vary quite extensively on any one of a number of major arterials. This not only confuses the operator of a vehicle but makes law enforcement difficult. This situation should be improved with the institution of speed zoning on major streets in the spring and summer of this year, according to the police department.

Dead Ends. Dead ends with improper turn-arounds are noted on Figure 13. These are considered problem areas from a fire and safety protection viewpoint, rather than traffic.

Terminal Facilities

Not only is it important to accommodate vehicles moving from one place to another, but it is also important to provide areas for the storing of vehicles not in use and for loading and unloading space. The areas provided must not interfere with moving traffic, and must be sufficient and safe. Generally, this refers to the provision of off-street terminal facilities. On-street terminal facilities should be permitted only where pavement widths are sufficient, street usage is by local traffic only, and sufficient off-street facilities cannot be reasonably provided. Appendix Table D-3 gives the recommended off-street parking and loading standards.

Only one area in Easton is considered as a major traffic generator - Route 138. North Easton, although considered a sub-major traffic generator, has also been evaluated in terms of the adequacy of terminal facilities. Because loading and unloading facilities are for the most part directly related to parking facilities, they are discussed jointly in the succeeding paragraphs.

The isolated major industrial and commercial traffic generators in Easton presently provide adequate off-street parking and loading facilities for employees, customers, shoppers, etc. Space is available at the majority of these generators for expansion in the future as needed. As additions are made to present buildings, the Building Inspector and/or Planning and Zoning Board should determine whether additional parking space is required (based on the off-street parking and loading standards).

The majority of commercial and industrial establishments along Route 138 have been constructed in recent years with an awareness of total reliance on the automobile. For this reason, only a very few have not provided adequate off-street parking and

loading facilities and space for expansion. These establishments are small in number and are scattered along the highway with no noticeable concentration. Building expansion should be permitted only if adequate parking and loading facilities are provided.

The number of curb cuts providing access to the Route 138 parking areas, for the most part, do not constitute major problems. Excessive curb cuts are evidenced in locations of groupings of smaller establishments. Unless it can be shown that the excess curb cuts are definite safety hazards (usually via accident counts), their reduction is difficult. Reductions can be made upon mutual agreement by the adjoining establishments and the town, and should be attempted. The town can limit future excessive curb cuts by requiring new establishments locating near older establishments to mutually agree upon single entrances and exits.

Although not considered a major traffic generator, the parking and loading facilities in the North Easton business area are the most critical of any in the town. The situation is considered critical, because by its nature, it has in part resulted in the deterioration of the area. On-street parking is permitted on all approach streets to the central area. Other than a few scattered private off-street parking spaces, the area must rely on on-street parking. In addition, most loading occurs from the street. With the projected population increase, parking and terminal facilities will become more critical and could result in greater decline of the area.

The central objective in traffic and terminal planning for the northeastern business area is to increase the desire to shop in the local commercial establishments. If this objective is not met, a decline of use will result in a blighting of the commercial area. In order to increase shopping desirability, the speed and safety of traffic flow on Main Street must be improved, and adequate off-street parking facilities provided. Because the majority of commercial establishments provide basic everyday essentials, and realizing that the consumer is frequenting only one or two establishments, and because of the number of public functions, a number of small parking areas are more desirable than one major area. Recommendations for this area are provided in the Business District and Renewal Plan chapter.

Route 24, I-95 and I-495 Impact

Without doubt, as in other aspects of development, the impact of Routes 24, I-95, and I-495 will be felt on Easton's road network. Routes 24 and I-95 have affected and will continue to affect, traffic patterns in two manners; so will Route I-495 when constructed from Route I-95 to Route 24.

Routes 24 and I-95, which have been in existence for a substantial time period, provide a certain degree of relief on the major north-south route in Easton - Route 138. Route 24 has

provided the greater relief of the two. While these routes have provided, and will continue to provide relief, they have increased the area's accessibility and decreased commuting time. This, in effect, promotes residential development which in turn increases the traffic flow on the town's road network.

Route I-495, when constructed south of the town, will provide a needed regional east-west arterial and increase Easton's accessibility. The impact of Route I-495 on Easton will be dependent to a great degree on the amount of industrial development that takes place along its route. Even though it is not located within the town, it will induce both residential and industrial development. The 1980 traffic volumes, as posted on Figure 13, are based on the assumption that Route I-495 will be constructed by 1975, and that a limited amount of industrial development will occur on this portion by 1980 in comparison to the remainder of the route. If rapid development does occur, it is possible that the 1980 volumes could be attained by 1975-76. It is therefore extremely essential that a local road network be developed which could absorb the possible impact of Route I-495.

Recommended Development Policies

The following development policies were used as the basis for preparing this circulation facilities plan.

1. Base the future plan upon a design scheme which will maximize use of existing roadways and minimize the construction of either major arterial or collector roads in residential neighborhoods.
2. Relate the town's circulation facilities plan to regional plans and needs in such manner that the location and type of proposed streets complement the existing and proposed regional system.
3. Enhance the town's potential for industrial development by relating roadway plans to such land uses.
4. Where feasible, improve existing roads and, where new locations or relocations are needed, avoid taking existing structures or eliminating any public facilities.
5. Adopt street design standards which include sufficient right-of-way widths to prevent land damage at the time of any required future street pavement widenings.
6. Adopt off-street parking and loading standards to ensure quality roadside developments without hampering safety or traffic flows.

Circulation Facilities Plan

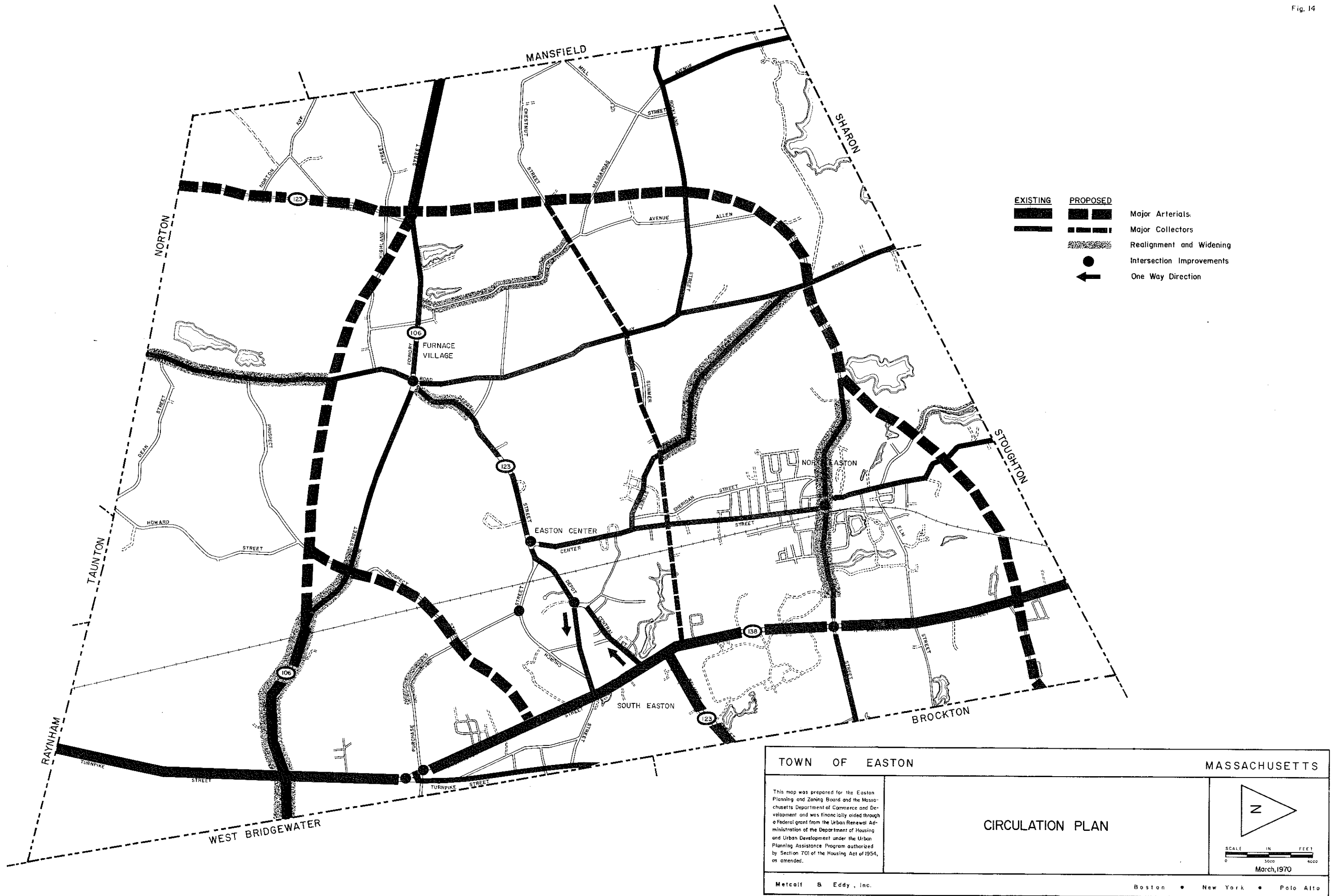
Figure 14 shows the proposed major arterial and collector road improvements recommended in this plan. The plan is based on the need to provide regional as well as local access while providing a needed "safety access road system" for fire and police protection. Although a great degree of new construction is recommended, the existing roadway conditions (rights-of way, setbacks, etc.) and patterns leave no other alternative. In addition, the recommended plan requires a change in pattern.

Recommended Improvements

The following circulation plan is recommended by time sequence:

By 1975

1. Improve all poor intersections as noted on Figure 13.
 - A. Main - Center Street. Refer to Business District chapter.
 - B. Route 138 - Main Street. Remove side obstructions (primarily trees), install signal warning signs, and provide properly marked storage lanes on Route 138.
 - C. Center - Depot Street. Correct alignment problem, install properly located stop sign on Center Street, and mark pavement properly.
 - D. Depot - Central Street. Correct sight problem, install one-way stop sign on Central Street, and make Depot and Central streets one-way streets.
 - E. Route 138 - Turnpike and Purchase streets. Correct sight and alignment problems and install proper signing.
 - F. Purchase - Church Street. Correct sight problem and install proper signing.
 - G. Route 106 - Day Road and Depot Street. Correct sight and alignment problems, widen approaches, install proper signing.
2. All major arterial and collector streets should have posted speed limits. The minimum recommended speed is 30 mph except in school areas for which the posted speed should be 20 mph.



- | | | |
|-----------------|-----------------|---------------------------|
| EXISTING | PROPOSED | |
| | | Major Arterials |
| | | Major Collectors |
| | | Realignment and Widening |
| | | Intersection Improvements |
| | | One Way Direction |

| | |
|--|--|
| TOWN OF EASTON | MASSACHUSETTS |
| This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended. | <h2 style="margin: 0;">CIRCULATION PLAN</h2> |
| Metcalf & Eddy, Inc. | SCALE IN FEET 0 3000 6000 March, 1970 Boston • New York • Palo Alto |

3. Restricted parking should be enforced along all major arterials. The maximum allowable parking should be limited to one side on major collectors except in urban areas.
4. All arterial and collector streets should be marked with centerlines and edge of pavement painting. Painting should be of the reflected type and constantly maintained.
5. The following roadways should be widened and realigned:
 - A. Depot Street at the intersection of Route 106. Construction should take place in conjunction with the recommended intersection improvement.
 - B. Randall Street between Bay Road and the proposed major collector.
 - C. Lincoln and Main streets as shown on Figure 14.

By 1980

1. All remaining roadways as indicated on Figure 14 should be widened and realigned.
2. Construct a new major collector street on existing and new rights-of-way from Route 138 to Chestnut Street. In addition, an access road should be constructed from the police fire station on town property to the new collector.

Beyond 1980

The major arterials as proposed on Figure 14 are designed to support the future land use plan as well as to provide relief for the existing road system by the removal of regional travel. Although no definite phasing for construction is proposed, steps for eventual construction should take place immediately. These steps could include: larger setback requirements along the proposed arterial, consideration in the approving of a subdivision layout, the construction of a subdivision road to conform to the standards if the alignment is suitable, etc.

SCHOOLS

Characteristics and Background

The Town of Easton operates its public schools on a K-6-2-4 grade level system, i.e., Kindergarten through sixth grade as elementary schools; grades seven and eight as an intermediate school (junior high school); and grades nine through twelve as a senior high school. Provision has been made for kindergarten and special student facilities. There are seven elementary schools, a junior high and a senior high school. (See Figure 15.) The construction of a new senior high school is to commence within the year and will be located to the rear of the present high school. Upon completion of construction the present high school is to function as a junior high school, and the present junior high school as a elementary school.

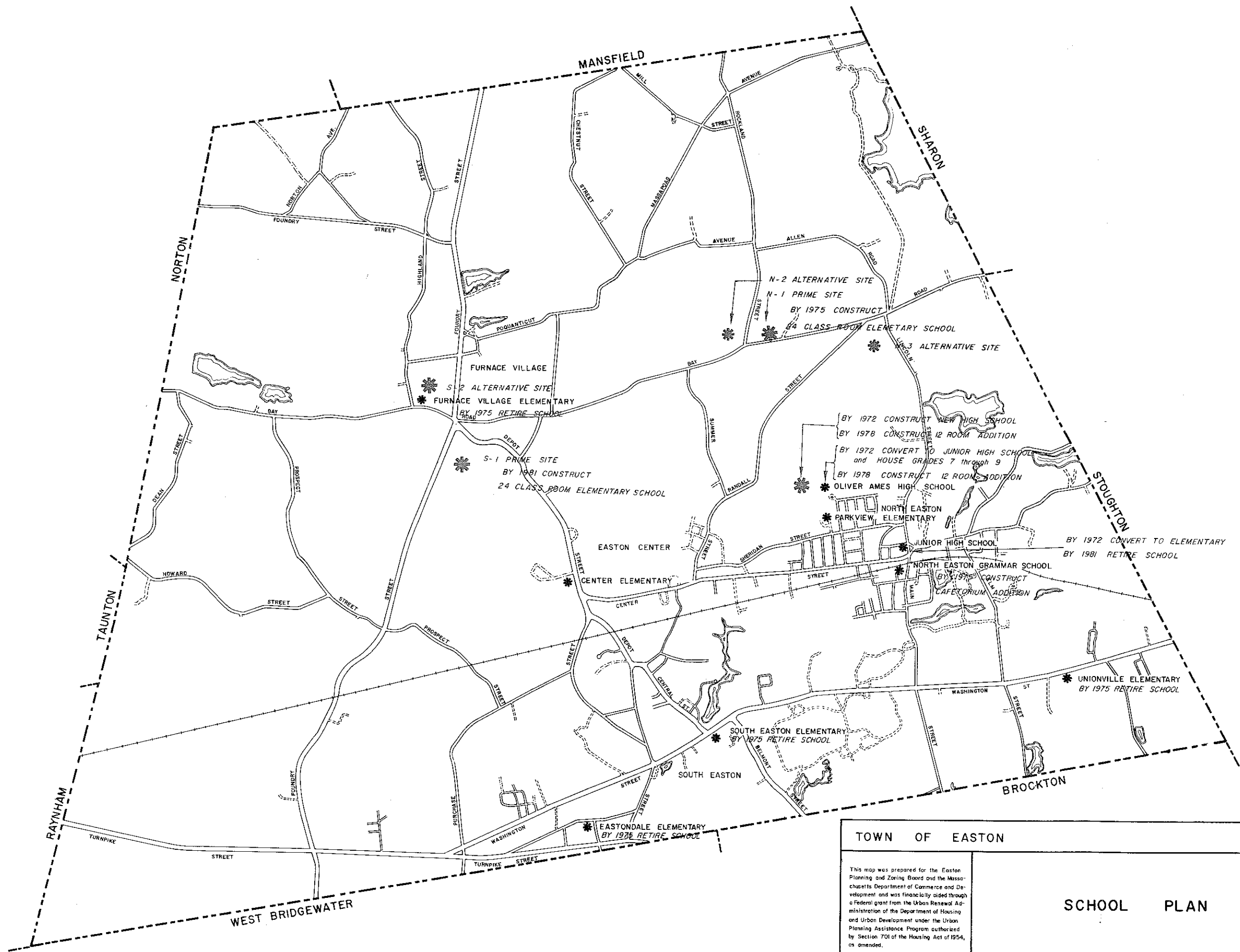
The school system is administered by a school superintendent, with principals at each of the major school buildings and administrative assistants at each of the minor buildings. The school administration offices are located in the present junior high school on Lincoln Street.

Rapid increases in public school enrollments and a lag in the construction of needed new school buildings has resulted in a breakdown in the gradation of the elementary system, the overcrowding of classrooms and the need to use temporary facilities within existing facilities. Of the seven elementary schools, only two house grades one through six. Because of a gradation breakdown, school assignments vary from year to year. The elementary schools can only function as neighborhood schools for those grades which they contain in a given school year.

Inventory of Facilities

The major physical features of the existing public schools are presented in Table 36.

Previous School Studies. In 1963, the Easton School Committee authorized Arthur F. Baker, Educational Consultant, to conduct a study of school building needs for a ten-year period. The study included a school population projection, a school building evaluation (McLeary Profile Rating), and a recommended construction program. The 1973 K through 12 and 10 through 12 enrollments were estimated at 3,949 and 769 pupils respectively. A number of alternate construction programs were proposed which basically included the following: by 1966 - construct eight-room addition to Center Elementary School, construct a new 12-room elementary school and abandon the Unionville and South Easton elementary schools; by 1969 - construct a combined elementary-



| | | | |
|---|--|--|--|
| TOWN OF EASTON | | MASSACHUSETTS | |
| <p>This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.</p> | | <h1 style="margin: 0;">SCHOOL PLAN</h1> | |
| | | <p>February, 1970</p> <p>SCALE IN FEET 0 2000 4000</p> | |
| Metcalf & Eddy, Inc. | | Boston • New York • Palo Alto | |

junior high school and abandon Eastondale Elementary School; by 1973 - construct new 20-room elementary school, construct 12-room addition to new junior high school and abandon present junior high school and North Easton Grammar.

Table 36 . Inventory of Public Schools

| School | Houses grades | Year built and addit. | Constr. mat'l. (1) | Hght. stor. | Tchg. spaces (2) | Site acres | Special rooms (3) |
|-------------------------|---------------|-----------------------|--------------------|-------------|------------------|------------|--------------------------|
| Center | K-6 | 1954-66 | 1 | 1 | 17-1 | 9.0 | 1,2,3,4,5,6,7 & 8 |
| Eastondale | 1-4 | 1930-39 | 2 | 1 | 5-2 | 4.3 | 1,2,3 & 4 |
| Furnace Village | 1-3 | 1939 | 1 | 1 | 3-1 | 2.4 | 1,2,3 & 4 |
| North Easton Grammar | K-5 | 1916-30 | 2 | 2 | 13-1 | 3.4 | 1,2,3,4,6 & 8 |
| Parkview | K-6 | 1961 | 1 | 1 | 22-2 | 23.0 | 1,2,3,4,6,7,8 & 12 |
| South Easton | 1-3 | 1902 | 3 | 1 | 3 | 1.2 | 4 |
| Unionville | 1-2 | 1898 | 3 | 1 | 2 | 1.0 | - |
| Junior High | 7-8 | 1895-30 | 2 | 2 | 19-1 | 2.5 | 1,2,3,4,6,8,9,11,12 & 13 |
| Oliver Ames High School | 9-12 | 1957-64 | 1 | 1 & 2 | 39 | 40.0 | 1 thru 12 |

(1) 1 - steel and concrete, 2 - wood and brick veneer, 3 - wood

(2) Total number followed by number of temporary spaces. Because of the need for flexibility in curriculum at the junior and senior high level, the term "teaching space" has been devised. The teaching space may be a room other than a general classroom and includes such facilities as a laboratory, work shop, or any place in which a class may be taught. In the cases of elementary schools, classrooms and teaching spaces are usually identical.

(3) 1 - Custodian, 2 - Storage, 3 - Multipurpose, 4 - Teacher, 5 - Audio/Vidio, 6 - Principal, 7 - Health, 8 - Library, 9 - Gym, 10 - Auditorium, 11 - Shops/Home Econ./Science Lab., 12 - Cafeteria, 13 - Administration

Source: Superintendent of Schools

In 1967, the Easton School Committee authorized Engelhardt, Engelhardt and Leggett, Education Consultants to conduct a study of school building needs. This study recommended the abandonment of the following elementary schools: South Easton, Unionville, Eastondale and Furnace Village. The continued use of the present junior high school was not recommended. It was recommended that a new senior high school (grades nine through 12) be constructed with an initial capacity of 1,200 students, expandable to 2,000. An addition to the present senior high school was recommended to increase the capacity to 1,200 students and to be utilized for grades five through eight.

Past and Future Enrollments

During recent years, Easton has experienced relatively stable population increases. The prime cause of this increase is the influx of new families moving into the new residential developments. These new families have been made up of young adults with a higher than average number of school and preschool children.

Table 37 shows the actual past and projected future public school enrollments and their comparison with the town population. Projected school enrollments are based on the same assumptions that were used in the total town projection; i.e., there would be a substantial reduction in the birth rate, immigration will increase due to the construction of Route I-495, the recent revaluation and a decreasing amount of developable residential land in the communities to the north.

Table 37. Public School Enrollment Trends (1)

| Year | Grade | | | | | | Town population | Percent enrollment of town population |
|------|-------|-------|-------|-------|---------|-------|-----------------|---------------------------------------|
| | K-6 | 7-9 | (7-8) | 10-12 | (9-12) | K-12 | | |
| 1960 | 1,432 | 531 | | 358 | | 2,321 | 9,078 | 25.6 |
| 1965 | 1,735 | 621 | | 481 | | 2,837 | 10,634 | 26.6 |
| 1970 | 1,980 | 860 | (590) | 650 | (920) | 3,490 | 12,400 | 28.1 |
| 1975 | 2,220 | 1,010 | (670) | 910 | (1,250) | 4,140 | 15,400 | 26.8 |
| 1980 | 2,580 | 1,140 | (760) | 1,070 | (1,450) | 4,790 | 18,900 | 25.2 |

(1) Does not include parochial and private school students, estimated to be approximately 3 percent of the public enrollment, and exceptional students.

Source: Easton School Superintendent
Projection by Metcalf & Eddy.

Enrollments in the elementary grades should continue to increase at a decelerated rate until approximately 1975. From this point on, the elementary enrollment is expected to increase at an accelerated rate. The intermediate and senior high grades are expected to increase at an accelerated rate to the years 1970 and 1975, respectively. From these years on, decelerated rates of increase should be experienced, followed by a tapering off by 1980. From 1980, grades seven through twelve will begin to experience the impact of the 1980 K through six increase. In terms of enrollment, between 1970 and 1980, the elementary level will experience the largest future increase in enrollment (approximately 600 students).

Total public school enrollments as a percentage of town population should increase through 1970, after which a decrease in percentages should be experienced. Although the percentage of enrollment to town population of 1980 approximates the percentage of 1960, the total public school enrollments should increase by approximately 2,400 students. This 20-year increase results in a percentage increase in excess of 100 percent.

Impact of Parochial, Technical and Private School Enrollment

With the exception of the Southeast Central Regional Vocational-Technical School, there are no other private or parochial schools located in the town. As of June 1969, there were 55 elementary and secondary school students enrolled in schools of this type from the town. Of this total, 20 were enrolled in the regional school, 15 in private schools, 12 in parochial schools and eight in schools for exceptional children.

In accordance with previous studies and recent trends, the construction of a parochial school in Easton or in proximity is highly unlikely. Considering private school tuition costs and the quality of the Easton education system, a minimal amount of eligible students will attend these schools in the future. Therefore, the impact of parochial and private schools is considered to be negligible.

The impact of the Southeast Central Regional Vocational-Technical School will be dependent upon the future socioeconomic characteristics of Easton's population. If today's characteristics are projected into the future, the impact will be negligible. Although this is a possibility, it is more probable that a homogeneous economic strata will evolve. If such is the case, the impact will naturally be larger. Considering this possible trend, it is estimated that between approximately one to four percent of the total public school enrollment could attend the regional vocational school. This possibility has been taken into consideration in our enrollment projection.

Adequacy of Facilities

The quality of the physical plant in the Easton School System was evaluated under five major headings with numerous subheadings.* These were rated numerically as indicated in Table 36 . The headings and subheadings were as follows:

1. Site. Its accessibility for pupils, environment, size, form, elevations, nature of soil and drainage, and improvements made.
2. Buildings. Its placement on the site, flexibility as to design, type of construction material used, form and architecture, foundation, its height, the walls and floors, the roof, entrances and exits, condition and appearance, acoustics, fenestration, stairways, corridors, and lobbies, basement areas, and attics.
3. Service Systems. Heating and ventilating, artificial lighting, water service, toilet and sewer systems, fire protection, electrical systems, clocks and bells, fire alarm systems, telephone, public address and audiovisual systems, and other service systems.
4. Classrooms - Regular and Special. Size and number, shape and location, natural light and light control, floors, walls, ceilings, doors, color schemes, chalkboards, tackboards, shop, science and home economics laboratories, kindergartens, and other special classrooms.
5. Special Rooms. Gymnasiums, auditoriums, multi-purpose rooms, cafeteria, faculty rooms, health suites and administrative offices.

The total possible score for each school is 1,000. This score is seldom, if ever, attained. The total score is translated by the evaluator in the descriptive categories as follows:

850-1,000 - Excellent. Few or no improvements needed.

650-849 - Good. Certain desirable facilities are completely lacking or inadequate; such a building can often be made into an excellent one without an undue expenditure of money.

500-649 - Fair. Deficiencies are more numerous but can be corrected.

*Source: Ralph D. McLeary, Guide for Evaluating School Buildings (Cambridge, New England Development Council, 1952).

400-499 - Poor. Inadequate and lacking in most of the features of a modern school.

Below 400 - Unsatisfactory. The building should be abandoned at the earliest possible date.

The schools rated unsatisfactory in this study are generally those which were rated as unsatisfactory in the previously mentioned studies. Although certain improvements have been made in the intervening times between the studies, the same basic situation exists. The use of temporary classrooms, for example, produced lower ratings had they not been used as classrooms. Many of the temporary facilities are located in basements or in multi-purpose rooms which are totally inadequate for classroom facilities. Also, cafeteria facilities have been added to a number of the older schools, but in most cases, these are "makeshift" arrangements located in basement areas. The deficiencies of each school in the system are listed in the succeeding paragraphs.

Table 38. Evaluation of Public Schools

| School | Site | Build-ings | Service systems | Class-rooms | Special rooms | Total |
|-------------------------|-------|------------|-----------------|-------------|---------------|---------|
| Center | 78 | 153 | 172 | 229 | 64 | 696 |
| Eastondale | 72 | 76 | 79 | 95 | 15 | 337 |
| Furnace Village | 81 | 94 | 109 | 112 | 22 | 418 |
| North Easton Grammar | 35 | 86 | 107 | 154 | 32 | 414 |
| Parkview | 112 | 152 | 209 | 237 | 101 | 811 |
| South Easton | 31 | 44 | 50 | 92 | 14 | 231 |
| Unionville | 29 | 44 | 48 | 90 | 10 | 221 |
| Junior High | 35 | 49 | 126 | 147 | 40 | 397 |
| Oliver Ames High School | 109 | 152 | 218 | 265 | 128 | 872 |
| (Possible Score) | (120) | (170) | (225) | (315) | (170) | (1,000) |

Source: Field survey by Metcalf & Eddy employing McLeary Rating Guide.

Center Elementary. (Rating: Good) The Center School is a one-story building of steel and concrete built in 1954. An addition was constructed in 1966. This is an excellent building on a relatively good site (9.0 acres) housing 17 classrooms. This building contains all major facilities needed for a modern elementary school. The only basic problem areas are the multipurpose rooms. The multipurpose room in the older section of the building serves as a cafeteria, gymnasium, and auditorium. The multipurpose room in the addition cannot function properly due to its use as a temporary classroom. If used as intended, the previously mentioned multipurpose room would not be taxed as heavily. With proper maintenance, this school will yield many years of excellent service.

Eastondale Elementary. (Rating: Unsatisfactory) The Eastondale Elementary School is a one-story wood and brick-veneer structure built in 1930 with an addition in 1939. The 4.3 acre site is fairly adequate in size and located in an excellent environmental setting. The building with its wood floors, nonfireproof stairwells, wood frame structure and lack of a sprinkler system makes fire protection questionable. In addition all exit doors lack panic bars. The lavatories located on the ground floor are basically adequate in size, condition, and location. The building lacks automatic ventilation and an internal communication system and a complete up-to-date heating system. The 635 square foot classrooms do not meet modern-day standards. Special facilities such as a library, cafeteria, multipurpose room, etc., are nonexistent. Artificial lighting is questionable. This building does not support a modern education program.

Furnace Village Elementary. (Rating: Poor) The Furnace Village Elementary School is a single story steel and concrete structure built in 1939, housing 3 classrooms. Although the site does not meet state size standards, it is located in an excellent environmental setting. Although the building appears to be structurally sound and fire resistant, a sprinkler system is lacking, which makes fire protection at least questionable. Similar to the Eastondale School, this school lacks nearly all the special facility rooms. The multipurpose room is presently functioning as a classroom. The building lacks automatic ventilation and internal communications system. The classrooms are inadequate in size, lack proper acoustics and lighting is questionable. Special facilities such as a library, cafeteria, etc., are totally lacking. This building, although not rated as totally unsatisfactory, is questionable as to its ability to support a modern education program.

North Easton Grammar. (Rating: Poor) This school, housing 13 classrooms, is a two-story wood and brick veneer structure built in 1916 with an addition in 1930. The site (3.4 acres) is totally inadequate in size and development. The building appears to be structurally sound but in need of extensive renovations. The building lacks proper ventilation. Seepage

problems are experienced in the newer section. Classroom sizes are inadequate ranging from 550 to 700 square feet per classroom. A substantial number of the rooms are conducive to the education process. On the other hand, a number are totally inadequate, particularly those located in the basement. The building lacks such special facility rooms as a library, gymnasium and cafeteria. Lavatory facilities are inadequate in number and some are inappropriately located in the basement. The building does not contain a sprinkler system and with its wood floors and nonfireproof stairwells makes fire protection questionable. This school could function properly if the site is enlarged, an addition constructed and a number of basement classrooms eliminated and converted into needed special room facilities.

Park View Elementary. (Rating: Good) This school is a modern one-story steel and concrete structure built in 1961, housing 22 classrooms. It contains nearly all major facilities needed for a modern day elementary school. Other than the elimination of the use of a multipurpose room for a classroom and the lack of indoor recreation facilities, only inspiring coloration and some additional lighting is required. With proper maintenance, this school can be rated as excellent and will yield many years of excellent service.

South Easton Elementary. (Rating: Unsatisfactory) The South Easton Elementary School is a one-story wood structure built in 1902, housing 3 classrooms. The site (1.2 acres) is totally inadequate in size, environment and location (Route 138). Owing to the advance age and type construction of the building, the structural condition is questionable. The lack of a sprinkler system in addition to the nonfireproof structure makes fire protection definitely questionable. Panic bars are nonexistent on all doors. All internal service facilities are questionable. In recent years, the on-lot septic system has given rise to problems. The classrooms do not meet modern day requirements. Lavatory facilities which are located in the basement are inadequate and special facility rooms are nonexistent. This building does not support a modern day educational program.

Unionville Elementary. (Rating: Unsatisfactory) The Unionville School, housing 2 classrooms, is a single story wooden structure built in 1898. This school, similar to the South Easton School is also located on Route 138 and totally inadequate by modern day standards. This school should be abandoned as soon as possible.

Junior High School. (Rating: Unsatisfactory) The junior high school, a two-story structure of wood and brick veneer construction housing 19 classrooms was built in 1895 with an addition in 1930. The site (2.5 acres) is totally inadequate in size and development. The structure, both the original and the addition, appears to be structurally sound. A sprinkling

system is to be installed, which will make fire protection acceptable. This school is a prime example of conditions at the turn of the century. Attempts have been made to modernize and update facilities but advances have not been great enough. Upon viewing this building, one gets the feeling of overcrowding, wasted space and makeshift arrangements. Classrooms are inadequate in size and flexibility. Although a substantial number of special facility rooms are available, they have not been kept up to date. The gymnasium-auditorium area is a prime example with its antiquated arrangements. The cafeteria which is located in the basement is an example of a makeshift operation. Considering the problem of site expansion and the costs of major renovations to bring this school up to acceptable standards; its continued use is questionable.

Upon completion of the new high school, this school is slated to function as an elementary school. It is suggested that this school be used as such until a new elementary school is constructed to replace existing classrooms and then abandoned.

Oliver Ames High School. (Rating: Excellent) This school is a modern one- and two-story steel and concrete structure built in 1957 with an addition in 1964, housing 39 classrooms. It is an excellent building on a good-sized site. It contains all major facilities needed for a modern day high school. With proper maintenance, this structure will yield many years of excellent service.

In summary, three schools are considered to be unsatisfactory and are in need of immediate replacement: The Eastondale, South Easton, and the Unionville schools. The junior high school, which has been rated as unsatisfactory, should be converted to an elementary school provided substantial renovations are undertaken and it is used only until a replacement school can be constructed. Although the Furnace Village School has been rated as poor, the cost of required renovations versus abandonment and replacement is questionable. Considering the administration of a small building such as this and the cost involved in providing necessary facilities, it is recommended that this building be abandoned.

Existing Space Requirements and Utilization

An important aspect of present school building consideration is the question of space requirement and utilization. The Massachusetts Department of Education recommends that no classes be larger than 25 pupils per classroom in the elementary and junior high school and 20 in the senior high school. Determination of the number of students per classroom is based as much upon the physical size of the actual classroom as any other factor. Without question, an above average teacher, given an adequate size classroom and the necessary schoolroom aids, can adequately handle 30 to 35 pupils. However, such class size is not desirable and therefore not considered.

Utilization provides a measure of how much the available teaching spaces are being used. Teaching spaces, pupil capacity, and square footage of available classroom space are the three most common measures of this factor. The distinction between the first two items can be illustrated by the following example: if a teaching space of a capacity of 26 pupils is used for a class of 13, the space used is 100 percent, since no other class can occupy the space at the present time. However, actual pupil capacity is only 50 percent since only one half of the available pupil stations within the room are being used. The third item is determined from the ratio of actual square footage divided by the desirable square footage of classroom space (35 square feet per pupil in attendance).

Table 39 shows the capacity and utilization for the existing schools. For all intents and purposes, all schools within the system are either up to capacity or beyond capacity. In terms of utilization, only the Unionville and the high school have excess capacities. This table illustrates the critical space situation now facing Easton.

Future Space Needs

Based on enrollment projections and the present building program, enrollment capacities were developed and tabulated in Table 40. The desirable capacity figures as contained in Table 40 are based on the state education standards. Because it is nearly impossible to maintain the desired capacity continuously from year to year, a maximum capacity was developed for the planning period. The two capacity figures, when compared to enrollment, can be used as an indicator of a building construction program. In essence, when the enrollment is equal to the desired capacity, plans for additional building(s) should be initiated. The building(s) should be constructed and ready for use prior to the time when the enrollment equals the maximum capacity.

Table 40 was based on the following assumptions:

- 1) The proposed high school (45 teaching spaces) will be constructed, equipped, and ready for use by 1972.
- 2) Owing to the capacity of the proposed high school and the existing high school, a new gradation will be instituted, K-6,7-9 and 10-12. The present high school will function as the junior high school.
- 3) All temporary teaching spaces will be abandoned when new facilities are built.
- 4) The present junior high school will function as an elementary school.

Table 39. Public School Capacity and Utilization

| School | Num- ber of teach- ing spaces (1) | De- sired pupil capac- ity (2) | 1967-68 enroll- ment | Per cent pupil capac- ity | Class space (in 000's sq.ft.) | | Per- cent utili- zation |
|----------------------------|--|--|----------------------------|---------------------------------------|----------------------------------|-------------|----------------------------------|
| | | | | | Present | Desired (3) | |
| Center | 17-1 | 475 | 559 | 118 | 13.6 | 17.8 | 131 |
| Eastondale | 5-2 | 125 | 131 | 105 | 2.5 | 4.6 | 184 |
| Furnace Village | 3-1 | 75 | 81 | 108 | 2.0 | 2.8 | 140 |
| North Easton Grammar | 13-1 | 375 | 367 | 98 | 8.1 | 12.8 | 158 |
| Parkview | 22-2 | 600 | 655 | 108 | 18.4 | 23.0 | 125 |
| South Easton | 3 | 75 | 77 | 103 | 1.7 | 2.7 | 158 |
| Unionville | 2 | 50 | 49 | 98 | 2.3 | 1.8 | 78 |
| Junior High | 19-1 | 475 | 477 | 100 | 15.4 | 16.4 | 107 |
| Oliver Ames High School | 39 | 780 | 795 | 102 | 28.8 | 27.3 | 95 |

(1) Total number followed by number of temporary spaces.

(2) Based on 25 pupils per teaching space in Grades K through 8 and 20 pupils per teaching space in Grades 9 through 12 - Kindergarten on double session.

(3) Based on 35 sq. ft. of classroom space per pupil.

Note: The temporary classrooms are included in determining desired pupil capacity.

Sources: Easton School Superintendent
Massachusetts Department of Education

The table does not take into consideration the retirement of existing schools as recommended or the conversion of a number of existing classrooms to special room facilities.

Elementary Schools. As previously stated, the Eastondale, Furnace Village, South Easton and the Unionville should be retired as soon as possible (10 teaching spaces). In addition, two spaces in the North Easton Grammar School should be converted to special use facilities rooms. At a later date, but within the planning period, the present junior high school should be retired

Table 40. Estimated Future Public School Space Needs

| Year | Schools | Grades | Teaching Stations | Actual Projected enrollments | Capacity | | Sufficiency of(4) | |
|--|------------------------|--------|-------------------|------------------------------|---------------|------------|-------------------|-------|
| | | | | | Desir-able(2) | Maximum(3) | Enroll-ment | Space |
| 1970 | All elementary schools | K-6 | 64(1) | 1,980 | 1,750 | 2,070 | -230 | -9 |
| | Junior high | 7-8 | 19(1) | 590 | 475 | 570 | -115 | -4 |
| | Senior high | 9-12 | 39 | 920 | 780 | 975 | -140 | -7 |
| Construct new senior high school by 1972; new gradation, K-6, 7-9 and 10-12; abandon all temporary spaces; and convert junior high school to elementary school | | | | | | | | |
| 1972 | All elementary schools | K-6 | 75 | 2,090 | 2,025 | 2,400 | - 65 | -3 |
| | Old senior high | 7-9 | 39 | 930 | 910 | 1,105 | - 20 | -1 |
| | New senior high | 10-12 | 45 | 750 | 900 | 1,125 | +150 | +7 |
| 1975 | All elementary schools | K-6 | 75 | 2,220 | 2,025 | 2,400 | -195 | -8 |
| | Old senior high | 7-9 | 39 | 1,010 | 910 | 1,105 | -100 | -4 |
| | New senior high | 10-12 | 45 | 910 | 900 | 1,125 | - 10 | -- |
| 1978 | All elementary schools | K-6 | 75 | 2,440 | 2,025 | 2,400 | -415 | -17 |
| | Old senior high | 7-9 | 39 | 1,080 | 910 | 1,105 | -170 | -7 |
| | New senior high | 10-12 | 45 | 1,000 | 900 | 1,125 | -100 | -5 |
| 1980 | All elementary schools | K-6 | 75 | 2,580 | 2,025 | 2,400 | -555 | -22 |
| | Old senior high | 7-9 | 39 | 1,140 | 910 | 1,105 | -230 | -10 |
| | New senior High | 10-12 | 45 | 1,070 | 900 | 1,125 | -170 | -9 |

1. Includes temporary spaces
2. K through 8 - 25 students per teaching space - kindergarten on double session
9 through 12 - 20 students per teaching space
3. K through 8 - 30 students per teaching space - kindergarten on double session
9 through 12 - 25 students per teaching space
4. Based on desirable capacity

Source: Estimates by Metcalf & Eddy.

(18 teaching spaces). Based on the retirement of the four elementary schools, the conversion of two classrooms, and the public school facility planning standards presented in Appendix Table E-1; a space deficiency of 20 classrooms will exist by 1975. It is therefore recommended that a 24 classroom elementary school be constructed for occupancy by 1975. The extra 4 classrooms will reduce the 1978 deficiency from 17 to 5 spaces. By 1981, a second 24 classroom elementary school should be constructed and the present junior high school retired. This would leave a space deficiency of approximately 6 units.

In summary, by 1980, 93 teaching spaces would be available for use. Although there would be a space deficiency of approximately 6 units, the project enrollment would be substantially lower than the maximum capacity possible.

Junior High and Senior High Schools. By 1978 both schools will begin to experience space deficiency problems. By 1980 it is estimated that both schools will each experience space deficiencies of 11 units. Two alternates present themselves - 1) the construction of two 12 room additions to both schools or 2) the construction of a 24 room addition to the new senior high school and a change in gradation from a K-6,7-9 and 10-12 to a K-6,7-8 and 9-12. The selection of an alternate should be based on the curriculum desired. In all probability changes in the curriculum will occur prior to the need to construct additional facilities.

Recommended Development Policies

The following development policies are the basis for this school plan:

1. All buildings in the school system should be capable of at least a good rating. By 1980 the existing 30 teaching spaces located in the schools rated "unsatisfactory" or classified as temporary will be replaced.
2. Emphasis should be placed on the construction of larger elementary schools (500 to 700 students per building and each including provisions for kindergarten). Schools of this size are more economical in providing required core facilities, administration is simplified and total facilities are available to all students.
3. At the time of initial school construction, core facilities (auditorium, gymnasium, etc.) should be designed to serve at least a 25 percent increase enrollment based on the initial construction capacity.

4. Any entirely new building and any addition to an existing building should be of such size that no classroom addition will be needed to the same building within the following six years.
5. New buildings should be designed for flexibility to permit innovation and adjustment in circular programming as needed to meet the change in educational needs of the students.
6. Complete and adequate sprinkling systems should be installed in the appropriate locations of all school buildings even if classified as fire resistant.
7. An architect retained by the school building committee for the designing of new buildings should be required to submit alternative cost estimates for providing the identical same space in either a one-story or multistory building.
8. In view of the rapidly increasing land values, advanced site acquisition for school building purposes should be undertaken as soon as possible. Prior to acquisition exacting percolation test should be conducted on all considered sites in order to ensure the proper functioning of on-lot septic systems.
9. All new school buildings and sites should be considered not only for student education but also for adult education and recreational use. They should serve as community centers. As a result, in no case should less than a 15-acre site be considered.
10. The Public School Planning Standards as listed in Appendix Table E-1 should be adopted as part of the recommended development policies.

Recommended Improvements

The following school facilities plan is recommended by time sequence:

By 1972

1. Construct and equip new high school
2. Select and acquire site N-1 for an elementary school.

3. Acquire additional land to the rear of the North Easton Grammar School
4. Abandon all seven temporary facilities on the elementary level

By 1975:

1. Construct and equip a 24 classroom elementary school
2. Retire the Eastondale, Furnace Village, South Easton and Unionville elementary schools
3. Construct a cafetorium addition to the North Easton Grammar School. In addition convert two glass rooms to special facilities rooms

By 1978:

1. Construct and equip 12 classroom additions to both the existing and new high school or a 24 classroom addition to the new high school
2. Select and acquire site for an elementary school

By 1981:

1. Construct and equip a 24 classroom elementary school
2. Retire the present junior high school

Potential Sites

Site selection was made in accordance with size, topography, location, and cost. Before acquisition of final site planning, in-depth evaluations must be made as to soil conditions and actual costs. The site of the presently proposed high school is sufficient for a 20 to 24 room expansion. Ideal elementary site sizes are 15 acres, plus 1 acre per each 100 students considering future expansion. Therefore, a school with an enrollment of 500 students (20 classrooms) should be constructed on a minimum 20-acre site. Sites of this size can be limited when on-lot septic systems are considered. Considering this factor and future residential development, minimum 25-acre sites were selected in the northern and southwestern sectors of the town. They are referred to herein as the north sites and the south sites. (See Figure 15.)

North Sites.

Prime Site N-1. This site is located at the intersection of Bay Road and Rockland Street. At present, sand and gravel operations are located to the rear of this site. Based on the recent soil survey, the soil characteristics

are considered to be particularly suitable for development. The major portion of the site is rated with slight degrees of building limitations. The remainder of the site varies between moderate and unclassified. The unclassified area of the site is the present area of excavation. The major assets of the site are: a residential environment, free from noise, odors, dust, and natural and man-made hazards. Elevation, drainage, and natural features appear to be above average. Dependent on the extent of the quarrying operations and the final conditions of slope areas, topography appears to be excellent. Being located near the sand and gravel operation, surface drainage appears to be excellent and site preparation cost should be low. Even though sewerage is not available, the site and soils are of sufficient characteristics to permit an adequate on-lot septic system. The assessed valuation of the site approximates \$1,000 per acre.

Alternate N-2. This site is located south of site N-1 at the intersection of Bay Road and Rockland Street. The extent of soils with slight limitations is limited in area. The major part of the site contains soils classified as moderate in the degree of building limitations. A small portion of the site is classified as being severely wet. Although drainage is poor in the southeastern sector of the site, Beaver Brook does allow for drainage of this site. The site is relatively flat and site preparation costs should be only slightly higher than the N-1 site. Assets and liabilities are similar to the Prime site. The present assessed valuation is \$400 per acre.

Alternate Site N-3. This site is located between Lincoln Street and Randall Street on the present site of the town forest. Soil characteristics are rated as moderate in terms of the degree of limitation. Topographic characteristics do not appear to be a problem, and in fact could function as an asset in draining, if necessary. The site slopes from the front to the rear and drains into Black Brook. Major assets of this site are similar to site N-1 and N-2. Considering the size of the site, it appears that adequate leach fields can be provided for on-lot septic systems. Site preparation costs are rated as moderate. Because this site is town-owned property, there will be no acquisition costs.

South Sites

Prime Site S-1. This site is located near the intersection of Depot and Foundary Streets. Soil characteristics are considered to be particularly suitable for development. The major portion of the land is classified with excellent soils characteristics with a minor portion to the rear of the property classified as severely wet. The topography is

excellent and almost entirely flat. Surface drainage on the major portion of the site appears to be above average and preparation costs low. Major assets of the site are: a basic residential environment, free from natural and man-made hazards. The only liability considered to be a problem is the lack of public sewerage. If the septic system is properly placed on this site, the liability should resolve itself. The assessed valuation of this property is \$1,000 per acre.

Alternate Site S-2. This site is located on Bay Road and encompasses the present site of the Furnace Village School. Soil characteristics are classified as moderate. To the rear of the property towards Mulberry Brook, soils are classified as severely wet. The topography is somewhat rough which should make site preparation costs slightly higher than the prime site. Because of the slope of the land, drainage should not be a severe problem. Assets are typical of the other sites previously mentioned. Extensive percolation tests should be undertaken prior to the actual selection of this site for development. There should be no acquisition costs due to the site being presently owned by the town.

RECREATION AND CONSERVATION

This chapter has been subdivided into two parts - a Recreation section and a Conservation section. This is due to the fact that there are separate commissions, administering separate programs. While a separation does exist, it is extremely critical that cooperation and coordination between the commissions be maintained if a successfully integrated program is to be attained.

Recreation

The purpose of this study is to identify the overall recreation needs of Easton. The needs are analyzed not only in terms of physical facilities but also in the areas of programming, personnel, and long-range goals. Following this analysis, recommendations for meeting the town's needs in these several aspects are presented.

Inventory

The basic responsibility for public recreation in Easton rests in the Recreation Commission. This group consists of five citizens who are elected for staggered terms. The duties of the Commission include the development of policies, goals, and procedures under which public recreation shall operate; the appointment of departmental employees; and the development and coordination of programs and facilities.

Policies, Goals, and Procedures. The Recreation Commission of Easton is a comparatively new organization. Consequently, the heavy work load required to institute programs has preempted any efforts to formulate specific policies, goals, or procedures. At this time, there is no endorsed statement of general operating guidelines.

Personnel. There are no full time employees of the Recreation Department. However, during the months of July and August, a supervisor of playground activities and the town pool is employed. In addition, summer staff members are appointed to work at the playgrounds and the pool.

Since the Department does not own any facilities or make use of public buildings, it has no need to employ and custodial or maintenance workers. Presently, it coordinates its requests for special attention to outdoor facilities with the Tree Warden, Public Works, Water Department, or the Board of Selectmen.

Programming. In the summer of 1969, the Department instituted a playground program to serve two basic age groups: a junior level (grades 1 - 4) and a senior level (grades 5 - 8).

Organized activities, including quiet and active games, were carried on during the weekday mornings for six weeks. In addition, instructional swimming for youngsters was held on weekday mornings, for handicapped residents on Sunday afternoons, and for adults on a weekday evening.

An annual event organized by the Recreation Department is a Skate Swap, held on a specified day in December. During the remainder of the year, however, there are no town-organized recreational activities.

Facilities. The public or semipublic outdoor recreation facilities in Easton may be classified according to the following categories:

1. Community Park. This type of facility, serving large portions of the town, attempts to preserve or develop a contiguous open space for the leisure use of town residents.
2. Neighborhood Park. Similar to a community park but serving a smaller area, the neighborhood park serves to provide water, forest, or landscaped settings as an aesthetic release from urban development.
3. Playfield. This type of facility provides an outdoor center for sports competition for all ages, but particularly for teen-agers and adults. Field facilities in playfields are several and are of regulation play size.
4. Playground. A playground is considered an outdoor games center serving a particular neighborhood. The ages served by this facility vary from young children to adults.
5. Playlot. The playlot is similar to a playground in many aspects, but is considerably smaller in size. A playlot may contain facilities to serve only one particular age group.
6. Miscellaneous Area. Included in this category are such special use facilities as a bench, a public square, or a public memorial.

An index of Easton's outdoor facilities according to these categories is contained in Table 41. The location of these facilities is indicated on Figure 16.

Except for the equipment storage area in the town office building, there are no indoor facilities available to the Recreation Commission. The schools are not used for indoor recreation programming.

Table 41. Recreation Facilities and Standards

| Facility | Standard site size and service radius | Total area (acres) | Available for active recreation (approximate acres) | Gym | Tennis court | Baseball | Soccer or foot-ball | Track | Basketball (outdoor) | Play-ground equipment |
|---------------------------------------|--|---------------------|---|-----|--------------|----------|---------------------|-------|----------------------|-----------------------|
| <u>Community park</u> | | | | | | | | | | |
| Town Forest | 20 acres+ | 55.0 | - | - | - | - | - | - | - | - |
| <u>Neighborhood Parks</u> | | | | | | | | | | |
| (none) | 1/2 acre minimum 1/4 - 1/2 mile serving radius | | - | - | - | - | - | - | - | - |
| <u>Playfield</u> | | | | | | | | | | |
| Louis A. Frothingham Park | 12 acres minimum (1 acre for every 800 residents) | 12.0 | 12.0 | - | 1 | 1 | 1 | 1 | 1 | yes |
| Oliver Ames High | | 41.3 | 10.0 | 1 | - | 1 | 1 | - | (2 hoops no court) | - |
| South Easton Regional Vocational High | | | | 1 | - | 1 | 1 | 1 | 2 | - |
| <u>Town Playground</u> | | | | | | | | | | |
| Unionville Park | 5 acres minimum (1 acre for every 800 residents) (1/4-1/2 mile service radius) | 3.0 | 3.0 | - | - | 1 | 1 | - | - | yes |
| <u>School Department Playgrounds</u> | | | | | | | | | | |
| Unionville School | 5 acres minimum (1 acre for every 800 residents) 1/4-1/2 mile service radius | .3 | .06 | - | - | - | - | - | - | yes |
| North Easton Grammar School | | 2.8 | 1.0 | - | - | 1 | - | - | - | yes |
| Parkview School | | 5.4 | 2.0 | 1 | - | 1 | - | - | (2 hoops no court) | yes |
| Furnace Village School | | 11.0 | 1.0 | - | - | 1 | - | - | (2 hoops no court) | yes |
| Easton Center School | | 9.0 | 5.0 | 1 | - | 1 | 1 | - | (2 hoops no court) | yes |
| Eastondale School | | 1.7 | 0.8 | - | - | 1 | - | - | - | yes |
| South Easton School | | 1.3 | 0.6 | - | - | 1 | - | - | - | yes |
| North Easton Junior High | | 2.5 | (indoor only) | 1 | - | - | - | - | - | - |
| <u>Playlots</u> | | | | | | | | | | |
| (none) | (1-2 acres) 1/4-1/2 mile | | - | - | - | - | - | - | - | - |
| <u>Other Miscellaneous Areas</u> | | | | | | | | | | |
| Swimming pool(1) | | on Water Dept. land | 5.0 | | | | | | | |
| Louis A. Frothingham Memorial House | | 2.5 | (indoor only) | | | | | | | |
| Oakes Ames Memorial Hall | | 1.2 | (indoor only) | | | | | | | |
| Lions' Ice Skating Rink | | on school land | .5 | | | | | | | |

1. Swimming - sufficient to serve 4 percent of total population at one time.

Source: Easton Assessor's Office
Survey and adaptation standards by Metcalf & Eddy.

Two buildings in the town can be used for indoor activities; the Frothingham Memorial House and the Olives Ames Memorial Hall. Both of these facilities, however, are available only upon the payment of a rental fee by the sponsoring group.

One other outdoor facility is worthy of mention here. Organized last year by a church representative and a town youth committee, a teen center has been established in a church hall. This center has been available on a casual, drop-in basis to the high school students of the town.

The town maintains a public outdoor swimming pool on Water Department land north of Lincoln Street. Associated with this facility are outdoor showers and rest rooms. Although the adequate parking capacity of the pool area is limited to 25 - 30 cars (or 100 - 125 persons) the capacity of the pool itself is 325 persons. At times, however, up to 60 cars have been parked at the pool area and 500 persons accommodated in the pool. This is the only supervised swimming area in the town.

Presently, outdoor skating is available at the Lions' rink in Easton Center and an area provided by a private businessman in Unionville. The ponds in the town are not checked for safety, but are used when the ice is clear.

There are no public facilities in the town for sledding or tobogganing. Only one school playground (North Easton Grammar) is adaptable to this activity, and the small size of this playground limits its use for toboggans.

Standards

In order to evaluate the effectiveness of Easton's existing department and the existing facilities in meeting community recreation needs, a set of standards upon which to judge must be established. The site size and service radius standards presented in Table 41 and the following standards, all of which were derived from the Evaluation of Community Recreation, published by the National Recreation Association in 1965, and other nationally recognized sources, were chosen for Easton.

Policies, Goals and Procedures. There should be written statements of philosophy relating to the role of recreation in the life of the individual and the community and written statements of goals defining the task of the town's recreation department. These statements should be made known to all governmental units and to as many community groups as possible.

Administration and Personnel

1. There should be established a working relationship for cooperative community planning and use and maintenance of facilities between the recreation department and other governmental units.

2. The department should be staffed with adequate, qualified leaders and assistants (including properly selected, oriented, and supervised volunteers) who can carry out the programs in accord with the goals and objectives.

Programming

1. The overall program should provide for a variety of opportunities, including those requiring only general supervision, those requiring face-to-face leadership (e.g., skills instruction), and those assisting individuals and groups to become independent of supervision and control. Participation requirements should be varied in order to allow for a range of involvement opportunities, proficiency, ages, and sexes.
2. A comprehensive plan of education for leisure should be inaugurated and on-going.

Areas, Facilities, and Equipment

1. A physical areas and facilities Master Plan should accompany the program Master Plan. It should be coordinated with total community planning and based upon the area standards contained in Table
2. Areas and facilities should be developed for the primary purpose of assuring sound services and programs in a pleasant environment.

Adequacy

Based upon the evaluative standards and the Population and Existing Land Use inventory information, the following paragraphs discuss the adequacies of recreation in Easton.

Policies, Goals, and Procedures. As indicated above, the comparatively new Recreation Commission has concentrated its efforts in developing specific programs and improving specific facilities. Therefore, they have not developed any statements of policies, goals, and procedures.

Administration and Personnel. The Commission is beginning to establish relationships between other public groups, particularly the School Committee. However, the contact has as yet been insufficient to substantially assist in the fulfillment of Easton's recreation needs.

It is difficult at this point to judge the adequacy of the part time recreation staff. Since no goals have been established and since programming has been limited, it appears that staff

needs have been met in the past. Nevertheless, this does not preclude the eventual necessity of providing a full time recreation staff who could remove the bulk of the work load from the citizen commission. In fact, it is likely that recreational activity in Easton has been limited for the very reason that a part time commission cannot carry out the proper day-to-day functions of a recreation department.

Programming. Although the summer pool and playground programs provide some variety of activities for their participants, there is a great need for expanded programming to serve more age groups for a far greater period of the year.

Programs should be available year-round to serve pre-schoolers; elementary, junior, and senior high youngsters; young adults; adults; and the golden age group.

Areas, Facilities, and Equipment. The physical recreation facilities in Easton are not adequate in terms of service areas, number, or size. Nearly all of the playgrounds are of totally inadequate size for proper programming. Only Unionville Park, Parkview, and Easton Center playgrounds are of standard or near standard size. The remaining playgrounds areas are sufficient for use as playlots only. (The Easton Furnace School playground, it should be noted, could be made adequate by properly clearing and landscaping the ownership parcel.) In addition, many densely developed areas of the town either lack a proper recreational facility altogether or are served by an inadequate facility.

A growing inadequacy in Easton is the lack of available public green areas - parks or parklets - as a relief from encroaching development. This is particularly true of the heavily developed swath of the town from North Easton through Eastondale, but it is becoming a problem in all of the developing residential sections.

A further inadequacy of recreational areas in Easton is the underdevelopment of some facilities. This is particularly true of the high school athletic area and of the Furnace Village School. However, this inadequacy extends to such "conserved" areas as the town forest, the Picker Reservation, and the Wheaton Farm.* These parcels should be more fully utilized for less intense recreational activity.

Although the Easton pool has served the town well, it is no longer adequate to remain the only public swimming facility. Additional areas should be developed and should be provided with accompanying bath house, off-street parking, and picnic facilities.

*These areas are discussed more fully in the Conservation section of this chapter.

A major inadequacy of recreational facilities is the complete lack of available indoor areas for active or passive recreational activities. Such facilities in a developing residential community such as Easton are essential not only for the physical but also the mental, social, and cultural health of all the residents.

Finally, as indicated above, there are inadequate or non-existent facilities in the town for skating, sledding, and tobogganing.

Recommended Actions

Based upon the many statements of inadequacies presented above, the following proposals for action in the field of recreation are made:

1. Policies, Goals, and Procedures. It is suggested that the Commission begin at once to formulate its statements concerning policies, long range goals, and procedures. The organization of the Commission's thoughts in these areas is essential in order to direct the department and minimize wasted efforts.

These statements should include the Commission's view of recreation's role for the individual and the community. It should include a list of priority actions in the areas of administration and personnel, programming, and facilities, and it should establish the Commission's policies regarding interdepartmental relations and its relationship with staff members, facilities, programs, and the public.

2. Administration and Personnel. The Commission should also begin at once to move toward the use of school facilities for recreation programs. One of the greatest wastes in many communities is the general unavailability of public school facilities for public use.

In addition, the Commission should express its desire to work with any school building committee to assure that any new building(s) and yard(s) will allow for optimal use for recreational purposes.

On a town-wide basis, it is time for Easton to prepare for the development of a full-time recreation department. A Recreation Planning Committee should be established to see to the necessary office space and staffing of such a department, and to educate the townspeople as to the needs for this department. In this respect, it should be emphasized that Easton is

projected to increase in population by 6,500 residents by 1980, to a total of nearly 19,000 persons. Consequently, the present inability of a citizen board to properly administer and plan for recreation will be increased to a point where their limited efforts will not even begin to meet the recreation needs of the town.

3. Programming. The Recreation Commission should proceed as quickly as possible to expand its programs. Specifically, efforts should be made to include preschool and high school age groups in the summer program.

In addition, limited programming during afternoons in the fall and spring should be instituted for the school age groups and expanded to include adult age groups and winter activities when the schools are made available.

A further need is for year round programming for golden agers. This could be coordinated with any willing church or civic groups but should be centrally programmed and administered through the Recreation Department.

As the town and the department grows, care should be taken to include within the overall program a variety of activities to meet all the needs of a community. There should be active sports competition activities for individuals (swimming, bicycling, hiking, etc.), skills instruction, training in the arts and hobbies, and opportunities for cultural and social growth. Recreation of these various kinds is an essential element of happy and healthful lives.

Areas, Facilities, and Equipment. The following recommendations are made in regard to Easton's recreational facilities:

1. Community Park. Although the Town Forest is of adequate size, it is not being effectively used as a recreational source. It should become an available area for nature study and for such family activities as picnicking and camping. It should also include hiking trails (see a later paragraph regarding hiking trails in the town.)
2. Neighborhood Parks. Since there are none of these facilities in the town presently, planning for these small parks should be included in any major development or redevelopment design. Specifically, any project to renew North Easton Center should provide for green spaces. Also, the town should move to acquire lots for park purposes in any large subdivisions and to assure that public green areas in clustered or multifamily developments will be permanently and properly maintained. Finally, the yards of any discontinued schools should be retained for neighborhood parks and playlots.

3. Playfields. Although Frothingham Park presently serves as the only actual town playfield, this facility is somewhat small and lacks off-street parking. It could better be used as a neighborhood park and playground. A major town outdoor recreation facility should be provided in conjunction with the new high school.
4. Playground. As a general statement, it is recommended that any future schools built in Easton should be provided with adequate playgrounds for community use. According to the School Plan chapter of this report, new schools and playgrounds are recommended in Furnace Village and in northwest Easton. These additional facilities, combined with the recommended playground site between Depot and Central Streets and Frothingham Park, should adequately serve the town.

Playlots. As recommended above, playlots, with the appropriate play equipment, should be incorporated with neighborhood parks in abandoned school play areas, in major subdivisions, and in any redeveloped areas. In addition, it is recommended that homeowners be encouraged to cooperate with one another in developing small totlot play areas in each neighborhood. Many of the residential blocks in the older sections of the town are lined with residences, but retain open land in the center or on single lots. These areas could well be utilized for recreation areas, at little expense to the homeowners and no expense to the town.

Miscellaneous. A major recreation need in Easton, as indicated above, is for swimming facilities. It is recommended that two additional outdoor swimming areas be developed; one on Ames Long Pond and one on New Pond. These facilities should be provided with adequate off-street parking, bathhouses, and with equipment for picnicing. Together with the existing pool, these facilities should provide adequate outdoor swimming at two ends of the town for the 750 - 800 persons capacity required by 1980.

It is also strongly recommended that any addition to the new high school include an indoor pool and be available to all the townspeople. The additional expense required initially to construct this facility will be far outweighed by year-round recreational advantage and by the savings it will accrue over the cost of installing a pool after the remainder of the building is complete.

Four other types of outdoor facilities are recommended. One is the development of sliding and tobogganing trails in the town well field area off Red Mill Pond in southwest Easton and west of Longwater Pond in North Easton. These sites are the only areas in the town found to have adequate physical characteristics for this type of activity by the Easton Natural Resource Inventory.

Second is the development of hiking and bicycling trails throughout the town according to a design also suggested by the Natural Resource Inventory (See Figure 16). Third is the construction of ice rinks, similar to the Lions' Rink, at all new school playgrounds and at Frothingham Park. Fourth is the provision for small boat launching ramps at all the major ponds in the town; specifically at Reach's Pond, Ames Long Pond, Flyaway Pond, and New Pond. Access to all other major stocked ponds should be provided for the fishing enthusiasts.

The final recommendation is for the provision for an indoor recreation center. The alternative means of providing such a center are:

1. Construct a single new facility.
2. Make use of the junior high building when abandoned for school purposes.
3. Make use of the Oakes Ames Memorial Hall or the Frothingham House.
4. Provide for such total community use in the design and construction of the new high school.

Facing these alternatives, it is recommended that such a center be developed in conjunction with the new high school for the following reasons:

1. The construction of a separate facility cannot be justified in the face of other necessary costs required by the town.
2. The Junior High Building is simply too large to use for a recreation center alone.
3. The two semipublic buildings are neither individually large enough nor contain the essential facilities for a comprehensive recreation program.
4. Additional space needs to include the Center in the school will require only minor costs compared to those required later to add the facilities or construct separate ones.

The requirements for including a recreation center in the high school are not major. They primarily include provisions for closing off the activities areas (including art and music rooms as well as sports areas) from the remainder of the building, sufficient space for meeting rooms and various types of associated instruction, and sufficient gym space to accommodate both the high school athletic teams and the Recreation Department needs.

It is considered that the combination of these several facility recommendations will provide areas for a comprehensive and year-round recreation program. Fall, winter, and spring activities can be accommodated by the indoor facility (both for swimming (with the construction of an addition), sports, and social-cultural programs), the hiking trails, and the sledding area, and skating rinks. Summer activities will be served by three outdoor swimming facilities; widespread playground, park, and playlot areas as well as two major playfields; and by facilities for boating and fishing. For the first time, all ages of residents of all types of interests, will be provided through this plan with adequate recreation facilities.

Recommended Improvements

The following recreation facilities plan is recommended by time sequence:

By 1971

1. Formulate specific goals, policies, and procedures for the Recreation Department.
2. Establish a Recreation Planning Subcommittee to meet regularly with the High School Building Committee to assure that proper planning for indoor and outdoor recreation facilities is included.
3. Create a Recreation Study Committee which would prepare a report of the requirements for a full-time staffing of the Recreation Department.

By 1975

1. Staff the Recreation Department full time with a qualified director and necessary assistants or secretaries.
2. Request the director to plan for expanded recreation programs for a greater variety of age groups.
3. Request the director, along with a Recreation Planning Subcommittee of the Commission, to meet with the North Lower School Building Committee to assure that proper playground facilities are included in the school plans.
4. Convert the Unionville, South Easton, and Eastondale School lots to adequate park/playlots.
5. Prepare within the Commission a program to encourage homeowners to develop cooperative play or park lots. Request town meeting funds, if necessary, for brochures and advertising fees.

6. Acquire land between Depot and Central Streets for use as a playground.
7. Develop swimming and picnicking facilities at New Pond.
8. Develop sledding trails on town land in southwest Easton.
9. Request the director, along with a Subcommittee of the Recreation Commission, to meet with the proposed North Elementary School Building Committee to assure that proper playground facilities are included in the school plans.

By 1980

1. Request the Director, along with a Subcommittee of the Recreation Commission, to meet with the proposed South Elementary School Building Committee to assure that proper playground facilities are included in the school plans.
2. Develop a proper park/playlot at the former Furnace Village School site.
3. Develop swimming and picnicking facilities at Ames Long Pond.
4. Acquire land west of Longwater Pond and develop sledding trails on this site.
5. Undertake a planning program to acquire necessary lands or easements to develop the recommended hiking and bicycling trails.
6. Request any necessary town funds to prepare these trails.

Conservation

The purpose of this study is to identify the conservation needs for Easton both for land itself and for expanded goals and programming. Owing to the interrelationship of historic areas, historic preservation needs are also identified with conservation needs. In a fast growing community such as Easton, the opportunities for preserving historic sites or extensive areas of open space are quickly diminishing. Consequently, this report presents basic recommendations for land preservation and for overall land use planning.

It is important to emphasize at the outset of this study, that recommendations made herein are not made simply for conservation's sake alone or without regard for various types of developed land uses. While the physical characteristics of the land in Easton forces the issues of positive development built on a sound open space plan (conserved areas), care must be employed to avoid the pitfalls of excessive conservation or preservation. For example, in November of 1968, the Conservation Commission forwarded to the Planning Board a set of recommendations with regard to conservation and preservation. One of many points made was the desire to maintain the scenic tree-lined vistas along heavily traveled roads. While the attractiveness is without doubt excellent, the safety implications imposed upon the driver of a vehicle by the location of trees along the edge of pavement is at times prohibitive. In cases such as these, vehicular safety is of prime importance and preservation must become secondary.

Inventory

There are three groups in Easton which are concerned with some aspect of conservation. One is the Conservation Commission itself, which was created by town meeting in 1961. In July 1967, the Commission requested the Bristol Conservation District to conduct a natural resources inventory. The inventory was completed in the summer of 1969 and has been used in this study. Second is the Historical Society, a semipublic organization which for years has sought to identify and preserve the town's historic features. Third is the Historic Commission which was created by town meeting in 1969.

Goals. The goals of the Conservation Commission regarding future planning are:

1. To preserve the character of Easton, natural and historical.
2. To provide a natural recreation environment within easy access of every Easton resident.
3. To protect the streams, ponds, and wetlands of Easton for conservation and recreation uses.
4. To insure the excellent quality of Easton's water supply.
5. To coordinate and plan with other town boards and civic groups the wise use of Easton's natural resources.

The Historical Society and Historic Commission hold similar goals in their desire to preserve examples of Easton's

geologic or cultural past. The Commission has set itself a short term goal of documenting all historic sites, areas, or structures by May 1970. At that point, it will seek to establish more long range goals related to historic preservation.

Land and Sites. An indication of the areas presently owned by the Conservation Commission or semipublic groups and maintained as open space is presented on Figure 16.

There are nine major conserved open areas:

1. The Town Forest. This large 55-acre wooded site is presently maintained for passive activities. An additional 50 acres owned by the Conservation Commission lies adjacent to the Forest.
2. The Picker Reservation. This 96.6-acre site is wooded in some areas and open in others. There is no development of the site except access roads. It contains indications of early Indian settlements, and therefore is interesting to both the Conservation and Historic Commissions.
3. Wheaton Farm. Located along an historic highway (Bay Road - see below), this farm, 285 acres of which are owned by the Conservation Commission, is a combination of rolling open fields and wooded sections. Except for the farm house and farm buildings and some access paths, the area is undeveloped.
4. Ames Rifle Club Land. Located north of the Picker Reservation, this semipublic 56-acre site is largely an undeveloped open and wooded preserve.
5. Greater Boston Sportsmen Association. Two sites of 80 total acres are retained essentially in their natural state by this semipublic organization.
6. Golf Club. A total of 212 acres is owned by the golf club. Although the natural features of the land are altered somewhat, this area must nevertheless be considered as part of the preserved open space of Easton.
7. Easton Rod and Gun Club. The 310 acres in South Easton owned by this semipublic organization are preserved largely in their natural state. Hunting is not allowed, and consequently the wildlife are assured of refuge here.
8. Villa Rosa Park. Located along Washington Street north of Grove Street, this site is a semipublic

recreation reserve. Its 20 acres are available for a fee to groups which desire a facility for large outdoor gatherings.

9. Maplewood Shores. This facility is similar to Villa Rosa in that it is a semipublic recreation reserve. Part of the 83-acre site is devoted to active recreational activities, but the remainder is left in its natural state.

In addition to these preserved open areas of Easton, there are several sites or districts in the town which are of special interest to the historic groups. Only two of these areas have as yet been protected by some public or semipublic action.

1. Area of Indian Artifacts. Located on Stonehill College property, this mound containing evidence of Indian habitation has not been disturbed. However, there is no restriction on the College to prevent the disruption of this outstanding historic feature.
2. Site of First European Settlement. The first settlement of Easton by Europeans occurred in South Easton just to the north of Depot Street. Part of this site is now vacant and part is wetland.
3. Site of First Meetinghouse. The first meetinghouse of Easton was located on Church Street just west of Washington Street. Most of this site is now devoted to a cemetery.
4. The Devil's Footprint. This geologic feature, located to the east of the Easton Center School, was an important element of the local Indian legend. It is now in danger of destruction by a residential subdivision.
5. Furnace Village. The early industrial village was located to the west of the present village center at Five Corners. It extended from the eastern shore of Old Pond south to Foundry Street.
6. Bay Road. This roadway was the connecting link between the Narragansett and Massachusetts Bay Colonies. Along most of its path through Easton are located historically documented sites and structures, including the Wheaton Farm.
7. Reach Pond Iron Bog. The bog iron beds around Reach Pond were the raw material source for early nearby iron works. Through the interaction of soils, weather, and organic materials, these beds continue to form.

8. North Easton Center. The center of North Easton is significant for two historic periods. In the Picker Field Reservation now owned by the Conservation Commission, there are evidences of Indian settlement. The North Easton industrial and residential district is significant for its examples of 18th and 19th century structures. The district flourished from approximately 1820 to 1945.

Present and Future Requirements

Standards. The establishment of standards for conservation and historic areas in terms of actual quantity is a difficult task. They must necessarily vary from town to town according to the extent and pattern of natural or historic resources and according to the goals which a community has set for itself. In general, however, the following standards should apply:

1. Planning for conservation and historic preservation should be based upon an established set of long and short range goals.
2. Conservation planning and historic preservation should be closely coordinated with regional programs and with the overall community land use program.
3. All major ponds, brooks, shorelines, and as many hills and ridges as possible should be controlled or acquired. They should serve as the skeletons of an open space program.
4. All of the historic areas, except Bay Road, described above should be preserved. Particular historic features along Bay Road, as well as other outstanding historic sites and structures in the town, should be preserved.
5. Floodplains of the town's water bodies and water courses should be preserved.

Needs. The local Commissions and Societies have done much to identify significant areas and sites worthy of conserving. Two such areas have, in fact, already been acquired, and when combined with the town forest land and semipublically controlled areas, establish a sound basis for the town's conservation plan. However, considering the pace at which development is occurring in Easton, there is an urgency involved to extend the controlled lands. Consequently, it appears that the needs of conservation and historic preservation include first, the preparation of a plan for open space and preservation which is coordinated with a total land use plan for the town; second, the establishment of specific goals and programs which will organize the town's acquisition and control

schedule; and third, the further education of the general public who in the long run must understand and appreciate conservation needs in order to support proposals with funds or legislation.

Recommended Improvements

Although the following recommendations for conservation and historic preservation are not listed by time sequence owing to the nature of the subject immediate action is a must.

1. Open Space and Preservation Plan. On Figure 16 is presented an overall plan for conservation and preservation in Easton. This plan is totally related to the comprehensive Future Land Use Plan of the town (See Figure 12). It includes green belts systems which extend fingers of open space throughout the town and serve to relieve the development scheme.

The system encompasses nearly all of the pond shores, the stream beds, and the wetlands. In addition, it extends to several of the designated historic areas, existing and proposed recreation sites, and areas of outstanding aesthetic value.

The plan also indicates two areas which should be considered for preservation through regulation. These areas are the historic villages of North Easton and Furnace Village which could be controlled through historic districting.

2. Goals and Programs. In a general sense, the goals of conservation and preservation are to maintain all of the outstanding natural and historic resources of the town. Realistically, however, priorities must be established and coordinated with a variety of implementation programs. We suggest that the following list of priorities be considered by the conservation and historic commissions.

Combined Efforts

Conservation of open spaces which also have historic value.

| <u>Conservation Commission</u> | <u>Historic Commission</u> |
|---|--|
| Conservation of pond shorelines | Preservation of North Easton historic district |
| Conservation of stream floodplains | Preservation of Furnace Village historic district |
| Conservation of major wetlands (five acres or more) | Preservation of outstanding examples of period construction, beginning with the earliest |

Conservation Commission

Conservation of major hills and steeply sloping valley walls

Conservation of aesthetically valuable open space

Conservation of connecting green spaces

Historic Commission

Preservation of other historic sites

The means of conserving or preserving areas should be varied. They should include outright acquisition of full or easement rights in land (through eminent domain if necessary) the acceptance of gifts (in some cases in exchange for tax reductions), legislation (including regular zoning, floodplain zoning, and historic districting, regulation (strictly enforced subdivision regulations), registration (of historic structures), restriction (through deeded rights), and state action (through state legislation relating to inland wetlands). In addition, outside funds should be sought whenever applicable ones are available. The town should immediately establish flood lines on all major streams in order to establish proper floodplain zones.

Finally, it is significant that contact and understanding be stressed, particularly between the Conservation Commission and Historic Commission but also between these groups and the Planning Board, Recreation Commission, the Board of Selectmen, and the Finance Committee.

3. Education. The increased contact and understanding between the town's administrative groups suggested above is the first step in furthering public education. Other steps are necessary, however. Brochures should be prepared and articles should be written for inclusion in local papers, discussing not only the advantages of conserving a particular land area or structure, but also the need for open space conservation and historic preservation in general. Programs should be developed for presentation to school groups, children's organizations (Boy and Girl Scouts, Camp Fire Girls, the Junior Grange, etc.), and town groups (women's clubs, fraternal and social organizations, and church groups). Encouragement should be given the general public to become acquainted with, understand, and accept the Master Plan and its aim to coordinate a meaningful and comprehensive land use plan.

In summary, it is considered that the Conservation and Historic Preservation plan described above provides a sound framework upon which the Commissions should now build. Nevertheless, a sense of urgency must be stressed, particularly in a town such as Easton. The significant fact is that land in open space or with historic value must be preserved and controlled now before development increases. Immediate action is a must.

PUBLIC BUILDINGS AND LANDS

The purpose of this chapter is to identify needs in the area of municipal buildings. Other community facilities such as schools, recreation and conservation lands, and utilities, are considered in the appropriate sections of this Master Plan report.

Inventory

In Table 42 is presented a listing of existing municipal buildings and lands, their locations, and their site sizes. The locations of these facilities are indicated on Figure 17.

Town Offices. The town offices are located in the former Frothingham estate which was donated to the town in 1960. The building was built in the 1909 to 1912 period, and contains a total of approximately 7,300 square feet.

The offices of all the town's administrative bodies are located in the building. The seven major divisions are: Town Accountant, Town Clerk, Tax Collector and Library, Welfare rooms, Assessors, Selectmen, and Building Inspector.

In addition to those listed above, there are offices in the building for the Water Department, the Veterans' Agent, the Sealer of Weights and Measures, the Conservation and Recreation Commissions, the Historical Commission, Narcotics Control, the Planning Board and Board of Appeals, and the custodian. The remaining space consists of hallways, storage areas, lavatories, and a large hearing room (880 square feet).

The building is constructed mainly of brick and is heated by a combination of hot water and indirect methods. The offices are laid out along a first and second floor, which are joined by one main stairway, two back stairways, and an elevator. A total of eleven people are now working full time in the building. Off-street parking (approximately 25 spaces) appears to be adequate, for both present and future needs, although access to the site is extremely poor.

Table 42. Public Buildings and Lands⁽¹⁾

| Facility | Location | Site size (acres) |
|----------------------------------|--|-------------------|
| <u>Town buildings</u> | | |
| Town offices | Elm Street - North Easton | 7.50 |
| Police station | Lothrop Street - North Easton | 2.00 |
| Fire stations - Sta. 1 | Lothrop Street - North Easton | |
| Sta. 2 | Depot Street - Southeast Easton | 0.68 |
| Sta. 3 | Foundry Street - Southwest Easton | 0.08 |
| Civil defense building | Sullivan Avenue - North Easton | 0.43 |
| Equipment garage | Center Street - North Easton | 2.62 |
| <u>Town associated buildings</u> | | |
| Ames Free Library | Main Street - North Easton | 1.20 |
| Oakes Ames Memorial Hall | Main Street - North Easton | 1.20 |
| Post Offices | | |
| North Station | Main Street - North Easton (no site owned) | |
| South Station | Route 138 - South Easton | 0.27 |
| Eastondale Station | Turnpike Street - Eastondale (no site owned) | |
| West Station | Poquanticut Avenue - West Easton | 0.04 |

1. Other town buildings and lands are tabulated and discussed in the appropriate elements of this Master Plan. For reference purposes, their locations are indicated on Figure 17. Cemeteries, although not considered in this plan, are shown on the figure.

Source: Easton assessor's office.

Police Station. The offices for the Police Department are located in a new building which contains approximately 1,800 square feet for police purposes. The building was occupied in November 1968. It is shared by the police with the offices of the Fire Department.

The building is constructed of steel and cinder block and is faced with brick. The police section contains a foyer, a communications room, a records room, a combination kitchen and storage room, a juvenile cell, a woman's cell, a locker room for 18 men, the chief's office, 3 male cells, an interrogation room, a conference room, and 3 additional small storage areas. In addition, there are indoor bays for three cars.

At present there are 18 men and the chief on the force. They are equipped with 2 cruisers and 1 unmarked car. Off-street parking is adequate (approximately 22 spaces) but is not marked.

Fire Stations. The main fire facility, Station 1, occupies the western section of the new Police-Fire building. The office space is approximately the same size as that used by the police and contains a communications room, a foyer, the chief's office, a kitchen, a bunk room to accommodate 6 men, a recreation room, and an emergency communications room. In addition, the truck area can accommodate four pumpers and a ladder truck. In the garage area also is a hose storage room, a hose drying area, a truck repair bay, and a fire alarm repair room.

There are eleven men, and the chief on the present fire staff. Because of the work schedules, there are only two to three men on a particular shift. The remaining manpower needs are met by a 35-man volunteer call staff.

Station Number 2 on Depot Street is a two-story wooden structure faced with stucco which was built in 1934. It contains two truck bays which presently are filled with two pumpers and a brush truck. The second story has a large meeting room, a kitchen, and a living room. In the cellar there is space for some storage and repair. This station, like Station 3, serves as a backup facility with a total call staff.

Station Number 3 is located on Foundry Street adjacent to the foundry. This facility was built in 1956 of steel and cinder blocks. It is a one-story building built on a cement slab. Its capacity is two pumper trucks. There is only limited space within the building for storage or repair.

Civil Defense Building. The building now being used by the Civil Defense group and the Civil Air Patrol is the former Fire Station Number 1. Its style is similar to that of Station 2 in that it is a two-story wooden structure with a cellar and two truck bays. This building, however, was constructed near

the turn of the century. The upper story contains a meeting room, a recreation room, a kitchen, and a radio room. The cellar provides some limited storage space.

Equipment Garage. The town's highway equipment garage is located on Center Street not far from the center of North Easton. The main building was constructed in 1953 of steel and cinder blocks. It contains 7,000 square feet, including the superintendent's office, locker and storage space, and eight truck bays. The addition, built in 1967, contains one truck bay and additional storage space in its 2,000 square feet. In addition to the principal building, the site contains a three-sided storage shed with 2,250 square feet and three bays and a small building to be used for the making and repairing of signs.

There are 17 men and a superintendent on the highway staff. It is the responsibility of the highway department to maintain the roads, the recreation and parks areas, to plow the school lots, to collect the rubbish and maintain the dump, to perform any construction tasks which are within the scope of the staff and equipment, and to perform any major maintenance duties on town buildings. The adequacy of off-street parking is questionable (approximately 20 spaces).

Ames Free Library. Although technically not within the scope of this Town Buildings survey, it appears pertinent here to discuss this semipublic community facility. The library was built in 1883 through funds provided in the trust of Oliver Ames, II. The original building contains a book storage area enhanced by a second story balcony section, a reading room, a large foyer, and an apartment for the use of the librarian. Additional space is available in the basement. A children's wing was added in 1931 through a gift in memory of William Hadwen Ames. Storage space and reading areas comprise the main floor of this section, while the basement contains additional storage and work space.

The library now contains approximately 40,000 volumes. There are six full-time staff members. The reading spaces available within the building are 32-36 children spaces and 25 adult spaces. There are three possible off-street parking spaces.

Oakes Ames Memorial Hall. Another building worthy of mention is the Oakes Ames Memorial Hall. This building is available for a variety of town functions. Within the two-story stone structure are a large recreation hall, meeting room, and cloak room on the first floor, and an assembly hall with a stage and a kitchen on the second floor. At present, the hall is used for several instructional classes, for women's group meetings, and for any theatrical presentations not scheduled for the schools. There are no off-street parking facilities.

Post Offices. The Post Office facility in North Easton, located in rented space, occupies only one large room. The total available area is approximately 1,000 square feet. Three employees work within this space full time. There is no off-street parking area associated with the facility.

Another postal station in Easton is located on Route 138 opposite Central Street. This fairly new brick building contains approximately 600 square feet but no off-street parking area. Near this station is the Eastondale Office, located within a store. The fourth Easton station is located in a small wooden structure (approximately 250 square feet) in the western part of the town.

Standards

The standards suggested for each municipal building and site are contained in Appendix Table F-1.

Adequacy

The existing town buildings and lands and associated buildings and lands are evaluated individually as follows:

Town Offices. The total size of the town offices site is quite adequate, and the offices themselves approach the amount of space suggested by the Standards section above. However, the interior space is not, and possibly cannot, be used effectively. For example, the Town Accountant, who often is assisted by a part-time clerk, has been allocated a space of only 204 square feet. This is considerably less than the 300 square feet suggested for such personnel. Similarly, the Town Clerk and Tax Collector offices total 625 square feet, a large portion of which is used for records storage. At least 850 square feet are suggested. Even the selectmen's office, which usually occupies additional space for use during meetings and hearings, totals only 396 square feet.

On the other hand, the wasted space within the main two floors of the building - the unused small rooms and hallways, not including stairways or lavatories - totals 1,734 square feet, or nearly one quarter of the entire interior space.

A further inadequacy of the office building is the unevenness of heat. Some sections of the first floor heat very poorly, and in fact are not useable during the winter. The large hearing room and kitchen areas receive almost no heat as the system is presently operated. On the other hand, portions of the upper floor heat to nearly uncomfortable levels. It appears that a thorough evaluation of the heating system is necessary.

Police Station. Having only recently moved from a building which was totally outmoded and inadequate, the police should perhaps be expected to be well satisfied with their new quarters. However, even these new facilities have inadequacies. For example, the locker room can accommodate only 18 men, while the present staff totals 17. There is, in other words, no room for new men within the building. In addition, the conference room contains only 10 chairs, 8 less than the number needed to accommodate the entire staff. Two small rooms are being inefficiently used for storage, while there is no space available for additional offices, fingerprinting, or picture processing. It appears that the building has already been, or very soon will be, outgrown.

Fire Stations. The main fire station is an efficient, adequate building. If anything, this section of the new public safety building contains excess space for the present and the immediate future. The bunk space is approximately three times that which is now needed, and the recreation room is comparatively large. However, the space now being unused will be available and will be necessary as the town and the department grow.

The remaining stations are structurally sound and are physically adequate to serve the town under the present operational status, despite their totally inadequate site sizes. Nevertheless, the future usefulness of these stations has been questioned. In conference with an official of the National Board of Fire Underwriters (now the American Insurance Association) town representatives were told that two fire stations could effectively service Easton, but only if the second station were fully manned and located more centrally within South Easton. Under the present situation, stations 2 and 3 appear to adequately cover the town.

Civil Defense Building. This older building is being put to effective use by the Civil Defense and Civil Air Patrol groups. However, its structural soundness is questionable. The flooring beneath the truck floor is being supported by steel posts. Also, the wiring and plumbing are becoming outmoded. If possible, these facilities should be located in the Police-Fire Station building.

Equipment Garage. Not only the building, but the entire site of the highway equipment garage is inadequate. According to the superintendent, there are more than 25 pieces of equipment at present which should be under cover but which cannot be accommodated within the existing buildings. There is no space in the building for adequate lockers and washroom areas for the men. In addition, the office space is totally inadequate, particularly if a draftsman or engineer were added to the staff.

The site is bounded on two sides by residential structures and is within a mile of the town's development center. There is inadequate parking space for cars; there is an expansion problem because of the railroad tracks; and the operation is basically an

inappropriate use in its present location. Although another site for a larger building should be sought, the economics involved of abandoning this recently constructed building prohibits such a program. It is therefor recommended that the site be expanded beyond the railroad tracks, an addition be constructed, and proper screening provided.

Ames Free Library. This physically attractive structure seems to have been outgrown by the town. According to the Standards, there should be approximately 30-35 reading spaces for adults to service a town the size of Easton presently, and the need will be increased as the town grows. In addition, the storage space is far too small, as is the work area for the librarians. It appears that an addition to this building would be in order. Parking is totally inadequate.

Oakes Ames Memorial Hall. For the purposes to which this building is put, it is a very adequate facility. In fact, it is unfortunate that more intense use is not made of this unusual structure. Like the library, parking is inadequate.

Post Offices. Although Easton is receiving adequate postal service from its four stations, it is not being served efficiently. No one of the four facilities is individually large enough to operate as a major postal office or has any off-street parking. In addition, three of the offices are located within 2-1/2 miles of each other in the northeast section of the town. The main office in North Easton is already overcrowded, despite the existence of the other three stations; it should be replaced. If improved operations were available from a larger facility in North Easton, the South Easton station could be eliminated. The Eastondale branch could be continued at the discretion of the store manager, but the West Easton station is not necessary as a separately maintained structure.

Future Needs

Having compared the proposed standards for municipal buildings and lands with the facilities presently existing in Easton, there was found to be a number of areas in which improvements are necessary. In summary, these are:

1. the need first to prepare a plan for the most efficient use of the town offices' interior space.
2. the need to construct an addition to the section of the public safety building being used by the police. This addition should include a larger conference area, additional garage space, additional storage area, additional offices, larger locker space, and space for Civil Defense facilities. The addition should be planned to accommodate the department at least through the planning period (1980), and not merely to facilitate present needs.

3. the need to construct a new fire station to combine the operational area of Stations 2 and 3. The new facility should include accommodations for the full-time manning of that station.
4. the eventual need to relocate the Civil Defense and Civil Air Patrol groups into the police and fire station building because of its relation to public safety.
5. the need to expand the site of the highway equipment garage and construct an addition for the housing of equipment.
6. the need to provide additional storage area, working space, and reading space at the library. Although the constructing of an addition would be the responsibility of the Ames estate, the town should investigate any means by which it could be of help.
7. the need for adequate off-street parking areas to serve both the Ames Free Library and the Oakes Ames Memorial Hall.
8. the need to consolidate the postal operations in Easton into fewer, larger, and more efficient facilities.

Recommendations

Recommendations for the improvement of municipal facilities in Easton involve short-range and long-range actions. In the short range, there are many things which can be done to better accommodate municipal functions. These short-range actions should be undertaken, however, with the long-range possibilities for improving the town in view.

Recommended Improvements

The following Town Buildings and Land Plan is recommended by time sequence:

By 1975:

1. Select and acquire sites for a new fire station and acquire adjoining land for an addition to the library.
2. Contract with an architectural firm for a thorough study of the proper use of the town offices interior space and with a heating expert to determine the best means of properly heating the building.

3. Construct an addition to the police section of the public safety building for police needs and Civil Defense facilities. One means of accommodating the addition could be to convert the three-bay garage to office and storage use and construct a new garage area to the rear. However, the actual design of the alterations should be carried out by an architect.
4. Construct an addition to the highway equipment garage which should include adequate office space, locker room space, space for parts storage, space for repair, and space for the garaging of all vehicles which require cover.
5. Appoint a committee to meet with the trustees of the Ames Free Library estate to determine in what way the town could be most useful in providing adequate space in the library. Although the estate has never requested any form of assistance from the town, this committee should seek any ways in which the town could now acknowledge the 87-year service of the free library.
6. Begin now to plan for the location of a civic center in North Easton. Although Easton may not need the civic center to create a single focus of municipal orientation, since this is accomplished now to a degree by the concentration of such facilities as the Ames Library, Ames Memorial Hall, and North Easton Post Office, there is a need to redesign this area of the town to allow it to properly function in the atmosphere of the 1970's and 1980's. There is, in other words, a need to provide an adequate circulation pattern around this center and to provide adequate off-street parking within it. If possible, the North Easton Post Office should expand within the present building, or if that is not agreeable it should be located in an entirely new structure in North Easton center.
7. Convert the old Fire Station No. 1 (Civil Defense building) to an historic building.
8. The use of urban renewal in North Easton was considered to assist in improving the circulation system and in providing for off-street parking for both the commercial uses and the proposed civic center. A more detailed plan for the business district is included in a later chapter of this report and concludes that an urban renewal technique cannot be justified. A joint public/private effort is suggested here as a means of accomplishing three goals: one, the coordinating of a civic center; two, the rejuvenating of the

CBD; and three, the development of an historic district adjacent to the CBD. These three functions could interrelate nicely in North Easton, but it is only through major efforts of the local merchants and the public officials that such a goal will be accomplished.

By 1980

1. Construct a new fire station near the Five Corners intersection in Furnace Village. (See Figure 17.) In consultation with members of the Easton Fire Department concerning the proper locations for fire stations within the town, an official of the National Board of Fire Underwriters stated that two stations could effectively cover the town if the second station were located in the Five Corners area.
2. Retire fire stations 2 and 3 from fire use. Station 2 should be sold at public auction or razed. Station 3, since it is such a limited building on a limited site, should revert to the former owner or should remain as an unused town building.
3. Construct an addition to the Ames Free Library.

WATER

Existing System

The municipal water system in Easton is operated by the Water Department under the supervision of the Board of Water Commissioners and serves approximately 95 percent of the town's population. The remaining dwellings are served by private on-lot well supplies.

Supply. The water supply is obtained from two gravel-packed wells near North Easton between Center and Washington streets and one gravel-packed well in the southwestern corner of town near Redmill Road. Pertinent data on the well supplies are listed in Table 43.

Table 43. Well Supply Data

| Location | Ref. no. | Year devel- (1)oped | Diam., in. | Depth, ft. | Est. safe yield, mgd | <u>Pumping facilities</u> | |
|----------------------|----------|------------------------|---------------|---------------|-------------------------------|---------------------------|--------------|
| | | | | | | Capacity, gpm | Head, ft. |
| Center Street | E-1. | 1952 | 48 | 47 | 0.90 | 600 | 196 |
| Washington Street | E-2. | 1958 | 48 | 65 | 0.90 | 600 | 194 |
| Redmill Road | E-3. | 1965 | 48 | 44 | 0.50 | 350 | 200 |

1. Refer to Figure 18.

Source: Easton Water Department

Emergency interconnections exist with Brockton S-1 and Stoughton S-2 water systems.

Treatment Facilities. Sodium hexametaphosphate and sodium carbonate are added to the water obtained from the wells.

Transmission Facilities. The water obtained from the existing wells is pumped directly into the distribution system.

Distribution Facilities. Nearly all populated areas of Town are served by the distribution system. With the exception of a few sparsely developed streets in the southwest corner of town, water mains extend along all major roads and streets in Easton. Approximately 99 percent of the 2,900 service connections, existing as of September 1969, are metered. Distribution storage is provided by a new welded steel standpipe located off Bay Road

in the northwestern part of town and a riveted steel standpipe erected in 1888 off Lincoln Street in North Easton. Statistics of these tanks are listed on Table 44.

Table 44. Storage Tank Data.

| Standpipe | Base elev., (1) ft. | Full tank (1) elev., ft. | Capacity, gal. |
|----------------|------------------------|-----------------------------|-------------------|
| Bay Road | 263 | 305 | 2,000,000 |
| Lincoln Street | 204 | 305 | 235,000 |

(1) USGS Datum

Source: Easton Water Department

The distribution system contains approximately 66 miles of pipe ranging in size up to 16 inches in diameter. Approximately 60 percent of the total are mains 6 inches or less in diameter. Some of the older pipe is unlined cast-iron pipe installed prior to 1890. New main extensions are 8 inches in diameter. The distribution system is shown on Figure 18.

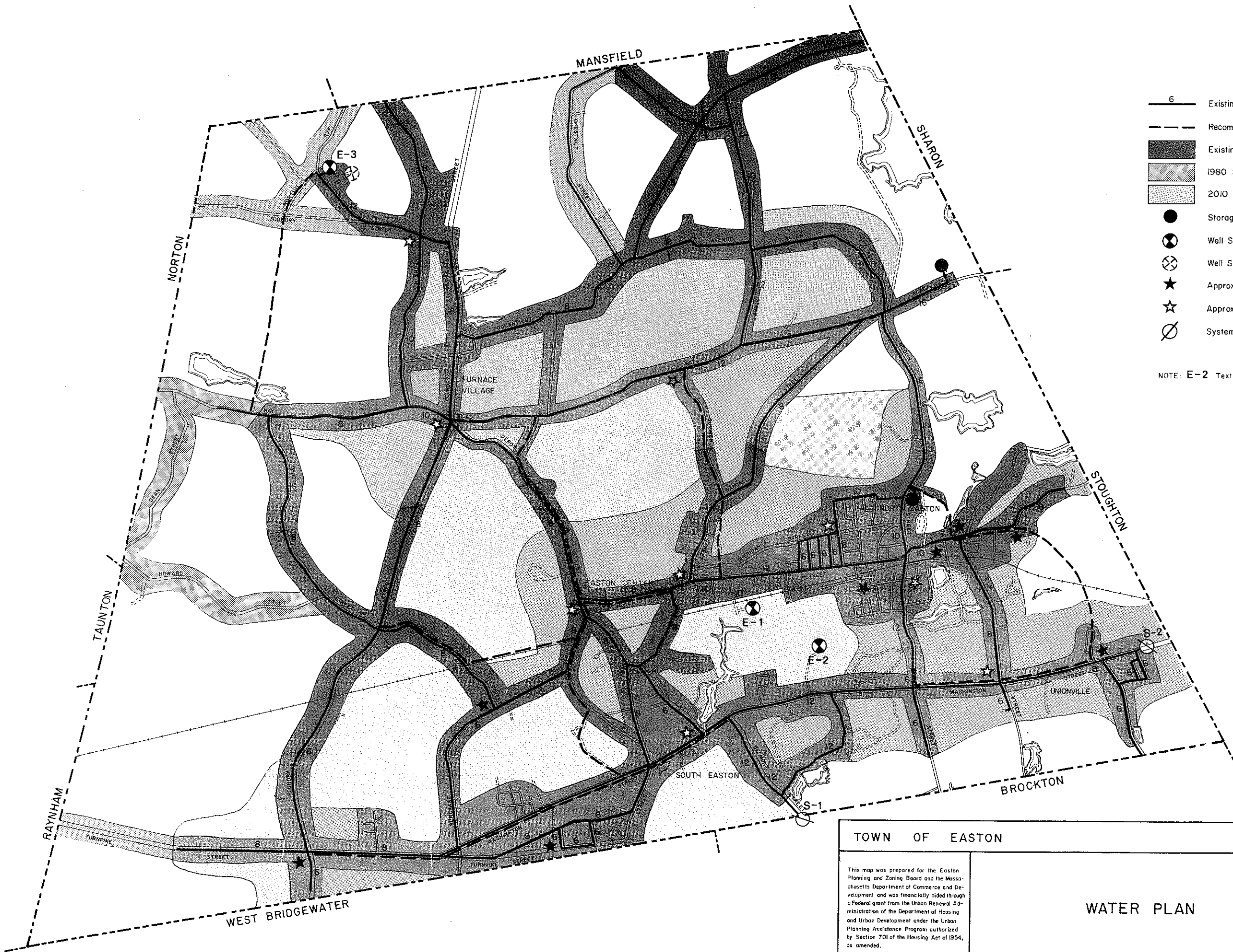
Water Supply Requirements

A forecast of water supply requirements must be based upon estimates of future population to be served, annual per capita water usage, potential industrial usage, maximum demands and water for fire extinguishing.

Population Served. It is reported that all but about 150 dwellings are served by the municipal system. On this basis, approximately 95 percent of the people in town receive public water service. Based on estimated population for the year 1980 of 19,000 and the same ratio of service, the population served by 1980 is estimated to be approximately 18,000 people.

Water Usage. Average daily water production based on records of pumpage from the wells are shown in Table 45.

Sizable quantities of water produced and delivered to the system are unaccounted for either through leakage, or unmetered usage such as flushing the system, fighting fires, or underregistration of meters. Estimates prepared by the Water Department based upon totals of metered usage indicated unaccounted for water amounts to approximately 25 percent of the total water produced. This quantity while considered slightly high indicates that losses in this system can be typical of many systems of this size. It is reasonable to expect that, in a properly functioning system, 15 percent of the total water pumped will be unaccounted for.



- Existing Mains 6" Diameter or Larger
- Recommended Grid System Reinforcing Mains
- Existing Service Area
- 1980 Service Area
- 2010 Service Area
- Storage Facilities (Existing)
- Well Supply (Existing)
- Well Supply (Planned)
- Approximate Area of Inadequate Fireflows
- Approximate Area of Adequate Fireflows
- System Interconnection

NOTE: E-2 Text Reference Number

| | | |
|---|--|---|
| TOWN OF EASTON | | MASSACHUSETTS |
| <p style="font-size: small;">This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.</p> | <h2 style="margin: 0;">WATER PLAN</h2> | <div style="text-align: center;"> </div> <div style="text-align: center; margin-top: 5px;"> <p style="font-size: x-small;">SCALE IN FEET</p> <p style="font-size: x-small;">June, 1970</p> </div> |
| <p style="font-size: x-small;">Metcalf & Eddy, Inc.</p> | | <p style="font-size: x-small;">Boston • New York • Palo Alto</p> |

Table 45. Water Production

| Year | Water Pumped | | Ratio of maximum one-day to average daily pumpage |
|------|------------------|----------------------|---|
| | Average day, mgd | Maximum one-day, mgd | |
| 1964 | .92 | 1.66 | 1.80 |
| 1965 | .97 | 1.58 | 1.62 |
| 1968 | .93 | 1.37 | 1.48 |
| 1969 | .92(1) | 1.56 | 1.69 |

1. Estimated.

Source: Easton Water Department.

Daily per-capita water requirement including the unaccounted for losses and water used by commercial and industrial customers averaged approximately 97 gcd (gallons per capita per day) in 1965 and 90 gcd for 1968 and 1969. The 1965 usage is worthy of note, considering the drought. Households will continue to consume greater quantities of water due to the wide-spread use of dishwashers, garbage grinders, and automatic washers. Based on historical data, it is anticipated that per capita water requirements will reach 110 gcd by 1975 to 1980.

Maximum day water production rates were compared to average day rates from daily pumping records for the past 5 years (Table 44). The future average usage based on 110 gcd for a population of 18,000 approximates 2 mgd (million gallons per day). Evidentially from these data, and a projected slight increase in commercial and industrial usage, maximum day water requirements can be expected to be two times the average day pumping rate or 4 mgd.

Hydrant Flows Required for Fire Fighting

The AIA (American Insurance Association, formerly National Board of Fire Underwriters) has developed standards by which water supply systems may be rated with respect to fire fighting. This rating, together with similar ratings for the fire department and other factors related to fire fighting and fire prevention, is used for determining the fire insurance risk. Adherence to the Association's standards for water supply is considered good practice, and should result in obtaining and maintaining favorable insurance rates in the town.

Required fire flows vary according to the district being considered. Table 46 gives the recommended fire flows for various land use categories which are applicable to Easton.

Table 46. Recommended Hydrant Flow

| Type of development | Hydrant flow recommended, gpm |
|--|-------------------------------|
| Residential Neighborhoods | |
| In districts with about one-third the lots in a block built upon having buildings of small area and low height | 500 |
| Buildings slightly higher or of larger area | 1,000 |
| High-value residences, apartments, tenements, dormitories, or similar structures | 1,500-3,000 |

Source: Standard schedule for grading cities and towns of the United States, National Board of Fire Underwriters, 1956.

Adequacy of System

Adequacy of a water system should be judged upon two principal factors: (1), availability of supply and (2), capacity of the distribution system. In addition to meeting average daily requirements, the system should be capable of meeting maximum one-day demands plus fire flow.

Supply. In the Easton water system the supply is limited to 2.2 million gallons, the total output of the existing wells serving the system. Based on an estimated future maximum day of 4.2 mgd it will be necessary to develop additional wells to augment the supply currently available.

Distribution Storage. Distribution storage serves as a supplementary supply to meet demands of short duration. It also serves as a reserve supply for fire fighting.

Reserve supply required for fire fighting is commonly based on the recommendations of the AIA. For a community of 19,000 population, the AIA recommends a storage volume capable of providing a flow of 5,000 gpm (gallons per minute) for a ten-hour duration in the major business and industrial districts.

In Table 47 are the estimated usable storage capacities that Easton should have for 1969, and to serve its anticipated 1980 development.

Table 47. Storage Requirements

| | 1969 | 1980 |
|---|------------|------------|
| Storage allowed for normal peak consumption | 0.2 | .4 |
| Fire flow (mil gal) | <u>1.8</u> | <u>2.4</u> |
| Total Storage required (mgd) | 2.0 | 2.8 |

Estimates by Metcalf & Eddy.

For storage in standpipes, sufficient additional storage capacity may be required to insure adequate delivery pressures which may limit the minimum tank level. Since the present storage capacity is 2.25 million gallons, at least 1.0 million gallons of additional usable storage is required to meet desired standards by 1980, based on AIA recommendations.

In addition to recommended volumes of available storage, the location of the storage facility is important to the fire safety of the community. The water from the storage facility must be capable of reaching the fire at the desired pressure.

Distribution System. An important function of the distribution system is to maintain adequate pressures, especially during periods of high demand. The system should maintain pressures of at least from 30 to 40 psi (pounds per square inch) during high-flow periods. Higher pressures should be maintained for industrial, commercial, and densely populated residential areas. In addition, the system should be capable of delivering the hydrant flows required for fire protection on a maximum day of consumption.

A number of problem areas in the distribution system exist, particularly in North Easton, where older 4-inch and 6-inch mains still exist. These undersized mains restrict flow and cause pressure drops during periods of high demand and also can curtail fire flows. These mains should be replaced with mains 8 inches or larger. Where reinforcing or feeder mains are required, particularly in north and south Easton as indicated on Figure 18, mains 8 inches or larger should be installed. Since 1953, cement-lined cast-iron pipes have been used; earlier, tar-coated lines were installed. The older tar-coated mains are subject to corrosion and subsequently a loss of carrying capacity and pressure and should be replaced. The distribution mains installed in the rural roads during recent years are chiefly 8 inches in diameter. As more dense development takes place and large areas become subdivided reinforcing mains may be required to maintain adequate service. Actual pipe sizing should be determined by an engineering study.

Fire Flows. Appendix Table G-1 shows the results of hydrant flow tests taken at 17 hydrant locations throughout Easton. These tests were conducted in 1965 by the New England Fire Insurance Rating Association. Inadequate flows may exist today in places where the system has not been strengthened since 1965 or where new development has occurred since 1965.

Inadequate quantities of water for fire protection were found at 8 hydrant locations tested in 1965. These locations are in the northeast section of town in North Easton and Unionville, and the southeast portion of Easton. Those locations where flows were adequate on the basis of the 1965 water system are marked with an asterisk. The inadequate service for fire protection is due to long 6-inch and 8-inch mains serving the area. These long mains restrict flow and cause excessive pressure drops.

Distribution Needs. Several streets in the southwestern portion of town are not currently served by the town water system. Planned extension of the distribution system in these streets is shown on Figure 18.

Distribution System Reinforcement. To provide adequate quantities of water at sufficient pressure for fire extinguishment, reinforcing mains should be installed so as to complete a grid system. As the large undeveloped areas throughout town become subdivided and developed, additional 12-inch and longer diameter mains installed to provide a reinforcing grid throughout town will be required.

By reinforcing the system in this manner, water can be delivered to many customers from several directions. It is also possible to isolate certain portions of the system to make repairs without affecting the water service within the entire system. Another advantage of the grid system is that it provides a greater flow to all points within the grid at minimum pressure loss.

Recommended Development Policies

The following planning objectives and development policies were used as the basis for preparing this water system plan:

1. Easton should plan on continually serving nearly all the town with a public water system.
2. The water system should be improved and maintained so as to meet recommendations of the American Insurance Association.
3. No water pipe smaller than 8 inches in diameter should be used.

4. The proposed water plan should be coordinated with the recreation and circulation facilities plans so that water tanks, and appurtenances are located in accord with future land use recommendations.
5. Subdividers building within 400 feet of the existing distribution system should be required to tie into the public system because of possible well pollution caused by on-lot sewerage systems.

Recommendations

In order to meet the present and future demand, all aspects of the water system must be considered. However, the immediate problems of the system cannot be efficiently corrected individually. They must instead be considered in regard to their effect on the whole system. Therefore, it is essential that an engineering study be undertaken prior to any major construction or reconstruction of the system. For this reason, the major recommendations will be included in the detailed list of engineering steps to be taken. Recommended standards are listed in Appendix Table G-2.

Additional Supply. It is recommended that additional sources of supply be added as soon as possible to insure adequate capacity for peak requirements. Availability of additional sources of groundwater should be explored and developed if available. Engineering studies and test well borings will be required to determine feasibility size and location of these facilities. If groundwater supplies are not available, consideration should be given to a regional system.

Additional Storage. It is recommended that additional storage capacity be planned immediately to enable the system to meet the recommendations of the AIA for 1 million gallons of additional system storage required to meet anticipated growth by 1980. The size and location of this facility should be determined by an engineering study.

Additional Service Areas. Based on the objectives of maintaining water service for the entire town, the proposed main extensions to serve streets in the southwestern portion of town as shown on Figure 18 should be constructed.

Reinforcement of Distribution Mains. Immediate reinforcement of the 6 and 8 inch mains serving Unionville and North Main Street sections, and the southeastern section of Easton. Future planning should include an orderly program for replacing 4-inch mains in the system and the installation of reinforcing grids as previously stated to reinforce all 6- and 8-inch mains. The size of these mains should be determined by a detailed engineering study.

Recommended Improvements

The following water plan is recommended by time sequence:

By 1972

1. Conduct groundwater explorations and complete engineering for developing potential sources and construct potential supplemental groundwater supplies.
2. Complete detailed engineering study of entire water system including:
 - a. Physical survey of the distribution system.
 - b. Study of potential supply augmentation.
 - c. Detailed balance study of the distribution
3. Initiate a water main reinforcement program.

By 1975

1. Complete reinforcing mains required to meet 1980 requirements.
2. Begin construction of major grid system of reinforcing mains giving first priority as recommended by the engineering study.
3. Construct the distribution storage reservoir as recommended by the engineering study.

SEWERAGE

Inventory

The Town of Easton has no public sewerage facilities. Sewage disposal is by means of individual on-lot systems.

Stonehill College, located near the Brockton boundary in the northeast section of the town, is served by a private collection system which discharges sewage to the Brockton sewerage system for treatment at the Brockton Water Pollution Control plant.

At present, relatively dense development exists in the built up sections of North Easton and South Easton and the commercial areas along Route 138. General soil conditions of the town are characterized by varying degrees of limitation to the use of on-lot sewage disposal facilities. There are extensive areas of wetlands in the western and southern sections of town which will preclude the use of local private disposal facilities. Soil conditions imposing limits upon individual sewage disposal facilities are indicated on a soils map prepared by the U.S. Department of Agriculture Soil Conservation Service.

At present five areas have been reported where individual on-lot sewage disposal system problems exist. These problem areas are indicated on Figure 19. The reported problems are as follows:

| <u>Map Ref. No.</u> | <u>Predominant Land Use</u> | <u>Nature of Problem</u> |
|---------------------|-------------------------------|---|
| 1 | Schools | Leaching field failure unsuitable soils. |
| 2 | Residential and industrial | Seepage of influent into streams, ponds, cellars and to the ground surface. |
| 3 | Residential | Poor soils |
| 4 | Residential | Poor soils, swamp |
| 5 | School and residential | Leaching field failure, poor surface drainage. |

Potential problem areas exist where development, as indicated on the Existing Land Use map, is situated on soils considered not suitable for on-lot sewage disposal facilities to serve such developments.

To resolve the existing problems and to meet the requirements for future needs as development of areas less suitable for on-lot disposal takes place, a municipal sewerage system is recommended.

Future Requirements

Service Areas. Based on our analysis of problem areas, those sections of Easton requiring public sewers at this time have been identified. Also those areas which will require sewerage systems to meet future development have been delineated. As a result of this analysis and based on the consideration of the town's ability to finance and install sewers, we have developed the probable limits of the 1980 sewer service area based on the town's future land use plan. Ultimately, the entire developed portions of town should be sewered with sewer design based on full development of the tributary area.

Sewage Quantities. Design of sewerage facilities is based upon the estimated future population served. Design flows are based on estimated per-capita flows including allowances for commercial and minor industrial water users and groundwater infiltration. In this report, estimated future quantities will be considered up to 1980. However, design capacities should be based on quantities of flow estimated 15 to 30 years in the future for pumping stations and sewage treatment facilities and 40 to 50 years for major sewers. Minor sewers should be sized to convey flows from expected ultimate development. The design period varies with the type of facility in the system and depends on factors such as ability to withstand wear and tear, rate of obsolescence, and relative difficulty and cost to provide additional capacity at a later date as compared with providing greater initial capacity.

Based upon projected development, we have estimated the 1980 average sewage flow to be about 0.9 mgd.

The nominal capacity of sewage treatment plants is usually based on average flow conditions with peak flows taken into account during design.

Sewers, interceptors, and pump stations on the other hand are sized on the basis of peak flows.

Peak flows normally are estimated by multiplying estimated average flows by a peaking factor. The peaking factor used for design of a sewer serving a small tributary population of about 1,000 persons is normally about 5 and decreases to about 2.8 as the population served increases to 30,000 persons. This is due to the fact that sewage from several dwellings may reach the discharge point of a small sewer system at about the same time, whereas, on a larger area, nearby peak discharges will have passed before peak flows from more distant parts of the area reach the reference point. This effect produces peaks of less magnitude and longer distance of flow in the sewer or interceptor.

The peaking factor for industrial flow allowances has been taken as 2 times the average rate.

Since higher rates of infiltration during wet weather may occur coincidentally with other peak flows, consideration for the amount of infiltration into the system must be given when establishing required sewer capacities.

Planning Objectives and Development Policies

The following planning objectives and development policies for sewerage facilities are recommended:

1. All existing and new development in Easton should be served by public sewers if lot sizes are 15,000 square feet or less. In addition, public sewer service should be provided in those areas where lot sizes are larger than 15,000 square feet if soil conditions are unfavorable.
2. Once a sewer system has been developed, subdividers should be required to install sewers in developments that are located within a reasonable distance of the municipal sewerage system.
3. The town should adopt the planning standards for on-lot sewerage systems as set forth in Appendix Table A-1.
4. The town should use sewerage development as a means of preserving its water resources and as a tool for orderly and appropriate development of its land resources.

Sewerage Facilities Plan

It is recommended that the town develop a municipal sewerage system to serve a phased expansion of the service area as required to meet present and future development needs and explore the acceptable ways of sewage treatment and disposal for the town in conjunction with studies being carried out by the Old Colony Planning Council.

To implement these recommendations, the following program is necessary:

1. Easton should conduct engineering studies to develop a sewerage system that ultimately could be expanded to all areas in town needing such service.
2. The town should coordinate its sewerage development plans with regional objectives developed by the Old Colony Planning Council.
3. Following development of sewerage plans and programs, approval of these from appropriate State and Federal agencies should be sought immediately. At the same time, various government grant programs should be

exploited to maximize the aid obtained and thereby minimize Easton's share of sewerage development costs. Presently, grants are available to defray up to 85 percent of the capital cost of certain sewerage facilities.

Recommended Improvements

The timing of sewerage improvements as listed below spans a longer time period than the other plans due to funding and implementation procedures. The improvements have been subdivided into three categories.

Service Area

1. Areas to be Served Initially. It is recommended sewerage development progress as shown on Figure 19 with emphasis for initial development of sewers in areas shown to be served by 1980.
2. Areas to be Served Ultimately. It is expected that public sewer service ultimately (by 2010) should be extended as indicated on Figure 19. Areas outside the sewer service areas would have to be served by individual on-lot sewage disposal facilities.

Sewage Collection System - Stage I (1970 - 1980)

Based on initial planning considerations and pending a detailed engineering analysis it is recommended that the initial sewer development program center around the following:

1. The Main Interceptor from the possible municipal treatment plant site (or intermunicipal interceptor connection as presented in the regional study) should extend northwesterly along Foundry Street and north along the old New Haven Railroad roadbed to Route 123.
2. The North Easton Interceptor would then be extended from the Main Interceptor to North Easton via the railroad bed, Short Street, and Center Street.
3. A trunk sewer would be extended from the possible municipal treatment plant location northerly on Route 138.
4. Lateral sewers would then be developed as necessary to serve developed streets within the service area.

Sewage Collection System - Stage II (1975 - 1980)

It is expected that a subsequent sewer development program would be as follows:



1. The South Easton Interceptor would be extended on Depot Street from the Main Interceptor to Route 138 and on Route 138.
2. Extension of the trunk sewers along Route 138 would also occur.
3. Lateral sewers would be extended as necessary to serve developed streets in the service area.

Sewage Treatment Facilities

Based on planning considerations, two alternatives for sewage treatment exist. One, the town could develop a permanent facility providing extensive treatment (beyond secondary) to its wastes prior to discharge to a local stream. Two, the town could participate in a regional system discharging its wastes to a regional interceptor for conveyance to a regional plant located near a larger stream.

1. Initial Development Program. If the town finds that a permanent municipal plant is more acceptable to them, initial capacity should be provided to treat its estimated 1990 sewage flow of 1.3 mgd.

If the regional interceptor plan is developed, sewer capacity should be provided to convey peak flows estimated 40 to 50 years hence.

2. Ultimate Development Program. During this time, an increase in the municipal treatment facilities would be required. For the regional alternate, the need for increase in the regional plant would occur.

REFUSE

Definitions

Several terms, the meanings of which are a prerequisite to the understanding of this chapter, are defined as follows:

- Refuse: Refuse means all putrescible and nonputrescible solid wastes, including garbage, rubbish, trash, and solid commercial and industrial wastes but excluding human or animal intestinal wastes.
- Garbage: Organic waste matter resulting from the handling, preparation, cooking, and serving of foods.
- Rubbish: Combustible and noncombustible solid wastes from homes, stores, and institutions. Combustible rubbish is organic but not ordinarily putrescible and may be stored for a long time without becoming a nuisance. Noncombustible rubbish is the inorganic component of refuse, such as tin cans, glass, metal furniture, etc. In addition, there is yard rubbish, such as trees, twigs, grass, leaves, etc.

Inventory of Facilities

The Town of Easton owns and operates a single disposal facility for use by town residents, and commercial and industrial establishments. Disposal of garbage at this disposal area is prohibited.

Refuse collection is provided by a town-owned 20 cubic yard packer truck operated by the highway department. Refuse is collected biweekly from the residential areas in town. Domestic refuse is also transported to the disposal area by residents between the scheduled town collections.

Commercial and industrial establishments depend upon private collection or are required to transport their refuse to the disposal site themselves.

Garbage collection is provided by a municipal contract with a private collector. This service is administered by the Board of Health. The waste is disposed of at a pig farm located outside of Easton.

The existing municipal disposal area is located at the end of Baldwin Street, a dead-end street east of the railroad in

North Easton. Access to the site is via narrow streets in an existing residential section of the village. The site occupies an area of approximately eight acres. An area in excess of 80 percent of the site has been filled.*

The depth of fill over the used area varies from approximately ten to 30 feet with very little additional depth possible. The present open face of the refuse is approximately 25 to 30 feet high; however, little area remains for continued dumping, as the toe of the face is at or near the property line. Expansion potential beyond the present site is negligible.

Refuse deposited at this facility consists of household rubbish, logs and stumps from tree removal, bulky wastes such as refrigerators, and demolition debris. Industrial wastes observed at the site consist of waste fabric and elastic material and flowable liquid wastes (transported in barrels) from the rubber company, which are disposed of by open burning.

The site is fenced along one side and a locked gate excludes entrance except when the attendant is on duty from 8:00 a.m. to 6:00 p.m. six days per week. A small building provides shelter for the attendant.

Refuse is dumped at the top of the embankment and is leveled by being pushed over the face of the embankment weekly by equipment from the highway department. Earth cover is placed on the top surface of the leveled refuse approximately once a month. Fires are extinguished by the fire department, on call, if open burning threatens to become out of control.

Residences adjoin the disposal site along one side. A small pond discharges through a conduit placed under the refuse to the Quiset Brook, which flows past the east side of the site. Two wells in this watershed are located approximately 2,000 feet from the site. These wells provide the major source of water supply for the town.

Status of Planning

On May 14, 1968, and again on August 22, 1969, the Massachusetts Department of Public Health directed the Easton Board of Health to take immediate steps to institute the operation of a sanitary landfill method of solid waste disposal.

Prior to the receipt of the second letter, the Easton Dump Study Committee attempted to relocate the present refuse disposal site. At the 1969 town meeting, the recommendation of this committee to establish a sanitary landfill facility at a site off Allen Road was not accepted.

*Estimated by the Easton Highway Department.

A proposal to provide private disposal facilities was presented by a contractor who would serve the town, providing burning and importing of refuse from outside the town was permitted. This proposal was rejected as not being in the best interest of the town. Subsequent to the 1969 town meeting, a new study committee has been established. This new committee has engaged a consultant to make soil borings and determine the suitability for sanitary landfill operations at five potential sites.

Present and Future Requirements

Estimates of the amount of refuse generated by a community such as Easton are approximately 3.5 pounds per capita per calendar day. This quantity is expected to increase to about 4.5 pounds per capita per day by 1980 to allow for an increase of approximately 3 percent per year. By 1980, on this basis and assuming a population of approximately 19,000 people, 15,600 tons per year of domestic refuse is anticipated for the year 1980. Allowances for industrial and commercial refuse will increase this quantity to approximately 16,700 tons per year.

If garbage collection by out of town contractors continues, the total quantity of waste to be disposed of at the refuse facility may be reduced by approximately 10 percent to about 16,000 tons per year.

On the above basis it is estimated that a total of 400 acre-feet would be required for refuse disposal by the sanitary landfill method, including cover material between now and 1980. Assuming filling in layers approximately 7 feet in depth, a site containing 56 acres is required. If two layers in depth can be placed, a site of approximately 28 acres will be filled in the next ten-year period. Incineration of refuse, including a disposal area for nonburnables, would reduce the space requirements to about one-third of the above quantities.

Adequacy of Existing Facilities

Any open face dump such as the existing Easton facility is unsightly and unsanitary. The location of the existing disposal area is within close proximity to a developed residential area and to wells of the town water supply, which poses a potential danger to public health. The open burning, and in particular the burning of industrial wastes, is causing air pollution and heavy soot deposits in the area. It is evident that both the location of the existing site and the method of disposal used are totally unacceptable.

The present method of garbage disposal will be satisfactory if pig farming continues to provide an outlet for this material. If garbage collection by private contractor becomes unfeasible,

disposal of garbage and rubbish together in a sanitary landfill will require rigid compliance with good operating practice if nuisances are to be prevented.

Alternative Solutions

In general there are four acceptable alternative solutions available to the Town of Easton.

1. Local sanitary landfill.
2. Local incineration.
3. Regional sanitary landfill.
4. Regional incineration.

The refuse disposal operation on the local level would normally require a shorter haul than either regional alternative. A regional disposal facility, on the other hand, could be expected to be more efficient due to economies resulting from larger scale operations. The sanitary landfill alternatives require a larger area, while the incinerator alternatives require much larger capital outlays.

The extensive area required for regional landfill operations constitutes a major disadvantage to locating a suitable site for this alternative. On the other hand, the greater capital and operating cost associated with the small-scale local incinerator is not competitive with the cost for either local sanitary landfill or regional incineration including the greater haul cost.

A preliminary Report on Refuse Disposal published by the Old Colony Planning Council in March 1969 estimates the cost of disposal by either of the two remaining alternatives, local sanitary landfill or regional incineration, to be approximately \$3.57 to \$5.00 per ton respectively, not including collection and hauling costs. On this basis, the local sanitary landfill alternative appears to offer lower total operating and capital cost. However, the advantage of locating all refuse disposal facilities outside the town may justify the higher cost resulting from the longer haul distance to the regional facility.

The final determination of the best solution between the remaining two alternatives of town landfill or regional incinerator operations remains outside the scope of this report. The needs of adjacent towns and timing for developing the facilities required must be determined. Inquiries should be immediate so as to facilitate reaching a solution to Easton's urgent problem.

Potential Refuse Disposal Sites

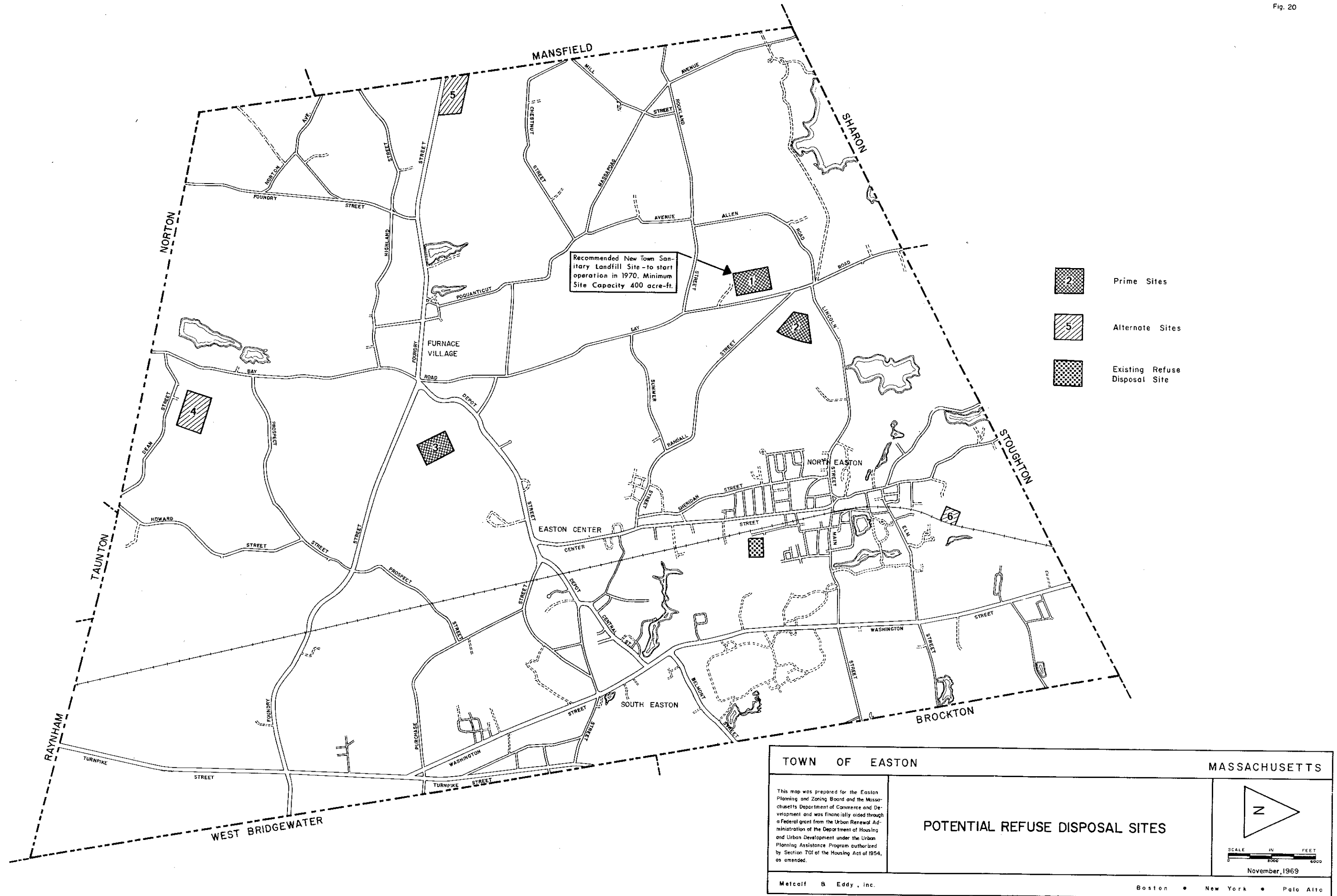
If the local sanitary landfill alternative is selected, a disposal site in Easton will be required. Inadequacies of the present site make relocation of disposal facilities mandatory.

Preliminary investigations of the six potential sites were conducted and are indicated on Figure 20. Sites 1-3 are considered as prime sites and selected by Metcalf & Eddy subject to appropriate findings from on-site engineering investigations. Sites 2-6 are under study by the Easton Dump Study Committee. Evaluations of all potential sites were made on the basis of the following criteria.

1. Existing development in the immediate area should be compatible with a potential refuse disposal site.
2. The site should be in an area designated on the future land use plan for either industrial, conservation or low density residential.
3. The site should be reasonably isolated or shielded from public view from all existing paved roads.
4. The site should be located near the population center of gravity and, ideally, should be readily accessible by more than one paved road.
5. Consideration should be given to the preservation of adjacent water resources, natural resources, and natural features.
6. Soil conditions should be generally suitable for refuse disposal by the sanitary landfill method.*
7. A borrow area of suitable material and size should be located as part of the site or close by for needed additional cover material.
8. Site capacity should be adequate at least through 1995.
9. A public water main should be within 600 feet or proposed for such location within the next two years.

All sites investigated with the exception of Site 6 have potential for sanitary landfill operations. The sites, as discussed below, are listed in the order of preference. Any alternative site should have an engineering investigation conducted

*It should have only "Slight Limitations" as shown on the land suitability map titled "Soil Limitations for Sanitary Landfill - Trench Method" as contained in the 1969 SCS Soil Survey for Easton.



Recommended New Town Sanitary Landfill Site - to start operation in 1970. Minimum Site Capacity 400 acre-ft.



Prime Sites



Alternate Sites

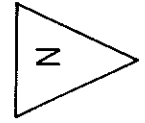


Existing Refuse Disposal Site

TOWN OF EASTON MASSACHUSETTS

This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

POTENTIAL REFUSE DISPOSAL SITES



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November, 1969

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prior to its final selection. Only sites having 30 or more acres justify the expense of such investigations.

Site 1. This site meets all evaluation criteria and offers an area in excess of 30 acres. It is presently being used for the excavation of sand and gravel. Distinct advantages of this site are its present use, access, and concealment. By contractual agreements with the present operators/owners, the present operation could continue while providing trenches for refuse disposal in worked out areas and cover material. An operation as such could restore despoiled land for useful purposes. The site, which is adjacent to a proposed school site, when filled could provide space for future school playground and recreation expansion. If properly operated, its location should not be objectionable.

Site 2. This site, located in the central portion of the Town Forest, meets all evaluation criteria and offers an area in excess of 30 acres. Distinct advantages of this site are its ownership (town), access, and concealment. If properly operated and reforested, it could improve the present forest cover and provide an attractive park and conservation area for the town. The availability of cover material at this site is presently unknown and may present a slight disadvantage.

Site 3. This site, located in the south-central portion of Easton meets nearly all evaluation criteria and offers an area in excess of 30 acres. Disadvantages of this site are the need to provide an access road and water main for fire protection. The availability of cover material appears to be adequate but requires an in-depth soils investigation for positive clarification. This site is in private ownership.

Sites 4 and 5. These two sites are basically similar in characteristics. They meet most of the criteria with two major exceptions. These exceptions or disadvantages are their remoteness from the populated areas of the town and the lack of fire protection. Site 4 offers the advantage of being adjacent to Wheaton Farm and could be dedicated to conservation purposes when landfill operations are completed.

Site 5 offers the advantage of a possible multitown facility with the town of Mansfield. This possibility should be explored in detail.

Site 6. This site, which is town owned, provides an area of approximately nine acres and is considered as too small for a ten-year landfill operation. However, the natural depression could accommodate log and stump disposal for a substantial time period.

Recommendations

Recommended Development Policies. The following development policies are recommended as the basis for the preparation of the refuse plan:

1. The town should proceed immediately with the selection of the appropriate solution to its refuse disposal problems, to be followed by the appropriate action which could be the immediate purchase and development of a sanitary landfill site within the town.
2. Any town site should be owned or leased and operated by the town for the exclusive use of town residents and establishments. Any regional site could be operated by a regional refuse disposal district committee as provided for by the General Laws (Act of 1965, Chapter 1748).
3. By 1980 the town should consider a plan for refuse collection on either a weekly or twice weekly schedule.
4. The development standards used as the basis for the preparation of this plan which are shown in Appendix Table H-1, should be adopted.

Recommended Improvements

The following refuse plan is recommended by time sequence:

By 1975

1. The town should ascertain immediately if any neighboring towns are interested in participating in a regional or multitown refuse disposal facility. If there is no such interest, the town should immediately proceed with items 2 through 5 below. If interest in a regional or multi-town refuse disposal plan is shown, steps 2 through 6 should be expanded to include the interested town and to include the formulation of an appropriate agreement between the towns.
2. Soil borings and infiltration surveys on the preliminary-chosen site should be completed by the consultants engaged by the town. If the site is not favorable, alternative sites (2 and 3) should similarly be investigated.
3. Definitive engineering studies and detailed plans should be prepared for sites containing 30 or more acres, based in part on the above surveys, including: acquisition of any land not now owned or under control of the town, a development program of the site by stages, a list of equipment purchases, and an estimate of operational and other costs.

4. The selection of the site and the detailed plan and other materials for it should be reviewed with the State Department of Health and, if approved, should be submitted to the town meeting for approval including an appropriation for any land acquisition.
5. At the same time, an appropriation should be obtained from the town meeting for the adequate development and operation of the site as a sanitary landfill in accordance with this detailed plan and other materials prepared by the engineering consultant and approved by the State Department of Health.
6. If the possibility of a regional or multitown facility presents itself, appropriate contractual agreements between the towns should be prepared and initiated. This step should be acted upon in concurrence with step four.

BUSINESS DISTRICT AND RENEWAL PLAN

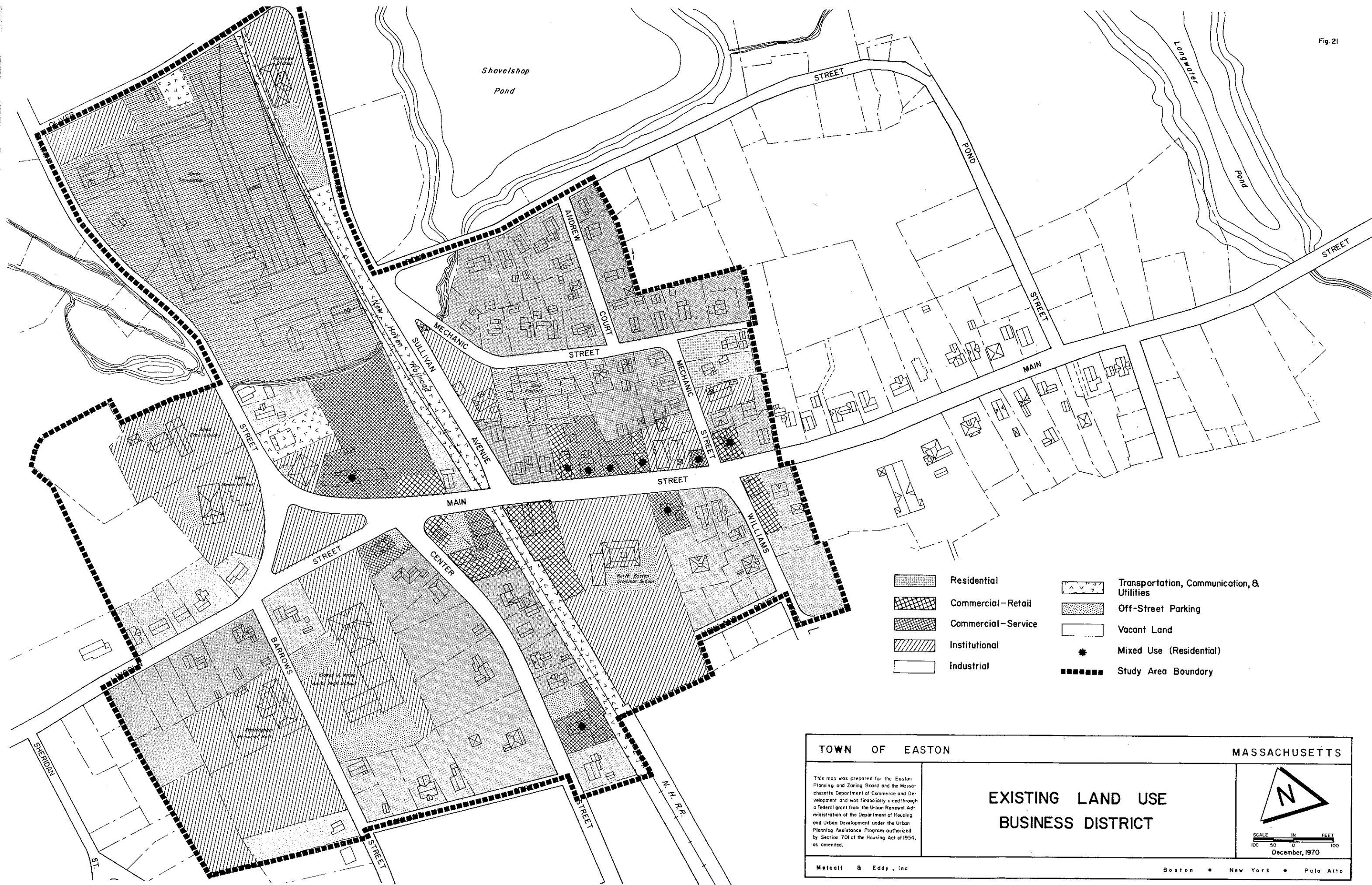
The objective of this study is to analyze the North Easton business district in terms of land use, building deterioration, circulation, parking and loading and, based on possible future demands, to prepare a plan for the improvement of the area. The plan presented herein, if implemented, should serve as a framework for the revitalization of the business district, in accordance with present and projected community objectives and needs.

The study area, as shown on Figure 21, was delineated with regard to existing land uses and possible future growth potential. The analyses of the circulation, parking and loading facilities, and physical and economic conditions of the business district are based primarily on statistical inference due to the number of establishments and amount of commercial activity. From the data available and their analyses, a land use, circulation and terminal facilities plan is presented along with major recommendations.

Background and History

Traditionally, the business district is defined as the retail part of the community where, individually and collectively, retail stores do a greater volume of business per unit area than elsewhere within the community. The business district also has the highest concentration of general business land use and activity along with some associated civic and service activity. In New England towns, a single business district or town center has been concentrated in one central location, usually around a town common and meeting hall; or there are several small villages within a town, each with its own business concentration. In the past and even today, North Easton is referred to as the town's business district although its function as the retail center of the community is questionable. The shopping centers in neighboring Brockton and establishments along Route 138 in Easton have caused a definite decline in retail activity in North Easton.

Main Street still functions as the principal street in North Easton as it has since the eighteenth century. In its early days, it connected iron forges on Queset Brook (one at the foot of Langwater Pond, a second near the Ames Free Library) with Stoughton to the north, from where iron ore was carted to feed the furnaces. Initially, the dwellings along Main Street housed people who were employed at the forges. In addition, the Ames Shovel Works, located along Main Street, and to a much lesser extent, various small shoemaking shops, occupied portions of houses. Additional houses and stores accounted for the filling in on Main Street in the pre-Civil War decades. Lincoln Street and Canton Street are also of the eighteenth century. The remaining North Easton streets either were extensions of original streets connecting other parts



| | | |
|---|---|----------------------|
| TOWN OF EASTON | | MASSACHUSETTS |
| <p>This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.</p> | <h2 style="margin: 0;">EXISTING LAND USE BUSINESS DISTRICT</h2> | |
| <p>Metcalf & Eddy, Inc.</p> | <p>SCALE: 1" = 100 FEET 100 50 0 100 December, 1970</p> | |

of the town or were laid out to provide easy access from the factories to the new residential areas which they spawned. All of these streets were formed between the 1820's and the 1870's. By the later dates most of North Easton was fully formed and preserved as it is today.

The expertise of two famous designers, Frederick Law Olmsted and H. H. Richardson, are visibly evident in North Easton. Frederick Law Olmsted marked the importance of Main Street by designing and constructing his Rockery or Cairn, from 1881 to 1883, patterned after ancient Celtic memorial mounds he sought to duplicate in the village. Other projects included Ames Memorial Hall grounds, Unity Church Cemetery, Oakes A. Ames' house (behind the library), and the railroad station site. The buildings of architectural importance designed by H. H. Richardson are the Ames Memorial Hall, the Ames Free Library, the railroad station, and two buildings on the Langwater Estate.

Over the years, with the decrease in retail activity, many social and civic activities declined. Until recently (1969-1970), extreme deterioration of Ames Memorial Hall was evident. It appears that, through the effort of social and civic minded groups in town, Memorial Hall and North Easton in general can once again become a hub of activity.

Characteristics

Land Use. Land use defines an activity to which a particular parcel of land is being devoted. According to the type, any land use generates a certain parking and traffic potential. For example, a retail store will generate more traffic and parking demand per square foot of floor area than a hotel or a residence. Industry will generate a different kind of parking demand and traffic pattern for employees than a retail store for shoppers. Employee parking demands usually will occupy the entire day, while shopper demands exist for a part of the day. The traffic volume in and near the business district generated by an industrial use will fluctuate, with peaks of commuting traffic in the early morning and late afternoon, while most of the shopping traffic generated by retail use will be spread out over the day.

The existing land use in the business district is a mixture of commercial, residential, industrial, and public usage. The pattern of these uses, as shown on Figure 21, creates an inter-mixing of generally incompatible activities (e.g., industrial and residential). There are also some inappropriate uses in the business district, such as a used car lot, which probably should be located outside of the area. The limits of the district in terms of expansion are set primarily by physical constraints - the public buildings, the ponds, and the industrial area. The quantitative distribution of uses is shown in Table 48.

Table 48. Existing Land Use, Business District

| Use | Acres | Percent |
|----------------------|-------|---------|
| Residential | 17.00 | 31.7 |
| Commercial - Retail | 2.81 | 5.2 |
| Commercial - Service | 1.59 | 3.0 |
| Institutional | 12.36 | 23.1 |
| Industrial | 9.04 | 16.9 |
| Trans/Comm/Util | 2.72 | 5.1 |
| Parking (Off-Street) | 1.35 | 2.5 |
| Vacant | 2.19 | 4.1 |
| Streets | 4.51 | 8.4 |
| Total | 53.57 | 100.0 |

Source: 1970 Field Survey by Metcalf & Eddy.

The shopping area is vehicle-oriented rather than pedestrian-oriented. Most of the traffic is not desirous of stopping or of shopping. Parking and backing onto roadways conflict with through traffic. Existing uses, catering to the sale and servicing of automotive vehicles in particular, not only disrupt the flow of traffic and make parking a near impossibility but give a spatial centrality of a massive new and used car lot.

Buildings. This section of the chapter focuses on the combined resources of the business district and includes material gathered while analyzing the present visual form of the district. The analysis involves three aspects: the overall visual form and organization, the building conditions, and a survey of existing design resources.

1. Visual Form. As previously stated, Main Street is the principal street through the business district. From the standpoint of "place" the Rockery provides the visual focal point. Coming toward it, one has a stronger and stronger sense that this triangular space was intended as the hub of a compact settlement, proved by the fact that the views from the north and from the east are climaxed by the Junior High School (1896 - replacement of one of 1869) and the Memorial Hall (1879-1881). The Memorial Hall was designed by Olmsted to provide a focus for Memorial Day observances and a superb point from which to view north and east down Main Street. The shops along Main Street, which for the most part provide services rather than retail goods, are cluttered and drab but not without inherent character and distinction. Commercial functions such

as retail, service, professional, and office uses intermix vertically as well as horizontally. The upper stories of many commercial buildings are in residential use or vacant. A few commercial structures are obsolete and in varying degrees of disrepair. Most of these stores suffer from the loss of an established clientele and are feeling the effects of competition from the newer suburban centers, mostly in Easton and Brockton. The character of the street and the impact of the shops are often lost to a clutter of inharmonious shop fronts and signs. Lettering is often illegible, wires dangle, sidewalks are obstructed, and color is drab and uncoordinated.

While there are definite problems and weaknesses in the business district, the assets provide much potential for future improvement. While many of the structures can not claim design importance equal to the Library and Memorial Hall, they are of vernacular design, that is, typical of their time and place. It appears that Richardson and Olmsted interfaced and exploited advantageously the plain stone factories and the white clapboard houses and stores in contrast with their own work. In essence, the one visually complements the other. Therefore, to raze houses within the business district to any great degree would virtually destroy the complementary effects which are present today. Thus, in order to maintain visual compatibility with Richardson's and Olmsted's work, new buildings, both residential and commercial, should be of a scale and of materials, colors, and textures similar to those existing today.

2. Building Deterioration. While many of the buildings, both residential and nonresidential, are in need of minor repairs, only three residential units are considered to be in need of major repair, while two nonresidential units are considered to be deteriorated and approaching a dilapidated state. Overall, from an outward appearance, the vast majority of buildings in the business district are in standard condition. In discussions with local officials and townspeople, the only negative aspect indicated was that of the size of the residential units. Many of the houses in the business district as well as in surrounding areas are small and simply can not functionally support a medium-to large-size family. While this may be a disadvantage to some groups, it could be advantageous in providing housing requirements for young couples without children, elderly couples, and couples whose children have left the family unit.

3. Design and Historic Resources. The business district has a number of resources in natural and man-made elements which are difficult to recognize. Buildings have been defaced with numerous signs and inappropriate remodeling. Likewise, many areas are presently obstructed from public view by unrestricted automobile parking, which robs these areas of good development potential. Nearly all buildings and other structures within the business district have some design potential for rehabilitation. Because of the historic significance of many of the buildings within the business district, it is imperative that the Historic Commission determine which buildings should be remodeled and to what extent.

Business Conditions. Because of the limited number of establishments within the study area as well as within the entire town, information from the U. S. Census of Business regarding sales is unavailable on a level suitable for analytical purposes. The commercial establishments are oriented towards service rather than retail sales. Establishments offering retail items include a grocery store, variety store, drug store, package store, dress shop, hardware store, and a new and used car establishment. Service establishments include a number of medical and dental offices, real estate firms, service stations, cleaners, banks, and a mortician. The information used in our analytical process in order to make recommendations was obtained from local officials, residents, and a number of entrepreneurs. While much of the information obtained from these sources was of the opinion type, all three sources exhibited a remarkable similarity. The conclusions were as follows:

1. While retail sales have increased over the years, the margin for most establishments has been small.
2. Establishments catering to automobile sales and services have had a somewhat detrimental effect on other establishments near by. The cause can be attributed to the total amount of land used and the parking of vehicles on public ways throughout the district, which makes it difficult for the prospective shopper to travel and park.
3. Related to the previous item is the area-wide difficulty in circulation and parking. The overall effect is one of reducing the desirability of shopping in the area.
4. While it would be impossible for the district to be competitive in terms of total sales with the shopping centers in neighboring cities and towns, there appears to be a definite need for convenience-type shopping in North Easton.

5. The commercial area should not be expanded to any great degree but concentrated in order to provide a high degree of pedestrian-shopper convenience.

Based on these opinions, it is apparent that the business district must be revitalized in such a fashion that a more intensified commercial use may develop within the present area. In addition, the replacement of some of the obsolete floor space and possible expansion of off-street parking can generate the need for new construction in this area. The location and amount of such growth should be coordinated with the solution to the parking and traffic problems.

Circulation

Streets. The street pattern in the business district has evolved over a period of time with little relationship to an overall circulation system. As indicated previously, most of the streets were developed by the early part of the nineteenth century. This has resulted in a pattern which forces through traffic to drive through the business district. The internal circulation system within the business district itself is laid out in such a fashion that the number of options available to a driver traversing the street system is overbearing. While the Rockery possesses aesthetic qualities, it does not enhance the circulation system, as can be seen on Figure 22. In addition, the number of possible turning movements available to the driver has resulted in a substantial number of accidents. Reference should be made to the Circulation section of this Master Plan. With the exception of a section of Mechanic Street from Main Street to Andrew Court, two-way traffic is permitted on all streets.

Characteristics. Because of the relatively low volumes existing within the business district and the low volumes projected for the future, the street characteristics are discussed in a general manner. Center Street and Main Street are of prime importance. Within the business district the 1970 average daily traffic has been estimated at 8,200 vehicles (Main Street) and 6,200 vehicles (Center Street). The 1980 average daily traffic has been estimated at 11,800 vehicles (Main Street) and 7,300 vehicles (Center Street).

1. Capacity. Capacity is defined as the maximum number of vehicles the highway element can serve during a specified segment of time. The capacity is generally affected by physical features of the roadway and the type of traffic using the route. Conditions relating to weather and variations in visibility between day and night driving affect capacity; however, they do not have a significant effect in relation to the situation in Easton.

In terms of capacity, Main Street, because of its layout in connecting the western and southern parts of town via Center and Lincoln streets, will play a major role in any improvement. The volume-capacity ratio of Main Street as determined by the Massachusetts Department of Public Works is 0.8. As the volume-capacity ratio for a particular segment of roadway approaches one, intolerable traffic flows exist and the segment becomes completely congested. This is extremely important when considering that the pavement width in certain sections along Main Street is 30 feet and parking is permitted on both sides. This leaves a total traveling width of only 18 feet (assuming 6-foot parking lanes) or two 9-foot lanes. Normal lane widths are 12 feet. The actual capacity of Main Street could be vastly increased with the elimination of parking on specific sections. Because of the projected future volume, capacity as related to pavement width is not of major concern.

2. Pavement Widths. As indicated previously, pavement width, which is directly associated with the number of travel lanes, is one of the limiting factors on street capacity. Pavement widths within the business district are generally inadequate (refer to Figure); moreover, the type of parking and traffic channelization compounds the situation and reduces overall effectiveness substantially.
3. Right-of-Way Widths. Usually the larger the difference between pavement widths and right-of-way widths, the less costly and easier it is to widen the pavement. All right-of-way widths within the business district are inadequate. Right-of-way widths vary from 32 feet on Barrows Street to 54 feet on Main Street. Realizing the character of the developments throughout the business district with most of the structures constructed on the edge of the right-of-way, the acquisition of additional right-of-way is in all probability not economically realistic because of the high cost and resultant destruction of a great deal of commercial as well as residential property.
4. Pavement Conditions. Nearly all streets except Mechanic Street have been maintained and are in fairly good condition.
5. Alignment. Street alignment is defined in two manners, one horizontally and the other vertically. Refer to the Circulation section for definitions. Considering the relatively low operating speed permitted in the

district and the short street segments, alignment does not appear to be a major problem.

6. Grades. All streets within the business district meet the design standards presented in Appendix Table D-2.
7. Intersections. Nearly all intersections on Main Street present problems in varying degrees. Most of these problems are associated with sight visibility and/or the total array of turning movements permitted. Those intersections which present problems are Main Street and Center Street, Sullivan Avenue and Mechanic Street, and Lincoln Street and Barrows Street.
8. Bridges. The only bridge in the business district is the bridge crossing the Penn Central Railroad. While the bridge appears to be in fairly sound condition, it does present a problem to the driver traveling east on Main Street and desiring to turn onto Sullivan Avenue. The problem is more or less a vertical and horizontal sight problem, and is considered to be only a minor problem.
9. Traffic Controls. Controls regulating traffic flow are limited to a single stop sign at the Lincoln Street-Main Street intersection, a one-way sign at Mechanic and Main streets, and a do-not-enter sign at Andrew Court and Mechanic Street. There is no channelization unless the Rockery can be considered to have this type of effect. Signs regulating parking are extremely poor in indicating the limits of parking times, extent of parking prohibitions, etc.

Points of Congestion. Two points of congestion are evident in the district. These are at the intersections of Main Street and Sullivan Avenue, and Main Street and Center Street. The congestion problem at the Main Street-Sullivan Avenue intersection is related to the narrow roadway, parked vehicles, and the difficulty in making left turns from Main Street onto Sullivan Avenue and from Sullivan Avenue onto Main Street. The question of congestion at Main Street and Center Street is related to the total number of turning movements occurring at that intersection. It is extremely difficult during periods of high flows to make a left turn off Center Street onto Main Street.

Traffic Accidents. In 1969, along Main Street near the Rockery, nine accidents were reported. Of the nine, one resulted in bodily injury and the rest in property damage. While the total number of accidents is not relatively high compared to other locations in town, consideration must be given to the volume of traffic and the speed permitted in the area. In this case, the speed as

well as the volume are relatively low. The slower speeds and lower volumes have had a definite effect on the severity of the majority of accidents.

Adequacy of Circulation Facilities. Based on statistical inference and a field analysis of the adequacy of the circulation system, the following critical findings result:

1. There is a lack of and a total disregard for proper signing throughout the entire district.
2. If on-street parking were eliminated in various sections of Main Street, as well as some minor streets, the capacities of the system could be increased and congestion reduced.
3. Because of the complete freedom of turning movements, a high potential for accidents exists and causes friction of movement which results in delays and congestion.
4. Because of the relatively low projected traffic volume in the business district, an efficient system could be developed with relatively small capital outlay projects.

Parking and Loading

Not only is it important to accommodate vehicles moving from one place to another, but it is equally important to provide adequate parking facilities for those vehicles not in use. Parking and loading are especially important elements of a successful business area. The consideration of present or future parking facilities can not be isolated from the circulation system. Proper and convenient access to parking facilities is an important factor and in many cases determines the effectiveness of the off-street facilities. Also, the ingress and egress of off-street parking should not interfere with the traffic flow. Therefore, in planning for future facilities, parking and circulation systems have to be coordinated into a single unified system. With an adequate system, a great many circulation problems in the business district could be eliminated.

Inventory. There are 79 legal (marked) on-street curb parking spaces in the business district. Only a portion of Main Street, as shown on Figure 22, has parking time limitations. There are no parking fees charged for any of the spaces. Off-street parking lots provide an additional 127 spaces for a combined total of 206 spaces. The locations of these facilities are shown on Figure 22. Public off-street parking spaces include all parking spaces open to the general public. While many of these are used to capacity by employees (the school facilities, for example), they are available for public use during evening activi-

ties or beyond the school day. While these are considered to be public facilities, their relative impact on the parking situation in the business district is limited because of their location. Other parking facilities, such as those located at the bank and cleaning establishments, are used only for short time durations (pick-ups). In essence, off-street parking facilities of substantial time periods for shopping use are nonexistent. Therefore, the present off-street parking spaces have been classified as "semi-public/pick-up" in order to differentiate them from those that will be proposed for general shopping use.

Loading facilities consist of both on- and off-street facilities. Most loading and unloading presently is done directly from the street. This does not appear to be a major problem at present as the amount and frequency of loading and unloading are low. It does, however, add somewhat to the congestion and may become extremely critical in the future.

Parking and Loading Regulations. Parking regulations throughout the district are extremely poor. With one or two exceptions, it is extremely difficult to determine the extent of no-parking restrictions. Often there is only one sign on a street which simply states "No Parking." There are other places which definitely should have parking restrictions but which do not. In nearly all cases, the restrictions are violated numerous times within a particular day. There are no loading regulations.

Demand and Future Needs. The demand for parking is defined as the amount of parking that is generated by the various land uses in the business district. Parking demand is usually determined from a relationship of available parking to the amount of business floor space.

The North Easton business district contains approximately 97,700 square feet of floor area for public use, which includes retail and service commercial and general public uses, except schools. With 61,800 square feet of on- and off-street parking available, the ratio of parking space to floor area is 0.6:1. The ratio of on-street parking (24,000 square feet) to commercial use (40,500 square feet) is approximately 0.6:1. Most modern shopping centers, where only off-street parking exists, have a 3:1 to 5:1 ratio. Considering that the population will nearly double by 1980-1985, an increase in floor space of commercial use approximating 150 to 200 percent is not an unrealistic figure provided an upgrading of the circulation and parking system is undertaken. Realizing that even a 3:1 parking ratio is unrealistic for this type of business district, the objective should be to obtain at least a 1.5:1 ratio in the business area. This would result in a present and projected parking demand of 490 and 570 spaces, respectively, for 1980-1985.

Loading facilities should be located off the street so as to eliminate traffic conflicts. Because of the need for off-street parking facilities and the small amount of land available, joint use should be made of parking facilities for both parking and loading.

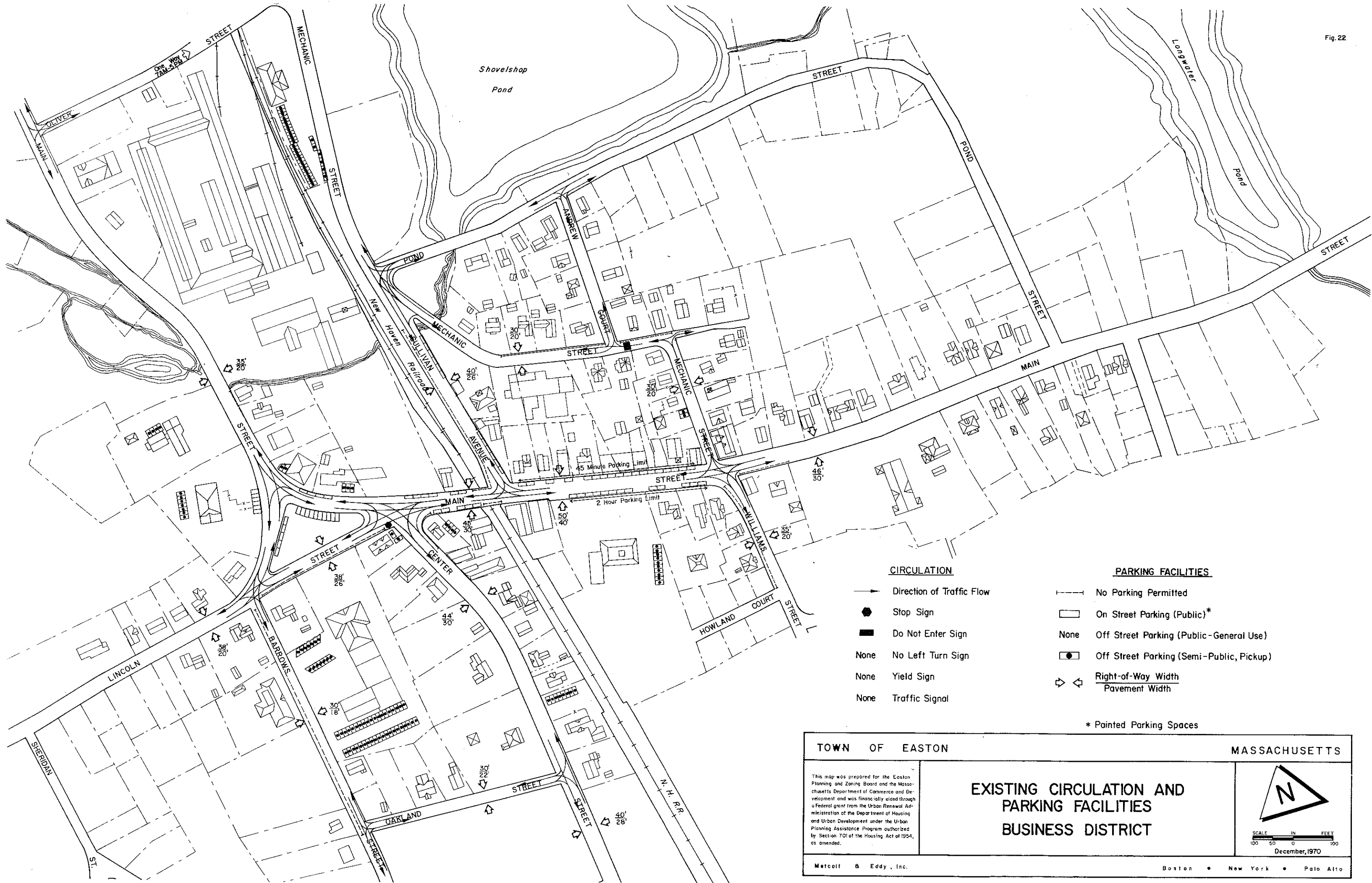
Recommendations

Summary of Problem. Based on our field survey and discussion with various persons as indicated previously, the following major problems and needs are identified:

1. Traffic congestion and flow problems exist all along Main Street.
2. While the business district is not considered to be blighted and the potential for blight is slight, there remains a need to upgrade the area in order to increase economic activity.
3. There is an absence of functional relationships between land use and vehicular and pedestrian traffic.
4. A stagnant economic activity is evident.
5. There is a lack of off-street parking facilities.
6. There are major conflicts between on-street parking and traffic flows.
7. While most of the structures within the business district are sound, they tend to be obsolete for today's standards of modern shopping facilities and give an outward appearance of being drab and in need of coloration.
8. The historic value of the area is great, and all aspects should be worked into a sound restoration and preservation program.

Planning Objectives and Development Policies. The overall planning objectives and development policies listed below were used as a basis for the Easton Business District Plan:

1. Easton should promote the revitalization of the business district as a safe, convenient, and attractive town-wide community and local business and shopping center.
2. Traffic congestion within the entire area should be relieved.



CIRCULATION

- Direction of Traffic Flow
- Stop Sign
- Do Not Enter Sign
- None No Left Turn Sign
- None Yield Sign
- None Traffic Signal

PARKING FACILITIES

- No Parking Permitted
- On Street Parking (Public)*
- None Off Street Parking (Public-General Use)
- ◐ Off Street Parking (Semi-Public, Pickup)
- ↔ Right-of-Way Width
Pavement Width

* Painted Parking Spaces

| | | | |
|---|---------------|---|--|
| TOWN OF EASTON | MASSACHUSETTS | <p>EXISTING CIRCULATION AND PARKING FACILITIES BUSINESS DISTRICT</p> | <p>SCALE IN FEET 100 50 0 100 December, 1970</p> |
| <p>This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.</p> | | | |
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3. Accessibility should be direct and convenient both to the district and to the various neighborhoods and within the district to the various land uses.
4. Easton should continually relate land use policy within the district to the objectives and policies of the town as a whole outside the business district.
5. Where sites and structures of historic significance to the town exist, they should be preserved and rehabilitated where necessary.
6. Replacement or construction of houses and stores should be similar in scale, materials, color, and textures to those existing in order to provide visual compatibility with Richardson's and Olmsted's work.
7. The Historic Commission should take an active role in the revitalization of the district in terms of establishing a historic district and controls.

Recommended Plan. The land use concept used as a basis for the plan is that of a local community shopping center and town-wide social center. The traffic concept is based on a simple one-way circulation configuration utilizing weaving lanes as opposed to direct traffic crossings. Basic to this concept is the utilization of existing facilities with a minimum of capital outlay. A description of the recommended plan (Figure 23) is outlined below:

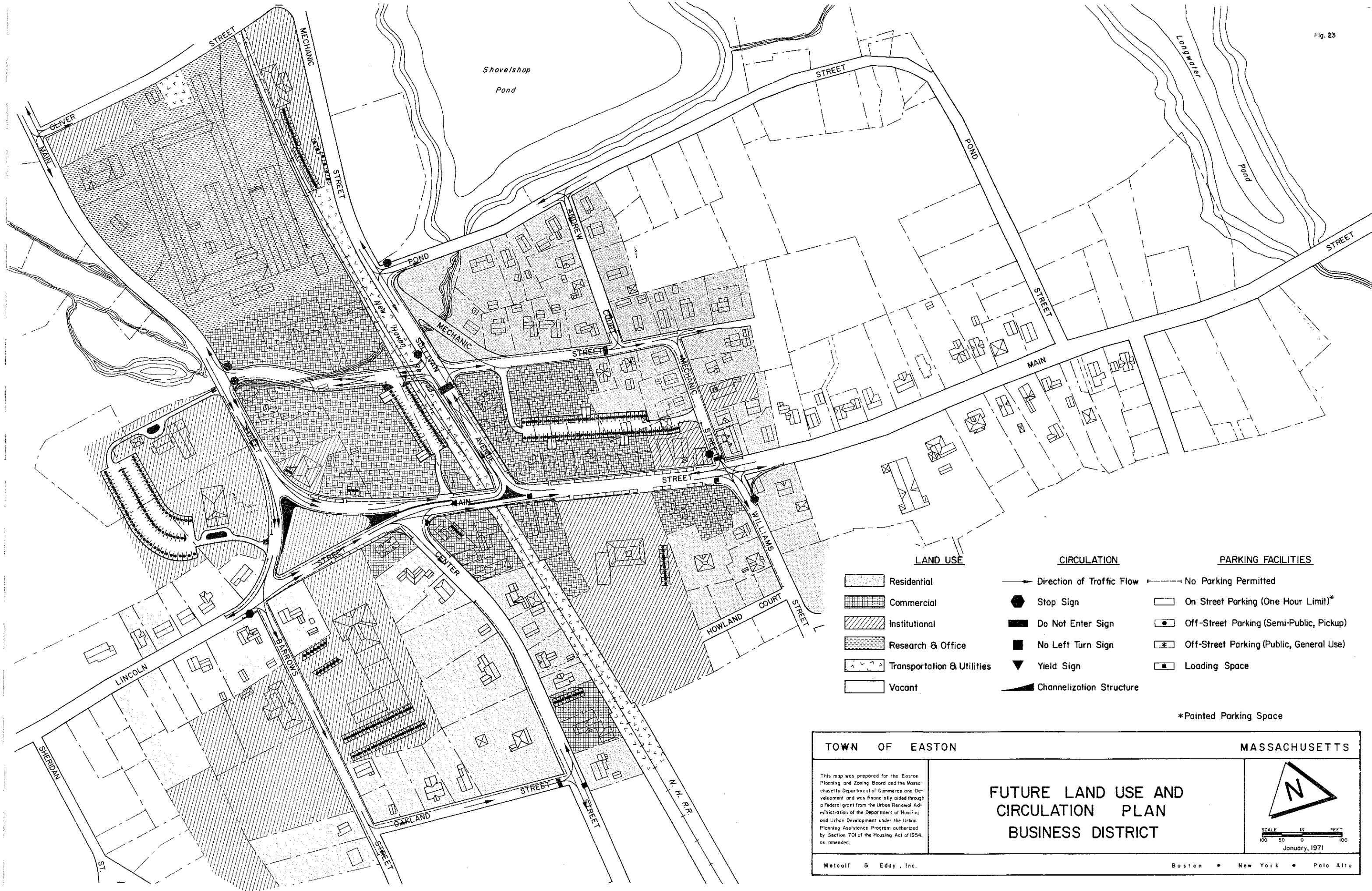
1. Principal Land Use Elements

- A. A confined and concentrated retail shopping center.
- B. A research-office complex utilizing the existing shovel shop buildings.
- C. An expanded utilization of Ames Memorial Hall for social functions.
- D. Residential uses on the edge of the business district.

2. Circulation Improvements

- A. Construct an extension of Mechanic Street across Sullivan Avenue to Main Street.
- B. Dead-end and abandon a section of Mechanic Street as shown.

- C. Re-cut curb lines as shown on Figure 23 at Main Street and Center Street, Sullivan Avenue and Mechanic Street.
 - D. Construct channelization structures as shown on Figure 23 along Main Street.
 - E. Establish the one-way system as shown on Figure 23.
 - F. Eliminate curb cuts on Main Street between Sullivan Avenue and Mechanic Street at the time of construction of the parking lot.
3. Traffic Regulation Improvements
- A. Install one-way traffic signs in accordance with the one-way system.
 - B. Install the designated types of signs at the locations indicated on Figure 23.
 - C. Install stop signs at exits from all parking lots.
4. Parking Improvements
- A. Establish one-hour parking limitations on all spaces on Main Street.
 - B. Construct the parking lots as indicated on Figure . All access roads should be a minimum of 15 feet in width.
 - C. Eliminate parking around the Rockery and in front of Ames Memorial Hall.
5. Loading Improvements
- A. Eliminate all on-street loading except for pick-up type vehicles and in front of the post office.
 - B. Promote loading operations from the proposed off-street parking areas.
6. Pedestrian Circulation Improvements
- A. Pedestrian crosswalks should be painted at all intersections.
 - B. Pedestrian walkways should be constructed from parking lots to street sidewalks.



- | LAND USE | CIRCULATION | PARKING FACILITIES |
|----------------------------|---------------------------|--|
| Residential | Direction of Traffic Flow | No Parking Permitted |
| Commercial | Stop Sign | On Street Parking (One Hour Limit)* |
| Institutional | Do Not Enter Sign | Off-Street Parking (Semi-Public, Pickup) |
| Research & Office | No Left Turn Sign | Off-Street Parking (Public, General Use) |
| Transportation & Utilities | Yield Sign | Loading Space |
| Vacant | Channelization Structure | |

*Painted Parking Space

| | | |
|--|--|-------------------------------|
| TOWN OF EASTON | | MASSACHUSETTS |
| This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended. | <h2 style="margin: 0;">FUTURE LAND USE AND CIRCULATION PLAN BUSINESS DISTRICT</h2> | |
| Metcalf & Eddy, Inc. | SCALE: 1" = 100 FEET 100 50 0 100 January, 1971 | |
| | | Boston • New York • Palo Alto |

Recommended Implementation Program. The possible use of either Federal or state urban renewal techniques appears to be remote for the implementation of improvements in the business district. The reasoning is based on the limited number of structures in substandard condition and the limited amount of blighting influences. We therefore recommend that the project improvements be accomplished as a joint program with participation by the town, the historic commission, and the local business community.

Program tasks should be assigned as follows:

1. Town. The town should undertake all necessary street improvements including the construction of the proposed Mechanic Street extension. It should also construct the parking lot to the rear of Ames Memorial Hall.
2. Business Community. The business interests should construct the parking facility between the old shoe factory and the commercial establishment on Main Street during the improvement of the street system. The construction of the Mechanic Street extension should increase the potential for commercial development west of the railroad tracks. At the time of new commercial development, the parking facility should be constructed along the tracks.

If and when commercial and/or office type development occurs on the shovel shop site, the particular developer should be required to construct the necessary parking facilities.

3. Historic Commission. The commission must establish a historic district with controls if new development and rehabilitation of present structures is to be accomplished in accord with the present setting. The importance and need to preserve and protect the historic aspect of Easton can not be overemphasized. Therefore, it is imperative that the commission initiate appropriate action in compliance with Chapter 40C of the General Laws.

The capital outlay required for the recommended plan is not a substantial amount (possibly \$70,000 to \$100,000) in comparison to the benefits that would be realized. If the town does not act, the area could further decline and create a totally undesirable character.

PART III

EFFECTUATION PROGRAM

CAPITAL IMPROVEMENTS PROGRAM

Tax Base and Tax Rate

A community's financial resources are limited by its property values and the taxes which the town assesses against these values. The total value of property against which the town levies the tax is the town's assessed valuation or tax base.

Communities which are experiencing growth are spending more money as the extent of community services is expanded. At the same time, land values increase as the demand for land becomes greater and, therefore, the assessable base or the town's assessable wealth grows. When a community's increased spending is balanced by its growth in realized taxes, resulting from the increased assessed value, the tax rate remains constant. But, the more common situation is one in which the increased amount of spending far exceeds the growth in the tax base, resulting in rising tax rates. Thus, in order to avoid skyrocketing tax rates, a town must control its spending in accordance with the growth of its taxable base.

Table 49 shows the growth in Easton's tax base and tax rate from 1960 to 1969. A true picture, however, can only be obtained by analyzing the growth of the equalized tax base and rate. Since 1960, Easton's equalized tax base has increased by \$20,058,328 or 57 percent, which amounts to an average of approximately \$2,228,708 per year. It is significant to note, however, that since 1965, the annual increase has averaged approximately \$3,500,297 per year. The equalized tax rate has been fluctuating from \$28.60 in 1960 to \$42.00 in 1965 to 41.70 in 1969. (See Figure 24.)

Easton's tax base has been undergoing a revaluation this year and the assessed valuation is estimated by the town assessor's office to reach \$65,000,000.

Easton's tax base is made up of residential, commercial, and industrial properties. It is the commercial and industrial properties which, if of sufficient number and value, should hold a town's tax rate below average levels. Although Easton's tax base is now predominantly residential, it is expected that commercial and industrial land uses will increase.

Another boost to the tax base could come from certain types of multifamily residential development. Recommendations for such development are made under the land use plan and zoning sections of the Master Plan Report.

Table 49. Tax Base and Tax Rates, 1960-1970⁽¹⁾

| Year | Assessed valuation (\$) | Town tax rate (\$000's) | Equalized valuation (\$) | Equalized tax rate (\$000's) | Equalization ratio (percent) |
|------|-------------------------|-------------------------|--------------------------|------------------------------|------------------------------|
| 1960 | 10,500,647 | 95.00 | 35,002,157 | 28.60 | 30 |
| 1961 | 10,774,706 | 105.00 | 34,757,116 | 32.30 | 31 |
| 1962 | 11,491,291 | 100.00 | 35,910,284 | 30.80 | 32 |
| 1963 | 11,828,770 | 110.00 | 38,157,323 | 33.90 | 31 |
| 1964 | 40,014,170 | 38.00 | 40,014,170 | 38.00 | 100 |
| 1965 | 41,059,295 | 42.00 | 41,059,295 | 42.00 | 100 |
| 1966 | 42,449,340 | 40.00 | 48,237,886 | 35.20 | 88 |
| 1967 | 44,555,840 | 41.00 | 47,909,505 | 38.10 | 93 |
| 1968 | 50,731,670 | 40.00 | 55,143,120 | 36.80 | 92 |
| 1969 | 53,408,670 | 43.00 | 55,060,485 | 41.70 | 97 |

1. Information as of October 1, each year.

Sources: Financial statistics of Massachusetts, Boston Safe Deposit and Trust Company; Affairs of State (Tax Talk), Massachusetts Taxpayers Foundation.

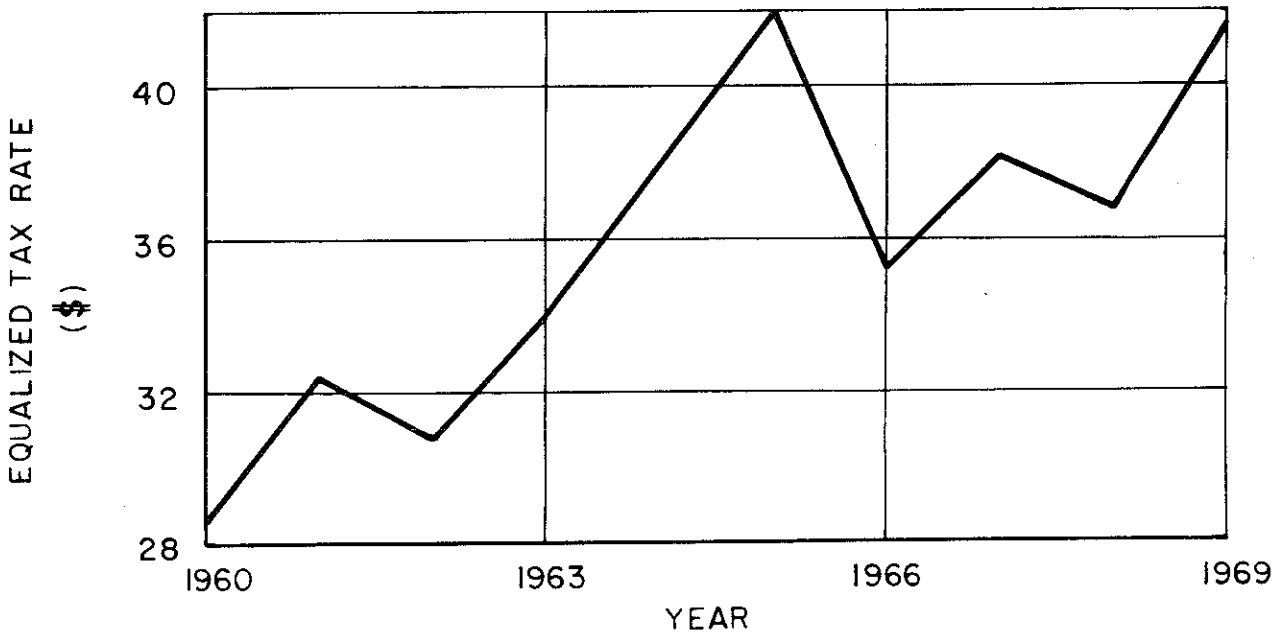
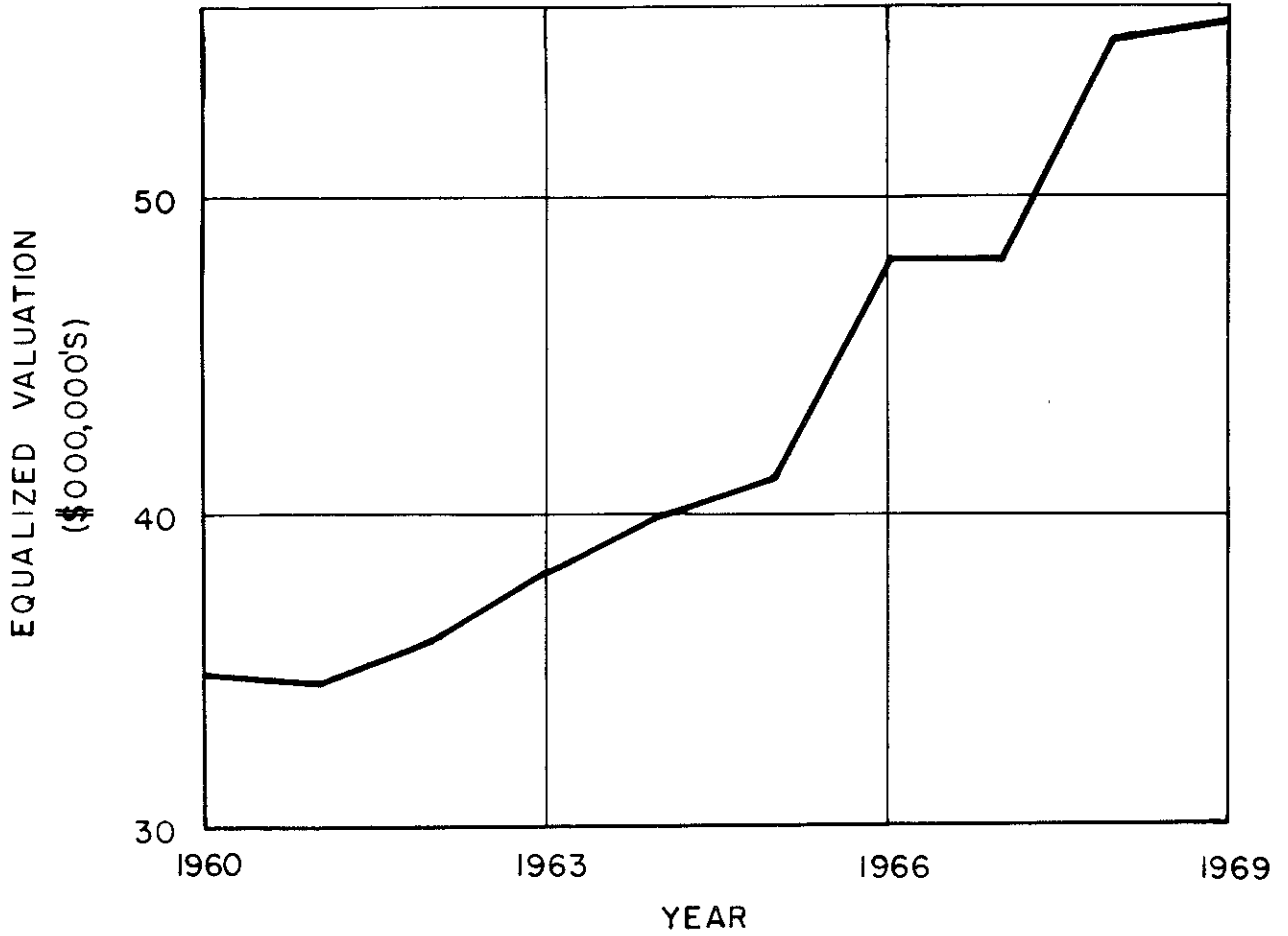
Local Tax Levy

Local tax levy is the amount of local funds which must be raised by the town's taxing of real and personal property. It is this figure as related to the town's assessed valuation, which determines the annual tax rate.

Since 1960, Easton's local tax levy has increased from \$997,561 to \$2,296,573 in 1969. (See Table 50) This is an annual increase of about \$144,000 per year. These are substantial increases showing that the growth in town expenditures is not being covered by comparable changes in income from other sources.

For a community with a growing population such as Easton, it should be expected that the local tax levy will increase, but the relation of this increase to the population increase is the real indication of the growing tax burdens within Easton.

Fig.24



This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

MASTER PLAN

TOWN OF EASTON MASS.

GROWTH OF EQUALIZED
TAX RATE AND VALUATION
1960-1969

SEPT. 1970

METCALF & EDDY INC. ENGINEERS & PLANNERS · BOSTON NEW YORK PALO ALTO

Between 1960 and 1969, the per capita local tax levy increased \$9 per capita per year. (See Figure 25.) The drop which occurred in 1966 was due to the effects of the drop of the equalization ratio from 100 to 88 percent.

Table 50. Local Tax Levy, 1960-1969

| Year | Tax levy (\$) | Population | Per capita levy (\$) |
|------|---------------|-----------------------|----------------------|
| 1960 | 997,561 | 9,078 | 110 |
| 1961 | 1,131,344 | 9,389 ⁽¹⁾ | 120 |
| 1962 | 1,149,129 | 9,700 ⁽¹⁾ | 118 |
| 1963 | 1,301,165 | 10,012 ⁽¹⁾ | 129 |
| 1964 | 1,520,538 | 10,323 ⁽¹⁾ | 147 |
| 1965 | 1,724,490 | 10,634 | 162 |
| 1966 | 1,697,974 | 10,967 ⁽¹⁾ | 155 |
| 1967 | 1,826,789 | 11,300 ⁽¹⁾ | 162 |
| 1968 | 2,029,267 | 11,634 ⁽¹⁾ | 174 |
| 1969 | 2,296,573 | 11,967 ⁽¹⁾ | 192 |
| 1970 | - | 12,400 | - |

1. Interpolated.

Sources: Town Reports; Population Chapter.

Table 51 shows the changes in Easton's town receipts from various sources for the years 1960, 1965, and 1969. The principal source of funds, local taxes, averages 50 to 60 percent of the total town receipts. The other major source of revenue, state grants, makes up another 15 to 25 percent of the total town receipts. It is obvious that Easton is very much dependent on local property taxes for its ordinary operational income.

Expenditures

Table 52 points out the changes in Easton's expenditures from 1960 to 1969. Over this nine-year period the total town expenditures have increased from \$1,920,000 to \$4,453,000, an average yearly increase of about \$281,444.

Table 51. Trends in Easton's Revenues⁽¹⁾

| Source | 1960 | | 1965 | | 1969 | |
|---------------------------------|---------------------|------------|---------------------|------------|---------------------|------------|
| | Amount (\$000's) | Percent | Amount (\$000's) | Percent | Amount (\$000's) | Percent |
| Local Property Taxes | 963 | 50.8 | 1,693 | 58.4 | 2,211 | 56.3 |
| Excise Taxes | 119 | 6.3 | 211 | 7.3 | 279 | 7.1 |
| State | 351 | 18.5 | 380 | 13.1 | 962 | 24.5 |
| County | 1 | 0.1 | 5 | 0.2 | 7 | 1.2 |
| Federal | 57 | 3.0 | 92 | 3.2 | (2) | 0.0 |
| Ames Trust Funds ⁽³⁾ | 67 | 3.5 | 105 | 3.6 | 127 | 3.2 |
| Departmental ⁽³⁾ | 156 | 8.2 | 233 | 8.0 | 143 | 3.6 |
| Interest | 1 | 0.1 | 2 | 0.1 | 6 | 0.2 |
| Utilities | 74 | 3.9 | 133 | 4.6 | 160 | 4.1 |
| Miscellaneous | 15 | 0.8 | 29 | 1.0 | 27 | 0.7 |
| Agency Trust and Investment | <u>90</u> | <u>4.8</u> | <u>14</u> | <u>0.5</u> | <u>2</u> | <u>0.1</u> |
| Total | 1,894 | 100.0 | 2,897 | 100.0 | 3,924 | 100.0 |

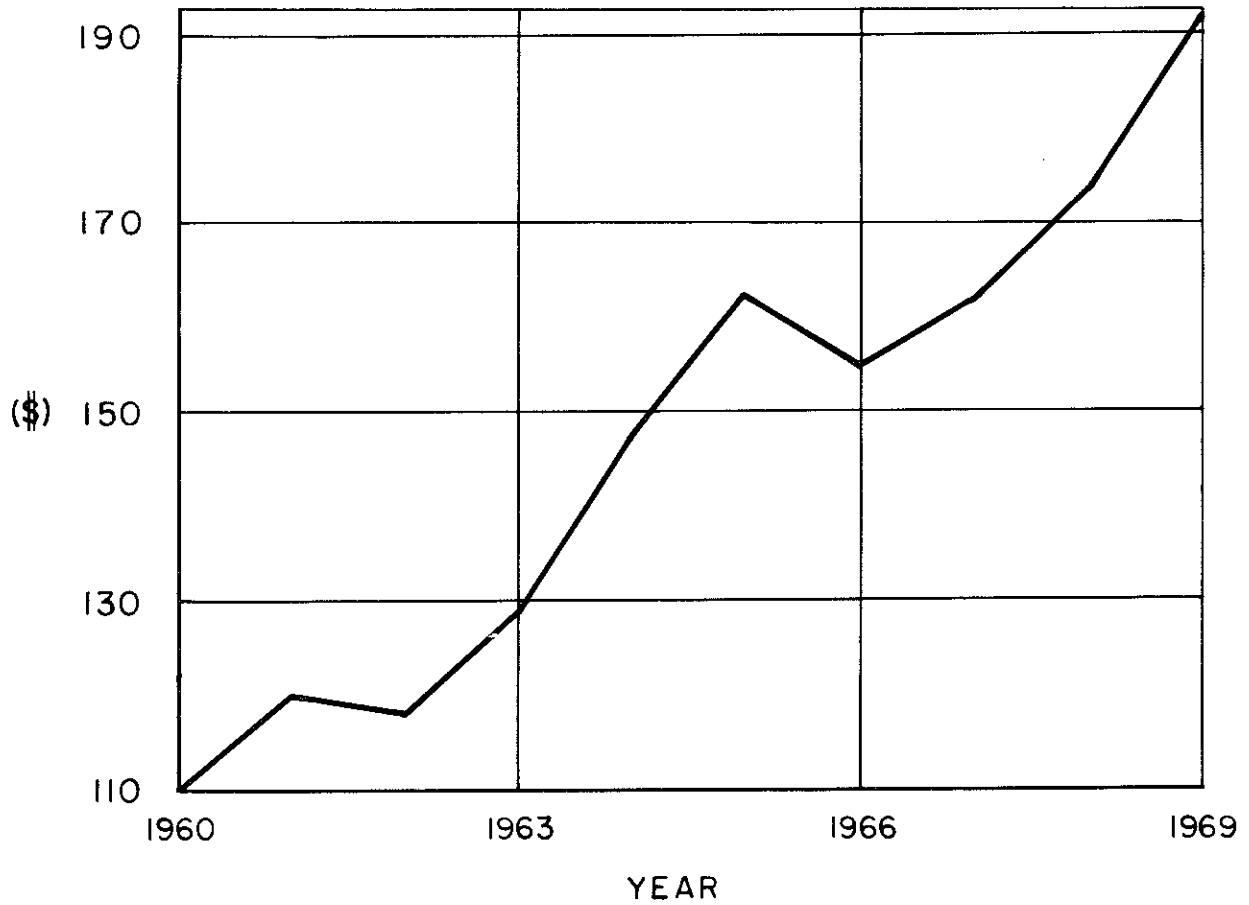
1. Based on calendar year.

2. The majority of Federal funds received have been for welfare. At the end of 1968 the Commonwealth assumed complete responsibility for the welfare program.

3. Includes welfare receipts.

Source: Town Reports.

Fig. 25



This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

MASTER PLAN

TOWN OF EASTON MASS.

INCREASE IN PER CAPITA LEVY
1960-1969

SEPT. 1970

METCALF & EDDY INC. ENGINEERS & PLANNERS. BOSTON NEW YORK PALO ALTO

Table 52 . Trends in Easton's Expenditures⁽¹⁾

| Source | 1960 | | 1965 | | 1969 | |
|--------------------|---------------------|-----------|---------------------|-----------|---------------------|-----------|
| | Amount (\$000's) | Percent | Amount (\$000's) | Percent | Amount (\$000's) | Percent |
| General Government | 41 | 2 | 57 | 2 | 86 | 2 |
| Public Safety | 90 | 5 | 131 | 4 | 252 | 6 |
| Health | 21 | 1 | 42 | 1 | 45 | 1 |
| Welfare | 143 | 8 | 232 | 8 | (2) | 0 |
| Veterans' Benefits | 23 | 1 | 19 | 1 | 22 | (3) |
| Recreation | 4 | (3) | 12 | (3) | 16 | (3) |
| Public Works | 264 | 14 | 263 | 9 | 369 | 8 |
| Education | 822 | 44 | 1,432 | 48 | 2,401 | 53 |
| Miscellaneous | 1 | (3) | 1 | (3) | 1 | (3) |
| Agency and Trust | 10 | 1 | 23 | 1 | 178 | 4 |
| State and County | 74 | 4 | 112 | 3 | 180 | 4 |
| Capital | <u>358</u> | <u>19</u> | <u>683</u> | <u>22</u> | <u>967</u> | <u>21</u> |
| Total | 1,851 | 100 | 3,007 | 100 | 4,517 | 100 |

1. Based on calendar year.

2. At the end of 1968 the Commonwealth assumed complete responsibility for the welfare program.

3. Less than 1 percent.

Source: Town Reports

The relationships between the normal operational* costs as percentages of total town costs can be readily seen in Table 52. The cost of education, excluding the construction of school buildings, is nearly equal to the cost of all the other categories put together.

*Normal operational costs for this report are defined as the basic costs necessary to run the town; education, public works, public safety, general government, and health and sanitation.

As in the case of most Massachusetts towns, the percent of the community operating expenditures for schools has been increasing substantially since World War II. Though there was fluctuation in the beginning of the decade due to large percentages of capital spending, the overall increase for education averaged nearly 1 percent per year from 1960 to 1969.

The other operational expenses, while increasing gradually in actual cost, have experienced only slight fluctuations in percentages.

The authorized expenditures for capital items* have varied greatly over the past ten years. A peak was reached in 1964, with the bond issue for the addition to Oliver Ames High School. Water bond issues and smaller school bond issues help to contribute.

Because bond issues are paid over a period of years instead of all at once, the actual amount of monies expended in a year for capital items has been experiencing an overall increase.

An expense category which increased substantially between 1960 and 1967 is welfare. Much of the expense of this item was offset by reimbursements from state and Federal governments. Nevertheless, the expense of interest on anticipatory notes and some of the actual expenses of the programs had to be raised by the local government. Following the welfare reorganization in 1968, the monies for administration and distribution of welfare are being raised and disbursed at the state level. The towns will no longer be responsible for expenses in this category. (See Tables 52 and 53 for the 1969 receipts and expenditures.)

It is important to note, however, that the local community will not immediately escape the effects of the state welfare programs. For the time being, the effect will merely become an indirect one. The rising costs of welfare programs are limiting the amount of monies available for dispersal by the state to the local communities. Most likely to be affected is the valuation basis distribution account.

*A capital expenditure is one for a major improvement or betterment of a nonrecurring nature to the physical plant of a community as differentiated from ordinary repairs or maintenance of a recurring nature. This includes expenditures for construction, reconstruction, replacement, major repair, addition or other improvements to public buildings, highways, bridges, parks, playgrounds, utilities or other public works of any facility or structure appurtenant to any of these, or any expenditure for the purchase of land, building, structure, or major equipment.

Capital Outlay and Debt

Table 53 shows Easton's capital expenditures by purpose over the past ten years, 1960 through 1969. Of the \$4,484,000 spent, 64 percent was expended in repaying accumulated debt. In the combined categories of schools and public works alone, which together accounted for 90 percent of all capital funds expended, 69 percent of the expenses went for debt service accounts. It must be noted, however, that the capital outlay table is composed of gross payments only. For example, during this ten-year period the Commonwealth of Massachusetts paid \$918,000 of school construction costs in Easton, and therefore the net sum expended by the town amounted to \$1,827,000.

Table 53. Ten-Year Capital Outlay by Purpose,⁽¹⁾
1960-1969

| Purpose | Direct outlay (\$000's) | Debt service (\$000's) | Total | |
|--------------------|-------------------------------|------------------------------|---------------------|----------------|
| | | | Amount (\$000's) | Percent (%) |
| General Government | 30 | - | 30 | 1 |
| Public Safety | 143 | 59 | 202 | 5 |
| Schools | 682 | 2,063 | 2,745 | 61 |
| Public Works | 588 | 748 | 1,336 | 29 |
| Recreation | 153 | - | 153 | 3 |
| Miscellaneous | <u>18</u> | <u>-</u> | <u>18</u> | <u>1</u> |
| Total | 1,614 | 2,870 | 4,484 | 100 |

1. Amounts are totals for calendar years and include outside aid.

Source: Town Reports.

At the end of 1969, Easton had a gross bonded debt outstanding of \$2,458,000 only \$410,000 of which was borrowed against the town's debt limit.* Easton's debt limit is presently set at \$2,750,000.

It appears that Easton has considerable borrowing capacity that it has not used. This fact is misleading, however, because many of the town's necessary capital improvements are outside debt categories.

Table 54 compares Easton's debt picture with that of the local Area of Influence towns. Easton has the fourth lowest net debt and the fourth lowest net debt per capita.

Present Financial Status

At present, Easton is in a position similar to that of several towns in Massachusetts. Although the tax base has been increasing substantially, inflated operation and maintenance costs are exceeding available receipts based on past tax rates. In addition, while the town has maintained a fairly substantial CIP (Capital Improvements Program), there are many additional improvements which are needed or will be needed in the near future. Provision for these improvements will be costly; however, they will become more costly if they are delayed.

Easton has the financial ability to support further capital improvements. However, the expenditure of funds for capital improvements must be programmed on an annual basis, priorities must be determined between the various major improvements, and the program must be cognizant of growth in the town's overall operating costs.

Future Considerations

In order to prepare a program for future capital improvements, five factors must be taken into consideration:

1. Future operating expenditures required without additional capital expenditures.

*By Massachusetts law, the debt outstanding on funds borrowed for certain projects (including certain sewer facilities, bridges, roads, sidewalks, and major equipment) cannot exceed specific limits. For towns, this limit is 5 percent of the aggregate of the equalized valuation, as most recently established by the State Tax Commission. Towns may also incur debt which is not charged against this limit, or "borrow outside the debt limit." Projects in this category include school construction and certain water and sewerage facilities.

Table 54. Municipal Debt Easton Region,
October 1, 1969

| Town | Net debt 1969 (\$)(1) | Net debt per capita (\$)(2) | Net debt ratio, percent(3) |
|------------------|-----------------------------|-----------------------------------|----------------------------------|
| Easton | 2,063,000 | 204 | 3.86 |
| Brockton | 33,410,000 | 400 | 21.20 |
| Mansfield | 5,040,311 | 585 | 14.89 |
| Norton | 603,000 | 90 | 2.15 |
| Raynham | 963,000 | 162 | 8.15 |
| Sharon | 4,082,750 | 360 | 6.05 |
| Stoughton | 7,522,500 | 382 | 21.06 |
| Taunton | 3,299,000 | 79 | 5.56 |
| West Bridgewater | 1,578,000 | 275 | 5.48 |

1. Net debt is the indebtedness omitting all enterprise debts and debts created in anticipation of taxes to be paid within one year. It is as of October 1, 1969 and does not include school district debts.
2. Based on 1965 Massachusetts State Census.
3. Ratio of net debt to equalized valuation.

Source: Financial Statistics of Massachusetts, Boston Safe Deposit and Trust Company.

2. Expected increase in nonlevy receipts.
3. Expected growth of tax base.
4. Effect of tax rate increases on total amount of funds available.
5. Relationship of past capital spending to past total expenditures and to town progress.

Only after these items are examined can a determination be made of the amount of funds that is reasonably available to the town for capital improvements.

Fiscal Projections

The 1969 session of the Massachusetts General Court enacted a law which requires that all cities and towns convert from a calendar budget year to a fiscal budget year. The law directed that this would be accomplished by having an 18-month budget period from January 1, 1971, to June 30, 1972. In the 1970 session this conversion was postponed until January 1, 1972. Therefore, our fiscal projections and CIP have been organized for six budget periods, the second of which is for the 18 months, January 1, 1972, to June 30, 1973.

In Table 55, the projected future levels in Easton's operating expenditures, nonlevy receipts and tax base are shown.* These projections are based on past trends as well as the basic assumption that the town would be willing to maintain and improve upon its physical plant and services. The projections reflect a conservative outlook. It should again be noted, however, that although the Valuation Basis Distribution Acts of 1963 account is expected to rise again in the future as the state accommodates its financial requirements, its present status is rather uncertain. As such, it was decided that this major source of Easton's revenues should be included although at a slightly lower level.

The tax base was projected from past trends at 100 percent to be in keeping with the revaluation program which is presently under way. If an unforeseen development of high value takes place, this base should expand beyond the projected levels. Based upon these projections, an estimate of future tax rates necessary to support the operating costs and existing debt service through 1976 were derived.

In addition to supporting only the day-to-day operations of the town, it will also be important that provisions be made for future levels of capital outlay. The effect upon the tax rate of various future levels of capital spending are also indicated in Table 55. Five particular cases are shown, ranging from a \$2 to \$10 annual incremental increase beyond the 1970 tax rate. The average annual equalized tax rate increase since 1960 has been about \$1.50. Therefore, the above range was chosen to show the effects of equal or additional increases.

*Projected levels of operating expenditures and nonlevy receipts are based on the recommended CIP contained in this chapter. If this program is not carried out according to our recommendations, then the estimates of operating expenditures and nonlevy receipts would vary slightly.

Table 55 . Possible Levels of Future Capital Outlay

| | Calendar year | | Fiscal year | | |
|---|---------------|--------|-------------|--------|--------|
| | 1971 | 1972 | 1974 | 1975 | 1976 |
| Operating expenditures (1) | 4,363 | 7,346 | 5,734 | 6,143 | 6,935 |
| Less | | | | | |
| Estimated nonlevy receipts (1) | 2,085 | 3,438 | 2,507 | 2,625 | 2,900 |
| Net operating expenditures to be supported by tax base (1) | 2,278 | 3,908 | 3,227 | 3,518 | 4,035 |
| Estimated future tax base (1) | 69,500 | 74,500 | 81,500 | 85,500 | 95,000 |
| Tax rate required to support operating expenditures (2) | 32.70 | 52.50 | 39.50 | 41.10 | 41.50 |
| Existing debt service requirement (1) | 915 | 1,445 | 812 | 777 | 655 |
| Additional tax rate required to support existing debt service (2) | 13.20 | 19.40 | 9.95 | 9.10 | 8.10 |
| Total tax rate with no new capital outlay (2) | 45.90 | 71.90 | 49.45 | 50.20 | 49.60 |
| a. \$2 annual increase in tax rate | | | | | |
| Total tax rate (2) | 42 | 66 | 46 | 48 | 52 |
| Tax rate supporting new capital outlay (2) | - | - | - | - | 2.60 |
| New capital outlay (1) | - | - | - | - | 247 |
| b. \$4 annual increase in tax rate | | | | | |
| Total tax rate (2) | 44 | 72 | 52 | 56 | 64 |
| Tax rate supporting new capital outlay (2) | - | 0.10 | 2.60 | 5.80 | 14.60 |
| New capital outlay (1) | - | 7 | 212 | 496 | 1,369 |
| c. \$6 annual increase in tax rate | | | | | |
| Total tax rate (2) | 46 | 78 | 58 | 64 | 76 |
| Tax rate supporting new capital outlay (2) | 0.10 | 6.10 | 8.60 | 13.80 | 26.60 |
| New capital outlay (1) | 7 | 455 | 701 | 1,180 | 2,527 |
| d. \$8 annual increase in tax rate | | | | | |
| Total tax rate (2) | 48 | 84 | 64 | 72 | 88 |
| Tax rate supporting new capital outlay (2) | 2.10 | 12.10 | 14.60 | 19.80 | 38.60 |
| New capital outlay (1) | 146 | 900 | 1,190 | 1,693 | 3,667 |
| e. \$10 annual increase in tax rate | | | | | |
| Total tax rate (2) | 50 | 90 | 70 | 80 | 100 |
| Tax rate supporting new capital outlay (2) | 4.10 | 18.10 | 20.60 | 25.80 | 50.60 |
| New capital outlay (1) | 285 | 1,350 | 1,679 | 2,206 | 4,807 |

1. Thousands of dollars

2. Dollars per 1,000 dollars.

Capital Improvements Program, 1971-1977

The various capital improvements needed to support population growth and to give effect to the town's long-range land use plan, have been presented in the Easton Master Plan report. The capital improvements covered the acquisition of land, proposed sewer construction, school facilities expansion, road improvements, water improvements, and a host of others.

Projections of Easton's fiscal structure to 1977 are set forth in Table 55. According to the projected expenditures and receipts and estimates of Easton's taxable wealth, a 1977 tax rate of from \$52 to \$64 may be required, dependent on the extensiveness of the chosen CIP.

Table 56 lists the schedule and estimated costs* for the various recommended capital projects to be undertaken over the next six years. Each project is adequately explained in the notes to the table.

However, it should be noted here that the recommended CIP is extensive and the success of the program is contingent upon the receipt of outside funds for several major projects, particularly sewerage. Without these funds, many urgently needed projects will necessarily be deferred. Thus, it is imperative that the town proceed well in advance of the schedule to apply for federal funds where appropriate.

The success of the program is also contingent upon the town keeping on schedule. The deferment of urgently needed projects beyond the scheduled year will only create a backlog of needs, the impact of which will be felt to a much greater extent at a later date.

It is beyond the scope of the Master Plan to prepare a detailed work schedule for the town's Public Works Department. However, the definite need exists for the preparation of a schedule of road, sewer, drain, water, and sidewalk improvements, so that all work on a section of roadway may be completed at one time. The recommended CIP lists those roads where each of the individual improvements are urgently needed. It is hoped that a coordinated schedule can be prepared by the town this year, so that the overall program may be carried out more efficiently.

*All project costs given in the following sections are budget amounts. The actual costs can only be determined after a complete scope of services has been prepared by the project engineer. Costs of projects are projected based on a 1970 ENR index of 1350 and compounded annually at 10 percent.

Table 56. Capital Budget and Capital Improvements Program(1) (\$000's)

| Project (2) | Calendar year | | Fiscal year | | |
|---|---------------|-------------------|-------------|--------|--------|
| | 1971 | 1/1/72 to 6/30/73 | 1974 | 1975 | 1976 |
| GENERAL GOVERNMENT | | | | | |
| 1. Stabilization Fund | 50 | 100 | - | 25 | 25 |
| 2. Renovation of Town Offices | - | 10 | 40 | - | - |
| 3. Land Acquisition | - | - | - | - | 12 |
| PUBLIC SAFETY | | | | | |
| 1. Addition to Police Station | - | 5 | 20 | - | - |
| 2. Land Acquisition | - | 0.5 | - | - | - |
| HEALTH AND SANITATION | | | | | |
| 1. Sanitary Landfill | 70 | - | - | - | - |
| 2. Sewerage | - | - | 50 | (38) | (396) |
| PUBLIC WORKS | | | | | |
| 1. Addition to Town Garage | - | 7 | 45 | - | - |
| 2. Chapter 90 Construction | 3 | 5 | 3 | 6 | 6 |
| 3. Town Road Construction | 10 | 15 | 10 | 10 | 15 |
| 4. Street Painting | 6 | 9 | 6 | 6 | 6 |
| EDUCATION | | | | | |
| 1. New Elementary School | - | - | 65* | (252) | (233) |
| 2. North Easton Grammar School Addition | - | - | 10 | 30* | (28.5) |
| WATER | | | | | |
| 1. Engineering Study | - | 25* | - | - | - |
| 2. System Improvements | - | - | (34) | (33) | (31) |
| RECREATION | | | | | |
| 1. Land Acquisition | 15 | 15 | 15 | 15 | 20 |
| 2. Site Development | - | 5 | 5 | 5 | 5 |
| MISCELLANEOUS | | | | | |
| 1. Central Business District | - | - | - | - | 15 |
| Total | 154 | 196.5 | 303 | 417 | 740.5 |
| Total Tax Base | 69,500 | 74,500 | 81,500 | 85,500 | 90,500 |
| Total Rate to Support Capital Budget | 2.22 | 2.34 | 3.72 | 4.88 | 8.34 |

1. Cost figures were projected for the anticipated year of each project's initiation. The town should be aware of the extremely high rise in construction costs. Estimates by Metcalf & Eddy, Inc., average 10 percent per year.

All debt service payments are net amounts due. Available outside aid was considered in determining debt service requirements.
2. See project details.

Note: * Indicates year of bond authorization.
() Indicates scheduled funds are for debt service payments.
** Indicates project is receiving outside funds which have been accounted for in projections.

DETAILS:

General Government

1. Stabilization Fund. Annual amounts ranging from \$100,000 in 1972 to \$25,000 in 1977 are scheduled for assignment to the Stabilization Fund. These amounts are required for subsequent use for the new elementary school, the addition to the North Easton Grammar School and the eventual addition to the new high school.
2. Renovation of Town Offices. Amounts of \$10,000 for plans and \$40,000 for construction have been scheduled for the adequate heating and use of space in the town offices.
3. Land Acquisition. Purchase of land adjacent to the library is recommended in preparation for an addition to that building. An amount of \$12,000 has been scheduled for that purpose.

Public Safety

1. Addition to Police Station. A \$25,000 addition to the Easton Police Station is recommended with \$5,000 planning funds scheduled for the 18-month budget period, January 1972 to July 1973, and \$20,000 construction funds scheduled for fiscal year 1974. The addition will provide new garage space and the present garage would be converted to storage and office space.
2. Land Acquisition. An appropriation of \$5,000 has been scheduled for the purchase of land in the southwestern part of Easton for the construction of a new fire station.

Health and Sanitation

1. Sanitary Landfill. The total cost of land acquisition and site development has been scheduled as a direct outlay in 1971 of \$70,000.
2. Sewerage Construction. The costs and timing for this project are based on the Regional Alternative recommended in the Report to Old Colony Planning Council, Brockton, Massachusetts on Phase Three of Water and Sewer Study by Metcalf & Eddy. The town's yearly share of both the local and regional capital costs is expected to range from \$38,000 to \$396,000 during the six-year capital improvements period. If the regional plan is accepted, it is anticipated that construction can begin in fiscal year 1974. Portions of the construction

costs are expected to be offset by betterment assessments which will come to the town as additional revenue. Since these assessment rates have not yet been determined, the figures shown in Table 56 assume that the total cost to the town will be funded by property taxation.

Public Works

1. Addition to Town Garage. Consistent with the Town Buildings and Lands Plan, a 5,000 square-foot addition to the town garage is scheduled at an estimated cost of \$52,000. \$7,000 has been allocated for plans in 1975 and \$45,000 for construction in 1976.
2. Chapter 90 Construction. Consistent with past practices, an annual appropriation of \$3,000 to \$6,000 is scheduled for Chapter 90 road construction projects. Top priority in this program should be given to improving the Route 138-Main Street intersection and the Route 138-Turnpike-Purchase Streets intersection. These funds are expected to be supplemented by the state and county, so that a total of \$12,000-\$24,000 per year will be available.
3. Town Road Construction, Annual appropriations of \$10,000-\$15,000 are allocated in conjunction with the Ames Fund for the reconstruction and rebuilding of certain town roads and intersections. These roads and intersections are as follows:

Main-Center Streets
Center-Depot Streets
Depot-Central Streets
Purchase-Church Streets
Route 106-Day Road-Depot Streets

Randall Street
Depot Street and Route 106
Lincoln and Main streets

A program, coordinated with water, drain, and sidewalk construction should be prepared by the town Highway Department.

4. Street Painting. Annual appropriations of \$6,000 have been made for painting centerline and side strips on all town roads.

Education

1. New Elementary School. A total project cost of \$2,600,000 for the proposed new elementary school on Bay Road is to be financed starting in 1972 as follows:

| | | |
|--|----|-----------|
| Town stabilization fund contribution | \$ | 100,000 |
| Matching state contribution | | 100,000 |
| Direct outlay for preliminary and final design | | 50,000 |
| Land purchase | | 15,000 |
| 20-year bond issue authorization for with 50 percent state aid | | 2,350,000 |

2. North Easton Grammar School Addition. The addition which will provide cafetorium facilities at a cost of \$540,000 is to be financed as follows:

| | | | |
|------|--|----|---------|
| 1974 | Land purchase | \$ | 10,000 |
| 1975 | Town stabilization fund contribution | | 100,000 |
| | Matching state contribution | | 100,000 |
| | Direct outlay for preliminary and final design | | 30,000 |
| | 20-year bond issue authorization with 50 percent state aid | | 300,000 |

Water

1. Engineering Study. Consistent with the recommendations in our Water Plan, an amount of \$25,000 has been scheduled for a detailed engineering study.
2. System Improvements. Contingent upon the results of the engineering study we have scheduled a bond issue of \$200,000 to be authorized for the first phase of improvements. The term of this bond is 10 years at a rate of 7 percent. Certain portions of these improvements will be eligible for 50 percent grants from HUD's Basic Water Facilities Grants.

Recreation

1. Land Acquisition. In order to facilitate a program of open space planning, a direct outlay of \$15,000-\$20,000 has been scheduled each year for land acquisition. This amount should be supplemented when eligible by state and Federal funds. The HUD Open Space Land Program provides up to a 50 percent matching grant and the Massachusetts "Self Help" Program provides up to a 50 percent grant without Federal aid and a 25 percent grant with Federal aid.
2. Site Development. Amounts of \$5,000 per year have been scheduled for recreational site development in conjunction with the land acquisition program in Item 1.

Miscellaneous

1. Business District. \$15,000 has been scheduled for the initial land acquisition and minor construction.

Impact of Recommended Capital Improvements Program

Table 57 shows the fiscal projections for Easton, incorporating the recommended CIP presented in Table 56. According to these projections, an increasing tax rate is forecast, growing from \$48.15 in 1971 to \$57.75 in 1977.

It can be seen in Figure 26 that the capital expenditures will have the greatest effect on the tax rate towards the end of the six-year period. This is primarily due to the delaying of bond issues in order not to exceed Easton's legal debt limit.

Deferred Capital Projects, 1977-1980

Because of the costs of these projects, and because of the recommended phasing of the various plan elements contained in the Master Plan report, many other projects have not been listed. However, a list of these other important capital projects, by departmental or functional priority, is presented in Table 58.

Table 58. Deferred Capital Projects

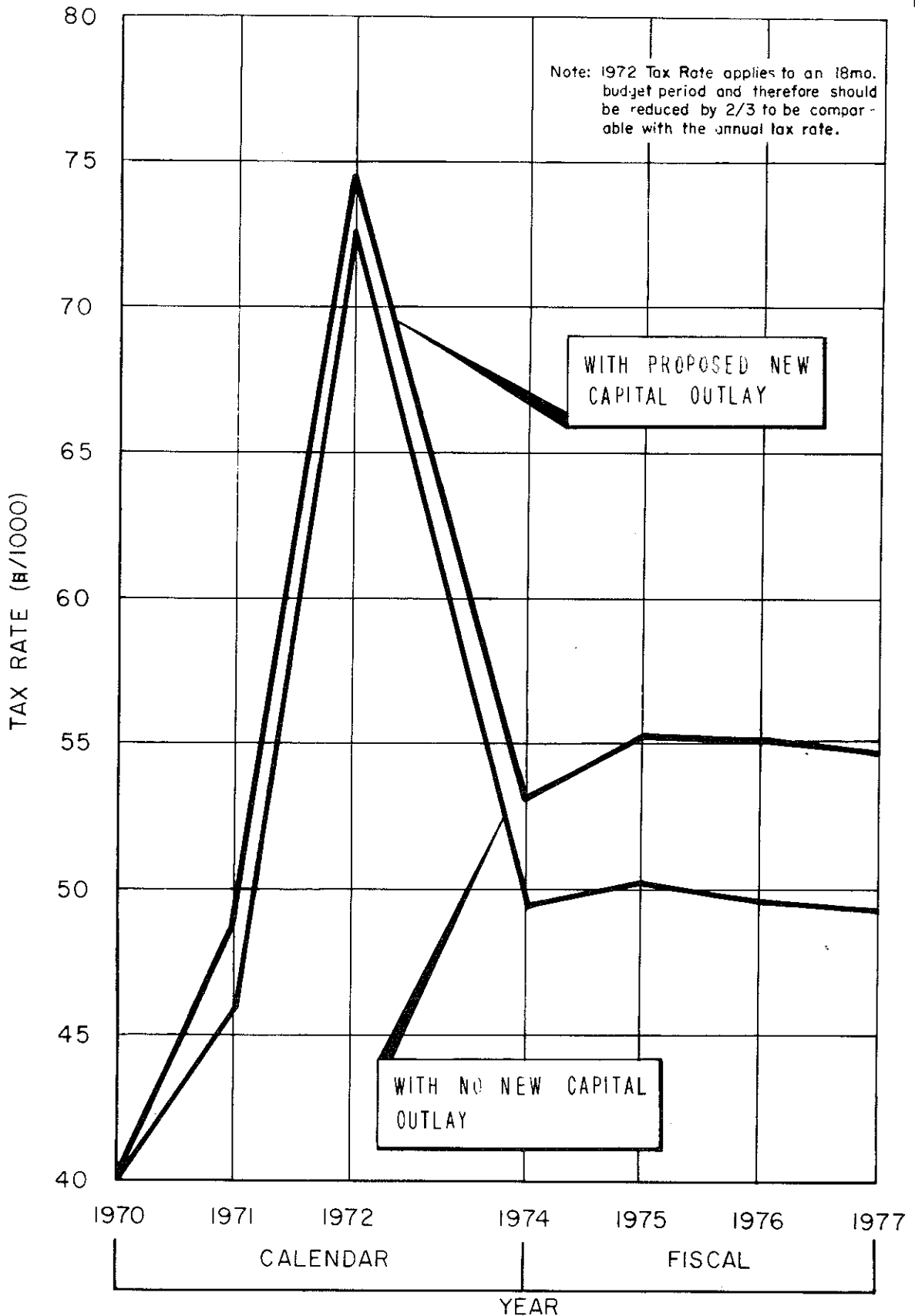
| <u>Department</u> | <u>Project</u> |
|--------------------|---|
| General Government | Ames Free Library addition |
| Public Safety | Furnace Village Fire Station Retirement of Fire Stations 2 and 3 |
| Public Works | Widening and realignment of additional roadways Construction of major collector Access road from police-fire station to new collector |
| Education | Addition to high school New elementary school Retire present junior high school |

In addition, programs for water, sewer, drainage, highway, and sidewalk construction should be continued. Likewise, conservation and recreation programs should progress.

Programming on an Annual Basis

It is recommended that the CIP be reviewed each year, and revised where necessary in keeping with changing needs and resources.

Fig. 26



This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

MASTER PLAN

TOWN OF EASTON MASS.

EXPECTED GROWTH OF TAX RATE
1970-1977

SEPT. 1970

METCALF & EDDY INC. ENGINEERS & PLANNERS • BOSTON NEW YORK PALO ALTO

Table 57. Fiscal Projections, 1971-1977 (\$000's)

| | Calendar year | | Fiscal year | | | |
|---|---------------|-------------------------|-------------|--------|---------|---------|
| | 1971 | 1/1/72 to 6/30/73 | 1974 | 1975 | 1976 | 1977 |
| <u>EXPENDITURES</u> | | | | | | |
| <u>Operating</u> | 4,363 | 7,346 | 5,734 | 6,143 | 6,532 | 6,935 |
| <u>Capital</u> | | | | | | |
| Existing Debt Service | 915 | 1,445 | 812 | 777 | 732 | 655 |
| New Direct Outlay | 154 | 196.5 | 269 | 94 | 43 | 117.5 |
| New Debt Service | - | - | 34 | 323 | 697.5 | 679.5 |
| Total Capital | 1,069 | 1,641.5 | 1,115 | 1,194 | 1,472.5 | 1,451.5 |
| Total Expenditures | 5,432 | 8,987.5 | 6,849 | 7,337 | 8,004.5 | 8,386.5 |
| <u>RECEIPTS</u> | | | | | | |
| <u>Nonlevy Receipts</u> | 2,085 | 3,438 | 2,507 | 2,625 | 2,782 | 2,900 |
| <u>Direct Taxes</u> | 3,347.0 | 5,549.5 | 4,342 | 4,712 | 5,222.5 | 5,486.5 |
| TAX BASE (at 100 percent of full value) | 69,500 | 74,500 | 81,500 | 85,500 | 90,500 | 95,000 |
| TAX RATE (\$) | 48.15 | 74.50 | 53.20 | 55.10 | 57.70 | 57.75 |

Source: Estimates by Metcalf & Eddy.

Emphasis should be placed on the first two years. Since the Planning Board, the Board of Selectmen, and the Finance Committee, are likely to become involved in the responsibility for, or impact of, new capital improvement expenditures, it is suggested that they work together on this program.

An annual review of the CIP can be of immeasurable benefit to the community. By submitting a six-year CIP each year, department heads can look ahead, and better coordinate projects one with the other. As various projects approach the year scheduled, unforeseen needs, or the availability of additional resources, may also require changes in a CIP. For these reasons, updating of the CIP each year may add immeasurably to its effectiveness as an instrument to ensure a continuity of long-range improvements related to an overall view of community needs, and to the achievement of townwide objectives expressed in the Master Plan.

ECONOMIC DEVELOPMENT PROGRAM

A program to strengthen the economy and to improve the amount and rate of economic development taking place in the town is discussed in this section of the Master Plan. On the basis of the research conducted in connection with the studies which are part of the overall planning program, it is recommended that the town pursue a broad economic development program to improve its prospects for economic expansion and a broadening of its fiscal resources. Activities within the economy should be extensive enough to broaden the tax base and aid in the financing of town services but should be sufficiently limited to conform with the town's basic character and future goals.

Goals

Considering past development patterns and present development trends, the following economic development goals are proposed:

1. Encourage a sufficient amount of economic development.
2. Achieve a sound commercial tax base.
3. Promote industrial development within the town's potential ability to provide utilities and services and needs (broaden the tax base).
4. Emphasize restoration and historic preservation.
5. Continue and improve the prestige status of Easton in order to encourage high-quality development.

Economic development, whether commercial, industrial, recreational, or residential, should be of sufficient quality to improve the local tax base and enhance the desirable characteristics of Easton. Each development must be evaluated and judged on its own merits relative to the question of tax returns, service costs, and tax base benefits.

Present Situation

The present economic strengths and weaknesses of Easton directly affect economic development and must be used as a foundation for any economic development program. Easton's prime economic strengths are its excellent accessibility to the Boston and Brockton metropolitan areas, its rural atmosphere, and its relatively undeveloped nature and land. These factors

have caused Easton to experience a large residential development but little nonresidential development. Residential growth is outpacing economic development, which suggests that the balance of property uses contributing to the tax base is becoming weighted toward a further burden on the residential property owner. In addition, the fiscal position of Easton (high property value per capita, low tax levy per capita, low net debt per capita, and below-average tax rate) is an economic asset.

The growing population offers a potential for various goods and service establishments. The number of professionals in the population is an asset for encouraging high-quality industrial development (i.e., office, research and development). The high-quality educational system (low pupil-teacher ratio, high expenditure per pupil, and high equalized property value per pupil) is also an asset. An extensive public water system and large land holdings are also economic assets.

Economic liabilities are an anticipated heavy school plant construction program, a lack of public sewerage, and the lack of attractive industrial elements, principally in regard to promotion, prepared sites, and ease of accessibility to major present and proposed highways.

The Easton Industrial Development Commission has not been active in the past but has the potential to play an important role in the future economic development of the town. Easton's local Chamber of Commerce has also failed to take an active part in economic development.

Easton does not have any local nonprofit industrial development corporations or foundations.

Program

The following are the recommended steps for improving the amount and rate of industrial development taking place in the town.

Organize. The prerequisite for the successful implementation of any program is proper organization.

A reorganized Industrial Development Commission must play the prime role in seeing that this economic development program meets fruition. The principal function of the Commission should be to promote the town and encourage those steps that will facilitate Easton's economic development.

A revitalized Chamber of Commerce could do much to improve the attractiveness and economic viability of retail areas of Easton, both in North Easton and along Route 138.

While many communities in the Commonwealth have local industrial development corporations or foundations, Easton does not. The town should encourage the formation of such a corporation. An industrial development corporation could do much to encourage the development of industry in Easton by providing, on reasonable terms, financial assistance to industries desirous of expanding and/or relocating their operations in Easton. These organizations are in most cases nonprofit in nature, privately managed and financed, and operated for the public good. Capital is raised primarily through local subscription and is used to promote, stimulate, develop, and advance the business prosperity and economic welfare of the community. The existence of a locally controlled development corporation operated for the public good could ensure that economic development conformed with the town's basic character and future goals.

Promote. A promotion program under the leadership of the reorganized Industrial Development Commission, town officials, members of local retail establishments, local plant managers, members of the local real estate interests, the Chamber of Commerce, and the industrial development corporation after it is formed, and other interested groups should be instituted. A prime element of the promotional program should be the preparation of a fact book by the Industrial Development Commission. The fact book should include information on sites, buildings, availability of utilities, and pertinent economic information of interest to a prospective industry or industrial realtor. The book should also include the names and locations of existing industries; description of the local economy; labor force characteristics; fiscal structure; transportation availability; communications (newspaper, radio, telephone, television); community services (professional, business, commercial, financial, recreational); community facilities (schools, fire and police protection, library, recreation, churches); town administration (government, codes, ordinances); housing; status of planning; and physical features. Assistance can be provided by the State Commerce and Development Department in establishing and directing a promotional program.

Improve Environment. The quality of the environment plays an important role in determining the economic future of a town. In order to encourage economic development, Easton must continue to improve the quality of its environment. Improvements to municipal services such as sewerage and refuse collection would do much to improve the environmental quality of Easton.

Obsolete school plant facilities and anticipated capital improvements are less obvious factors that are detrimental to economic development. These problems should be noted and, if possible, corrected.

The quality of life in a town is also an important factor in encouraging economic development. Easton should capitalize on its prestige status by encouraging high-quality development. Further efforts in the recreation and conservation area, historic preservation, urban beautification, and neighborhood improvements should be encouraged.

Revise Town Ordinances. Town ordinances, particularly zoning, have in some cases adversely affected economic development. A new zoning ordinance would do much to create a healthy climate for economic development.

Encourage Quality Development. The fiscal resources of Easton could be vastly improved by encouraging the highest possible quality of development, whether residential, commercial, or industrial. Easton's proximity and ease of access to major centers should be exploited in order to improve Easton's tax base.

Measures that could be taken to stimulate high-quality development are: (a) maintain high quality of public schools; (b) improve park and recreational facilities; (c) utilize planning controls such as zoning, subdivision regulations, and building codes to ensure proper layout of new development, and most importantly to protect existing residential neighborhoods; (d) enhance the attractiveness of the town; and (e) stress neighborhood improvement efforts.

From the tax base standpoint, the town should consider encouraging multifamily or apartment type developments, provided, however, that such developments are of a very high quality with respect to layout, location, construction standards, and the like. It is well known that service costs, particularly those for schools, are significantly lower for apartments than for single-family dwellings because of fewer school-age children per family in apartment dwellings. On the other hand, the assessed valuation per dwelling unit in an apartment structure may be substantially lower when compared to that for a single-family dwelling, unless construction and environmental standards of very high quality are maintained. Thus, each development must be evaluated and judged on its own merits relative to the question of tax returns, service costs, and tax base benefits. As a general rule, the Planning Board should strive for the highest quality of development possible, with special emphasis being given to attractive environmental features.

Easton already possesses the character and the prestige to encourage high-quality development. If the town can maintain and improve these factors, its best hope for relieving the tax burden for the residential property owner may be the construction of high-quality apartment developments.

Implement Historic Preservation and Rehabilitation. There are two other possibilities for the improvement of the economic base; one involves the North Easton business area and the other, a potential historic district. North Easton's business area, located in the north central portion of the town, is limited in area in relation to the comparatively small size of the population. More important, however, is the physical decline and inefficiency which now characterize this area. A study in greater detail of this district is presented in a previous chapter of this report.

Directly to the north of the business area is an area which once was the economic mainstay of the town. The shovel-producing plant here was a major regional industry. Now, although the shovel shop is no longer operating, the handsome store and brick mill buildings remain, surrounded by lovely residences of the same period. It is possible that the area could become a historic district, not in the passive way in which most of these districts function but in a way which today's activity could exist while preserving the past.

Such rehabilitation would improve the economic base by increasing the tax base in the rehabilitated areas, encouraging tourism, and improving the quality of the environment of the town, which would in turn enable the town to obtain higher-quality developments.

Encourage Tourism. As implied above, the town could do much to encourage tourism. Although historic buildings and sites generally do not add much directly to the economy, they do have important spinoff characteristics. Tourism would increase commercial sales, particularly in North Easton. A widely known and admired tourist attraction would also add to the prestige level of the town, which again is important in encouraging high-quality development.

Encourage College-Oriented Business. The presence of Stonehill College offers the possibility of developing business oriented to the college. The development of specialty shops, book stores, and restaurants should be encouraged along Route 138 near Stonehill College.

Encourage Neighborhood Commercial Development. Because of the increase in population and the possibility of multifamily development, neighborhood commercial development consisting of goods and service facilities for the surrounding residents should be encouraged. Convenience stores, drugstores, and specialty food shops would be a convenience as well as an economic asset. Care should be taken that adequate controls ensure high-quality and well-located establishments.

Concentrate Commercial Areas. The town should attempt to reduce the amount of strip development by zoning in depth rather than in narrow strips. New developments, particularly along Route 138, should be encouraged to locate near sensitive areas so as to promote a general compactness of establishments for distribution of their pulling power.

Encourage Highway-oriented Industry. With the construction of Route I-495 and the location of access ramps in Norton connecting Route 123, Easton should be in a good position to attract needed industry in the southwestern sector of the town. If Route I-495 acts as an impetus to industrial development, the development should be oriented towards distribution centers, research and development laboratories, or office parks.

Relate Circulation Plan to Industrial Development Sites. As noted above, the amount of industrial development taking place in Easton will depend upon the availability of proper access. In order to encourage sufficient economic development, Easton should relate its circulation plan to industrial development sites.

Initiate Positive Steps to Encourage Economic Development. There are numerous positive steps under state law which the town can immediately undertake to encourage economic development. The rezoning of land to provide adequate land for economic development and the construction of public sewerage facilities for proposed industrial complexes will do much to encourage development. The recent change to an executive secretary form of government would enable the executive secretary to serve also as a full-time industrial development director.

An important step in encouraging development while ensuring that the desired type can be controlled by the local citizenry is the creation of a locally controlled town industrial park. This could be done in two ways: by the creation of a private Local Industrial Development Commission or Foundation which would be nonprofit in nature and privately financed and operated for the public good, or by the creation of a public Industrial Development Financing Authority under Chapter 40D of the General Laws.

The final recommendation is for the town to carry out the other proposals of this Master Plan. Whether these include an improvement project for the North Easton business area, improved fire facilities, improved school facilities, improved water or drainage facilities, or altered zoning regulations, they all combine into a total comprehensive package for the improvement of Easton. Failure to implement any one of these recommendations could hamper the completion of the others, and could, more likely, reduce the possibility of improved economic conditions.

LAND SUBDIVISION REGULATIONS

Land Subdivision Regulations control the design and construction of new streets and utilities. Inadequate design and construction usually results in high maintenance or reconstruction cost in the future. Therefore, it is vital that sound standards be established to ensure that every subdivision is designed and the improvements installed in the best interest of the town.

The following pages contain a complete set of subdivision regulations for the Town of Easton. They provide extensive protection for the town through the inclusion of specific standards and procedures which improve upon those presently in use by the Planning Board. The regulations are divided into the following sections:

| <u>Section</u> | | <u>Page</u> |
|----------------|--|-------------|
| 1.00 | TITLE, PURPOSE, AND AUTHORITY | 208 |
| 2.00 | DEFINITIONS | 210 |
| 3.00 | GENERAL | 212 |
| 4.00 | PROCEDURES FOR THE SUBMISSION AND APPROVAL OF PLANS | 214 |
| 5.00 | DESIGN AND CONSTRUCTION STANDARDS | 224 |
| 6.00 | REQUIRED IMPROVEMENTS FOR AN APPROVED SUBDIVISION | 237 |
| 7.00 | ADMINISTRATION | 238 |
| 8.00 | EFFECTIVE DATE AND REPEALER | 240 |

RULES AND REGULATIONS
GOVERNING THE SUBDIVISION OF LAND
TOWN OF EASTON, MASSACHUSETTS

(Adopted under The Subdivision Control Law
Sections 81-K to 81-GG inclusive, Chapter 41, G.L.)

SECTION 1.00

TITLE, PURPOSE, AND AUTHORITY

1.01 Title

These rules and regulations of the Easton Planning Board shall be known and may be cited as the "Rules and Regulations Governing the Subdivision of Land, Town of Easton, Massachusetts" which herein are called "These Rules and Regulations."

1.02 Purpose

The Rules and Regulations Governing the Subdivision of Land, Town of Easton, Massachusetts have been enacted for the purpose of protecting the safety, convenience, and welfare of the inhabitants of Easton by regulating the laying out and construction of ways in subdivisions providing access to the several lots therein, but which have not become public ways, and ensuring sanitary conditions in subdivisions and in proper cases parks and open areas. The powers of the Planning Board and of a board of appeal under the Subdivision Control Law shall be exercised with due regard for the provision of adequate access to all of the lots in a subdivision by ways that will be safe and convenient for travel; for lessening congestion in such ways and in the adjacent public ways; for reducing danger to life and limb in the operation of motor vehicles; for securing safety in the case of fire, flood, panic, and other emergencies; for ensuring compliance with the Easton Zoning Bylaw; for securing adequate provision for water, sewerage, drainage, underground utility services, fire, police, street lighting, and other similar municipal equipment, and other requirements where necessary in a subdivision; and for coordinating the ways in a subdivision with each other and with the public ways in the town and with the ways in neighboring subdivisions. It is the intent of These Rules and Regulations that any subdivision plan filed with the Planning Board shall receive the approval of such Board. If said plan conforms to the recommendation of the Board of Health and to the reasonable Rules and Regulations of the Board pertaining to subdivisions of land; provided, however, that such Board may, when appropriate, waive, as provided for in

Section 7.02, such portions of These Rules and Regulations as is deemed advisable.

1.03 Authority

Under the authority vested in the Planning Board of the Town of Easton by Section 81-Q of Chapter 41 of the General Laws of Massachusetts, said Board hereby adopts these Rules and Regulations Governing the Subdivision of Land in the Town of Easton.

SECTION 2.00

DEFINITIONS

For the purpose of These Rules and Regulations, unless a contrary intention clearly appears, the terms and words defined in the Subdivision Control Law shall have the meaning given therein. The following other terms and words shall have the following meanings:

Applicant: Either the owner of the land stated in the application for subdivision or all the owners where title is held jointly, in common, or in tenancy by the entirety, including corporations. For a corporation, evidence in the form of a list of its officers and designated authority to sign legal documents shall be required. An agent, representative, or his assigns may act for an owner, provided written evidence of such fact is submitted.

Board: The Planning Board of the Town of Easton.

Engineer: Any person who is registered or otherwise legally authorized by the State of Massachusetts to perform professional civil engineering services.

Major Network: Includes the primary arterials, secondary arterials, and collectors as designated on the "Circulation Plan" contained in Easton Master Plan of 1970.

Collector Streets: Streets which receive and distribute traffic from and to various subareas within a given region, and receive traffic from a given residential neighborhood or industrial area and carry it to an arterial highway. These roads run through developed areas or connect concentrations of development, and carry significant volumes of traffic.

Local Streets: Streets which primarily provide access to adjacent land uses.

Planning Board Inspector: The person authorized by the Board of Selectmen to inspect all construction regulated by These Rules and Regulations in a subdivision and issue certificates of approval or disapproval.

Subdivision: The division of a tract of land into two or more lots including resubdivision, and, when appropriate to the context, relating to the process of subdivision of the land or territory subdivided; provided, however, that the division of a tract of land into two or more lots shall not be deemed to constitute a subdivision within the meaning of the Subdivision Control Law, if, at the time when it is made, every lot within the

tract so divided has frontage on (a) a public way, or a way which the Town Clerk certifies is maintained and used as a public way, or (b) a way shown on a plan previously approved and endorsed in accordance with the Subdivision Control Law, or (c) a way in existence when the Subdivision Control Law became effective in the Town of Easton having, in the opinion of the Board, sufficient width, suitable grades and adequate construction to provide for the needs of vehicular traffic in relation to the proposed use of the land abutting thereon or served thereby, and for the installation of municipal services to serve such land and the buildings erected or to be erected thereon. Such frontage shall be of at least such distance as is then required by zoning or other ordinance or bylaw, if any, for erection of a building on such lot, and if no distance is required, such frontage shall be of at least 20 feet. Conveyances or other instruments adding to, taking away from, or changing the size and shape of lots in such a manner as not to leave any lot so affected without the frontage above set forth, or the division of a tract of land on which two or more buildings were standing when the Subdivision Control Law went into effect in the Town of Easton into separate lots on each of which one of such buildings remains standing, shall not constitute a subdivision.

Subdivision Control Law: Refers to Sections 81-K to 81-GG, inclusive, of Chapter 41, of the General Laws of the Commonwealth of Massachusetts, entitled "Subdivision Control."

Subdivision, Rural: A subdivision for residential purposes in which the minimum lot size is 35,000 square feet or more.

Subdivision, Urban: A subdivision for residential purposes in which the minimum lot size is less than 35,000 square feet.

Subdivision, Industrial: A subdivision for business or industrial purposes.

Surveyor: Any person who is registered or otherwise legally authorized to perform land surveying services.

SECTION 3.00

GENERAL

3.01 Limitation of One Dwelling on Any Lot

Not more than one building designed or available for use for dwelling purpose shall be erected or placed or converted to use as such on any lot in a subdivision, or elsewhere in the Town of Easton without the consent of the Board. Such consent may be conditional upon the providing of adequate ways furnishing access to each site for such building, in the same manner as otherwise required for lots within a subdivision.

3.02 Plan Believed Not to Require Approval

Any person who wishes to cause to be recorded in the Registry of Deeds or to be filed with the Land Court a plan of land and who believes that his plan does not require approval under the Subdivision Control Law, may submit his plan and application Form A (see Forms) to the Board, accompanied by the necessary evidence to show that the plan does not require approval. Said person shall file, by delivery or registered or certified mail, a notice with the Town Clerk stating the date of submission for such determination and accompanied by a copy of said application.

If the Board determines that the plan does not require approval, it shall forthwith, without a public hearing, endorse on the plan the words "Planning Board approval under Subdivision Control Law not required." Said plan shall be returned to the applicant and the Board shall notify the Town Clerk of its action.

If the Board determines that the plan does require approval under the Subdivision Control Law, it shall, within 14 days of submission of said plan, so inform the applicant and return the plan. The Board shall also notify the Town Clerk of its determination.

If the Board fails to act upon the plan within the prescribed 14 days, it shall be deemed to have determined that approval under the Subdivision Control Law is not required.

3.03 Forming a Subdivision

No person shall make a subdivision within the meaning of the Subdivision Control Law of any land within the town, or proceed with the improvement or sale of lots in a subdivision, or the construction of ways, or the installation of municipal services therein, unless and until a Definitive Plan of such

subdivision has been submitted to and approved by the Board as hereinafter provided.

3.04 Effect of Prior Recording of Subdivision Land

The recording of a plan of land within the town in the Registry of Deeds of Bristol County prior to the effective date of the Subdivision Control Law in the Town of Easton, showing the division thereof into existing or proposed lots, sites or other divisions and ways furnishing access thereto, shall not exempt such land from the application and operation of these rules, regulations and requirements except as specifically exempt by Section 81-FF of the Subdivision Control Law.

SECTION 4.00

PROCEDURES FOR THE SUBMISSION AND APPROVAL OF PLANS

4.01 Preliminary Plan

1. General. A Preliminary Plan of a subdivision may be submitted by the applicant for discussion and approval by the Board. The submission of such a Preliminary Plan will enable the subdivider, the Board, other municipal agencies and owners of property abutting the subdivision to discuss and clarify the problems of such subdivision before a Definitive Plan is prepared. Therefore, it is strongly recommended that a Preliminary Plan be filed in every case. A properly executed application Form B (see Forms) shall be filed with the Preliminary Plan submitted to the Board.

The plan shall be submitted by delivery at a meeting of the Board or by registered or certified mail to the Board, in care of the Town Clerk. If so mailed, the date of mailing shall be the date of submission of the plan. In addition, written notice shall be given by the applicant to the Town Clerk by delivery or by registered or certified mail, that he has submitted such a plan.

2. Contents. The Preliminary Plan may be drawn on tracing paper 24 inches by 36 inches with pencil at a scale of 1" = 40' and seven prints shall be filed at the office of the Board. Said Preliminary Plan shall show sufficient information about the subdivision to form a clear basis for discussion of its problems and for the preparation of the Definitive Plan. Such information shall include the material required by items "a" to "g" inclusive of the Contents of the Definitive Plan (Section 4.02-2), plus the legend and title "Preliminary Plan," name of the engineer or surveyor responsible for the plan, proposed system of drainage, approximate boundary lines of proposed lots, with approximate areas and dimensions, and topography of land in a general manner. During discussion of the Preliminary Plan, the complete information required for the Definitive Plan (Section 4.02-2) and the financial arrangements (Section 4.02-8) will be developed.
3. Action by Board. The Board may give such Preliminary Plan its approval, with or without modification. Such approval does not constitute approval of a subdivision but does facilitate the procedure in securing approval of the Definitive Plan.

The Board may also disapprove the plan. A disapproval will be accompanied by a detailed statement of reasons for the action.

Notice of its action must be given by the Board to the applicant and Town Clerk within 60 days of the date of submission. Failure to act within that time shall be considered as approval of the Preliminary Plan.

4.02 Definitive Plan

1. General. Any person who submits a Definitive Plan of a subdivision to the Board for approval shall file with the Board the following:
 - a. One reproducible drawing of the Definitive Plan (including all plans, maps, and cross sections required by Section 4.02-2) and seven contact prints thereof, dark line on white background. The reproducible drawing will be returned after approval or disapproval.
 - b. A properly executed application Form C (see Forms).
 - c. A deposit of \$30 to cover the cost of advertising and notices.
 - d. A location plan of the subdivision at a scale of 1" = 200', showing the right-of-way lines of all proposed streets in the subdivision and their location in relation to two or more existing streets, or portions thereof, shown and readily identifiable as to locus on the Town Map and to such accuracy that the Town Map may be placed over the location plan for purposes of actual transfer.
 - e. Evidence that the Definitive Plan considers the Board's action on the Preliminary Plan if submitted and that it conforms to the Board's rules and regulations.
 - f. List of Abutters (Form D). Name and mailing address of all the abutters as they appear in the most recent tax list, including owners of land separated from the subdivision only by a street.
 - g. A sketch plan showing a possible or prospective street layout for any adjacent unsubdivided land owned or controlled by the owner or applicant of the subdivision, unless such a plan has already been submitted to the Board.

- h. The applicant shall also by delivery or registered mail file written notice to the Town Clerk stating the date of submission of the Definitive Plan, accompanied by a copy of the completed application (Form B).
2. Contents. The Definitive Plan shall be prepared by a registered professional engineer or land surveyor licensed by the Commonwealth of Massachusetts and shall be clearly and legibly drawn in black India ink upon mylar or a similar stable base material. The plan shall be at a scale of 1" = 40' or such other scale as the Board may accept to show details clearly and adequately. Sheet sizes shall not exceed 24 inches by 36 inches. If multiple sheets are used, they shall be accompanied by an index sheet showing the entire subdivision. The Definitive Plan shall contain the following information:
- a. Subdivision name, boundaries, true north point, date of submission and scales.
 - b. Names and address of record owner and applicant.
 - c. Names of all abutters as determined from the most recent local tax list, including owners of land separated from the subdivision only by a street; and zoning district boundaries, if any.
 - d. Existing and proposed lines of streets, lots, rights-of-way, easements, and any public or common areas within the subdivision. (The proposed names of proposed streets shall be shown in pencil until they have been approved by the Board.) Purpose of easement shall be indicated.
 - e. Location, names, and present widths of streets bounding, approaching, or within reasonable proximity of the subdivision.
 - f. Location of natural waterways and water bodies within and adjacent to the subdivision.
 - g. Major site features, such as existing stone walls, fences, buildings, large trees, rock ridges and outcroppings, and swamps.
 - h. Sufficient data including lengths, bearings, radii, and central angles to determine the exact location, direction, and length of every street and way line, lot line, and boundary line, and to establish these lines on the ground.

- i. Location of all permanent monuments and bench marks identified as to whether existing or proposed.

All bench marks shall be tied to and employ USGS (United States Geological Survey) datum system.

- j. Boundary lines, areas in square feet, and dimensions of all proposed lots, with all lots designated numerically and in sequence.

- k. Name of the engineer and surveyor who prepared the plan. Certificates and seals of the engineer and surveyor that they actually prepared the plan, and an additional certificate by the surveyor that all surveying conforms to the Technical Standards for Property Surveys of the American Congress on Surveying and Mapping shall appear on the plan.

- l. Suitable space to record the action of the Board and the signatures of the members of the Planning Board on each sheet of the Definitive Plan. Where the applicant elects to secure completion of required improvements by covenant (rather than bonds or surety), there shall be a notation above such space as follows:

Approved _____, subject to covenant conditions set forth in a covenant executed by _____, dated _____, and to be (recorded - registered) herewith.

Items m, n, o, and p may be submitted on the same sheet as the Definitive Plan or on separate sheets.

- m. Existing and proposed topography, with 2-foot contour intervals, unless the Board agrees that the natural surface of the ground may be adequately represented by contours with larger intervals or by figures of elevation. Finished lot grades shall conform to FHA (Federal Housing Administration) minimum property standards for one and two living units as last revised.
- n. Profiles on the lines of proposed streets at a horizontal scale of 1" = 40' and at a vertical scale of 1" = 4', or such other scales acceptable to the Board. All elevations shall refer to USGS datum. Profiles shall also indicate the location of any intersecting public or private ways, and the location and size of existing and proposed storm drains, water mains, and sewers and their

appurtenances, and other underground utilities to be placed in the right-of-way.

- o. On the same sheet, there shall be drawn cross sections of the proposed street, properly located and identified by station number, at such intervals along the streets as will adequately indicate any variations in its section, supplemented, where necessary, by lines on the layout plan showing the width and location of proposed roadways, planting strip, gutters, sidewalks and similar physical features.
 - p. The result of percolation tests and the level of the water table for each lot proposed within the subdivision. The tests shall be executed in accordance with the Regulation 14.2, "Percolation Test Procedures," of Article XI of the Massachusetts Sanitary Code.
 - q. Location and dimensions of each proposed on-lot sewerage and water system. Computations used in determining required on-lot sewerage leaching areas.
 - r. Cross section of each sewer manhole and drainage manhole.
 - s. Computations used in designing storm drainage channels.
 - t. Any other pertinent information which the Planning Board may request.
3. Review by Board of Health as to Suitability of the Land
- a. At the time of filing of the Definitive Plan, the applicant shall also file with the Board of Health two contact prints of the Definitive Plan, dark line on white background, including all items of the Contents of Definitive Plan described above.
 - b. The Board of Health shall, within 45 days after filing of the plan, report to the Board in writing its approval or disapproval of said plan. A copy of such report shall be sent to the applicant. If the Board of Health disapproves said plan, it shall make specific findings as to which, if any, of the lots shown on such plan cannot be used for building sites without injury to the public health, and include such specific findings and the reasons therefore in such report, and, where possible, shall make recommendations for the adjustment thereof. Any approval

of the plan by the Planning Board shall then only be given on condition that the designated lots or land shall not be built upon or served with any utilities (including cesspools, septic tanks, and drainage) without prior consent of the Board of Health. The Planning Board shall endorse on the plan such condition, specifying the lots or land to which such condition applies.

4. Prior Approval under Massachusetts General Law, Chapter 130, Section 27A, and Chapter 131, Section 117C. Any person submitting a subdivision for approval by the Board, said subdivision to be built upon any bank, flat, marsh, meadow, or swamp bordering on any inland or coastal waterways, shall show evidence of approval to perform such activity under the Inland Wetlands Act (Chapter 131, Section 40A, Massachusetts General Laws).
5. Public Hearing. Before approval, modification and approval, or disapproval of a Definitive Plan is given, a public hearing shall be held by the Board. Notice of the time and place of the hearing, and of the subject matter, sufficient for identification, shall be given by the Board at the expense of the applicant by advertisement in a newspaper of general circulation in the Town of Easton once in each of two successive weeks, the first publication being not less than 14 days before the day of such hearing. A copy of said notice shall be mailed to the applicant and to all owners of land abutting upon the subdivision or separated from such land only by a street as appearing in the most recent tax list.
6. Approval, Modification or Disapproval. After the required hearing, but within the period specified in the Subdivision Control Law of submission of the Definitive Plan, the Board shall take action thereon. It may approve, modify and approve, or disapprove said plan, as provided by statute.

The action of the Board in respect to such plan shall be certified and filed with the Town Clerk and sent by registered or certified mail to the applicant. Favorable action shall require a majority vote of the Board members.

If the Board modifies or disapproves such plan, it shall state with its vote the reasons for its action. Final approval, if granted, shall be endorsed on the reproducible drawings of the Definitive Plan by the signatures of the majority of the Board (or by the signature of the person officially authorized by the Board) but not until the statutory 20-day appeal period has elapsed following

the filing of the certificate of the action of the Board with the Town Clerk and said Clerk has notified the Board that no appeal has been filed, or if appeal has been taken, not until the entry of a final decree of the court sustaining the approval of such plan. After the Definitive Plan has been approved and endorsed, the applicant shall furnish the Board with three prints thereof.

Final approval of the Definitive Plan does not constitute the laying out or acceptance by the town of streets within a subdivision.

7. Recording of Plan. Within 10 days after the Definitive Plan, as approved and endorsed, has been recorded at the Bristol County Registry of Deeds and, in the case of registered land with the recorder of the Land Court, the applicant shall notify the Board in writing of such recording.

Upon receipt of notification of recording, the Board shall file one print of the Definitive Plan with the Building Inspector. Unless the Building Inspector has received such print, he shall issue no permit for a building on any lot within the subdivision. Further, in accordance with the statute, where approval with covenant is noted thereon, he shall issue no permit for the construction of a building on any lot within the subdivision except upon receipt from the Board of a copy of the Certificate of Performance, Form F (see Forms), releasing the lot in question.

8. Performance Guarantee. Before endorsement of the Board's approval of a Definitive Plan of a subdivision, the applicant shall agree to complete the required improvements specified in Section 6.00 for all lots in the subdivision, such construction and installation to be secured by one, or in part by one and in part by the other, of the following methods which may from time to time be varied by the applicant.

- a. Approval with Bonds or Surety. The applicant shall either file a surety company performance bond or a deposit of money in an amount determined by the Board after consultation with the appropriate town departments to be sufficient to cover the cost of all or any part of the improvements specified in Section 6.00 not covered by a covenant under "b" below. Such bond or security, if filed or deposited, shall be approved as to form and manner of execution by the Town Counsel and as to sureties by the Town Treasurer and shall be contingent on the completion of such

improvements within two years of the date of the bond or surety. At the discretion of the Board, a time extension may be granted.

- b. Approval with Covenant. The applicant shall file a covenant Form E (see Forms), executed and duly recorded by the owner of record, running with the land, whereby such ways and services as specified in Section 6.00 not covered by bond or deposit under "a" above, shall be provided to serve any lot before such lot may be built upon or conveyed, other than by mortgage deed.
9. Reduction of Bond or Surety. The penal sum of any such bond, or the amount of any deposit held under clause "a" of Section 4.02-8 above, may, from time to time, be reduced by the Board and the obligations of the parties thereto released by said Board in whole or part. If release is by reason of covenant, a new plan of the portion to be subject to the covenant may be required.
10. Later Alternate Method of Guaranteeing Performance. After sufficient improvements have been made by the applicant to give the Board reason to release one or more lots from a performance guarantee and following the recording of a first mortgage or mortgages on a lot or lots in the subdivision given as security for advances to the subdivider by a lender, the Board may, at its option, release lots from the operation of a performance guarantee without receipt of a bond or deposit of money upon delivery to the Board of an agreement with the Board, which agreement shall be executed by the applicant and the lender and shall provide for the retention by the lender of sufficient funds otherwise due the applicant to secure the construction of ways and the installation of utilities. Said agreement shall provide for a schedule of disbursements which may be made to the applicant upon completion of various stages of the work and shall further provide that in the event the work is not completed within the time set forth by the applicant, any funds remaining undisbursed shall be available for completion.
11. Release of Performance Guarantee. Upon the completion of improvements required under Section 6.00, security for the performance of which was given by bond, deposit, or covenant, or upon the performance of any covenant with respect to any lot, the applicant shall send by registered mail to the Town Clerk and to the Board a written statement in duplicate that the said construction or installation in connection with which such bond, deposit, or covenant has been given has been completed in accordance with the requirements contained under Section 6.00,

such statement to contain the address of the applicant. If the Board determines that said construction or installation has not been completed, it shall specify to the applicant in writing the details wherein said construction and installation fails to comply with the requirements contained under Section 6.00. Upon failure of the Board to act on such application within 45 days after the receipt of the application by the Town Clerk, all obligations under the bond shall cease and terminate by operation of law, and any deposit shall be returned and any such covenant shall become void. In the event that said 45-day period expires without such specification, or without the release and return of the bond or return of the deposit or release of the covenant as aforesaid, the Town Clerk shall issue a certificate to such effect, duly acknowledged, which may be recorded.

12. Evidence of Satisfactory Performance. Before the Board will release the interest of the town in a performance bond or deposit or, in the case of approval with covenant, issue a release of covenant:
 - a. The applicant shall file with the Board a certified copy of the layout plan (with accompanying cross sections and profiles) for each street in the subdivision. Certification shall be by the engineer and surveyor employed by the applicant at his own expense, and shall indicate that all streets, sidewalks, sewers, storm drains, and water mains, and their appurtenances have been constructed in accordance with the lines and grades of said plan and are accurately located as shown thereon. The applicant shall also file a street acceptance plan or plans, as the case may be, suitable for recording in a form acceptable to the Board and the Town Counsel and showing such data and boundaries as is necessary for the town to properly accept the street or streets shown thereon.
 - b. The Board shall obtain in writing from the appropriate town department heads or the Planning Board Inspector, as determined by the Board, a statement that all work required by These Rules and Regulations has been inspected by him and completed in each street in the subdivision (or the street or streets serving the lots in question), including storm drains, bridges, and sidewalks, and that he has approved the methods of construction and materials used in the performance of such work.
 - c. The Board shall obtain in writing from the appropriate town department heads or the Planning Board Inspector, as determined by the Board, a statement that

they have inspected and the applicant has completed each water main and sanitary sewer and their appurtenances in accordance with the requirement of These Rules and Regulations and they have approved the methods of construction and materials used in the performance of such work.

- d. The Board shall obtain in writing from the Board of Health a statement that each already installed on-lot sewerage system was installed in accordance with the Easton Board of Health rules and regulations for cesspools, septic tanks, vault privies, and public sewers, and Article XI of the Sanitary Code of the Department of Health of the Commonwealth of Massachusetts and each on-lot water system was installed in accordance with the Manual of Individual Water Supply Systems of the U.S. Department of Health, Education, and Welfare.

- e. The applicant shall execute an instrument, in a form approved by the Board transferring to the town or to an approved public utility company without cost, valid unencumbered title to all sanitary sewers, water mains, and appurtenances thereto, constructed and installed in the subdivision or approved portion thereof, and conveying to the town or to an approved public utility company without cost and free of all liens and encumbrances, perpetual rights and easements to construct, inspect, repair, renew, replace, operate and forever maintain such sanitary sewers and water mains, with any manholes, conduits, and other appurtenances, and to do all acts incidental thereto, in, through, and under the whole of all streets in the subdivision or approved portion thereof, and if any such sewers or water mains have been constructed and installed in land not within such streets, then in, through, and under a strip of land extending 10 feet in width on each side of the centerline of all such sewers and water mains.

SECTION 5.00

DESIGN AND CONSTRUCTION STANDARDS

5.01 Streets

1. Location

- a. All streets in the subdivision shall be designed so that, in the opinion of the Board, they will provide safe vehicular travel. Due consideration shall also be given by the subdivider to the attractiveness of the street layout in order to obtain the maximum livability and amenity of the subdivision.
- b. The proposed streets shall conform so far as practicable to the Master or Study Plan as adopted in whole or in part by the Board.
- c. Provision satisfactory to the Board shall be made for the proper projection of streets, or for access to adjoining property which is not yet subdivided.
- d. Reserve strips prohibiting access to streets or adjoining property shall not be permitted, except where, in the opinion of the Board, such strips shall be in the public interest.

2. Cross Sections. Cross sections shall be in accordance with the standards as shown in Table 59.

3. Alignment, Grade, Dead-End, and Intersections. These shall be in accordance with the standards shown in Table 60.

5.02 Utility Installation

The installation of public utilities shall conform to the standards in the following sections.

1. The applicant shall employ at his own expense an engineer to set all lines and grades in a manner satisfactory to the Board.
2. All water mains shall have a minimum of 5 feet of cover, laid to line and grade in a workmanlike manner and all necessary fittings, valves, low point drains, hydrants, and other necessary features installed. Water main appurtenances, including service connections and hydrants, shall meet the latest standard specifications for "Cast Iron, Water Pipe, and Special Castings" as adopted by the American Water Works Association.

Table 59. Street Cross Sectional Design Standards

| Characteristic | Collector streets | | |
|---|----------------------|--------------------|--------------------|
| | Urban and industrial | Rural | Local streets |
| <u>Type</u> | <u>Full access</u> | <u>Full access</u> | <u>Full access</u> |
| Design speed | 50 | 40 | 40 |
| Average daily traffic | 2,500 to 10,000 | 600 to 2,500 | Under 600 |
| Right-of-way width, ft | 60 to 72 | 60 | 50 |
| Moving lanes: | | | |
| No. | 2 | 2 | 2 |
| Width (each), ft | 12 | 12 | 12 |
| Parking lanes: ⁽²⁾ | | | |
| No. | 2 | 1 | 1 |
| Width (each), ft | 10 | 10 | 8 |
| Shoulders, width each, ft | 8 | 8 | 8 |
| Total width of pavement (including shoulders), ft | 40 to 44 | 34 to 40 | 32 |
| Planting strip width (each), ft | 4 to 10 | 3 to 8 | 3 to 8 |
| Sidewalk width (each), ft ⁽³⁾ | 6 | 5 | 4 |
| Curbing required ⁽⁴⁾ | Yes | Yes | Yes |

1. Design standards for primary arterial highways shall be determined by the Massachusetts Department of Public Works.
2. Parking lanes are to be part of the standard cross section in place of right-hand shoulders for urban roadways.
3. Sidewalks are to be placed within the planting strips for urban roadways.
4. Curbing requirements may be waived if in the opinion of the Board, they are not necessary, except as noted in Section 5.05.

Source: Generally accepted cross sectional standards adjusted by Metcalf & Eddy to reflect the needs of Easton.

Table 60. Recommended Geometric Design Standards

| Characteristic | Collector street | | Minor street |
|--|----------------------|---------------|--------------|
| | Urban and industrial | Rural | |
| <u>Horizontal alignment</u> | | | |
| Minimum radius at centerline | 830 ft | 510 ft | 510 ft |
| <u>Vertical alignment</u> | | | |
| Clear sight distance at 4.5 ft above pavement | 350 ft | 275 ft | 275 ft |
| <u>Grade</u> | | | |
| a. Maximum | 3% | 4% | 6% |
| b. Minimum | 0.5% | 0.5% | 0.5% |
| <u>Intersection</u> | | | |
| a. Minimum intersection angle | 60 deg | 60 deg | 60 deg |
| b. Minimum centerline offset | 125 ft | 125 ft | 125 ft |
| c. Minimum radius at edge of roadway | 50 ft | 30 ft | 25 ft |
| d. Sight distance | 800 ft | 550 ft | 450 ft |
| <u>Dead-end streets</u> | | | |
| Maximum length | Not permitted | Not permitted | 500 ft |
| Minimum turnaround radius at edge of roadway, ft | - | - | 60 ft |

Source: Generally accepted geometric design standards adjusted by Metcalf & Eddy to reflect the needs of Easton.

3. Sanitary sewers and drains shall have a minimum of 3 feet of cover. However, depth will be as required to adequately sewer or drain the subdivision. Sewers shall be laid to true line and grade.
4. Electric and telephone conduits if installed underground, shall have a minimum cover of 4 feet.

5. Unsuitable material below normal pipe inverts shall be removed and replaced by material approved by the Superintendent of Highways. Unsuitable material shall not be used for trench backfill.
6. Width of trench shall be equal to $4/3$ diameter of the pipe or conduit plus 18 inches.
7. Sheet piling, if used, shall be cut off 12 inches above top of pipe or conduit.
8. Pipe and conduits shall be surrounded by 6 inches of compacted screened gravel if set in earth, and 12 inches if set in rock. In rock, clay, or peat excavation, trenches shall be excavated to a depth of 6 inches or more below the bottom of any water pipe, storm drain, or sewer and filled with bank-run or select gravel, whichever is approved by the Superintendent of Highways.
9. Backfill shall be compacted to 90 percent of the maximum dry density of the material as determined by the American Association of State Highway Officials, Designation T-180D.
10. All underground utilities shall be tested and approved prior to installation of base course(s) and pavement.
11. All lot connections shall be installed to the right-of-way line, and marked or surveyed so as to be easily located in the future.

5.03 Street Construction

1. Grading

- a. The applicant shall employ at his own expense an engineer to set all lines and grades in a manner satisfactory to the Board.
- b. The entire area within the right-of-way lines shall be cleared and grubbed of all stumps, brush, roots, boulders, and like material. All material shall be removed to a minimum 15-1/2-inch depth below the finished grade of the roadway or filled to a subgrade parallel to the finished grade. (Refer to Table 61.) Trees intended to be preserved shall be protected by suitable boxes, fenders, or wells as appropriate.
- c. All unsuitable material below the subgrade shall be removed and shall be replaced by 9 inches of bank-run gravel or other material approved by the Massachusetts Department of Public Works Standard Specifications for Highways, Bridges, and Waterways (1967), Section 405.

Table 61. Required Depths of Pavement Sections

| Type of street | Pavement section | Thickness of section - inches | | |
|----------------------------------|--|---------------------------------|---------|-------------------|
| | | Subgrade support classification | | |
| | | Poor | Medium | Good to excellent |
| Local | Surface course | 1 in. | 1 in. | 1 in. |
| | Binder course | 2.5 in. | 2.5 in. | 2.5 in. |
| | Base course, either bituminous or granular | 3 in. | 1.5 in. | Not required |
| | | 6 in. | 3 in. | Not required |
| | Depth of compaction of subbase | 9 in. | 18 in. | 24 in. |
| Rural collector | Surface course | 1.5 in. | 1.5 in. | 2 in. |
| | Binder course | 3 in. | 3 in. | 3 in. |
| | Base course, either bituminous or granular | 4.5 in. | 2.5 in. | Not required |
| | | 9 in. | 5 in. | Not required |
| | Depth of compaction of subbase | 7 in. | 18 in. | 24 in. |
| Industrial or urban collector | Surface course | 2 in. | 2 in. | 2 in. |
| | Binder course | 3 in. | 3 in. | 3 in. |
| | Base course, either bituminous or granular | 5.5 in. | 3 in. | 1 in. |
| | | 11 in. | 6 in. | 3 in. |
| | Depth of compaction of subbase | 9 in. | 18 in. | 24 in. |

Source: Metcalf & Eddy

- d. All materials used for roadway embankments also to a depth of 9 inches shall conform to the Massachusetts Department of Public Works Standard Specifications for Highways, Bridges, and Waterways (1967), Section 150.
- e. The subgrade shall be classified as follows:
 - (1) Poor. Subgrade soils which become quite soft and plastic when wet. Included are those soils having appreciable amounts of clay and silt and fine sand where frost penetration into the subgrade is expected.
 - (2) Medium. Subgrade soils which retain a moderate degree of firmness when saturated. Included are such soils as fine sands where frost is not a problem, silty sands, and sandy gravels with some silts and clays.
 - (3) Good to Excellent. Subgrade soils which retain a substantial amount of their load-supporting capacity when saturated shall be classified as good. Included are clean sands and gravels free of detrimental amounts of plastic silts and clays. Subgrade soils unaffected by moisture or frost shall be classified as excellent. Included are clean and sharp sands and gravels, particularly those that are well graded.
- f. Before the base course is spread, the subbase shall be shaped to a true surface conforming to the proposed cross section of the road and shall be compacted in layers not exceeding 8 inches in depth except the last layer shall not exceed 4 inches in depth. The subbase shall be compacted to the depth indicated in Table 61 and to the proper percent of the maximum dry density of the material (cohesive to 95 percent and cohesionless to 100 percent--AASHTO T 180 Method D).
- g. Where fill is required, it shall be placed in layers not deeper than 12 inches and shall be compacted as in f above. The fill shall be of suitable material free of all organic material and not contain excessive amounts of clay.

2. Surfacing

- a. The pavement structure shall be constructed in accordance with applicable sections of the Massachusetts Standard Specifications for Highways, Bridges, and Waterways.

- (1) Base Course. The base course shall be either asphalt concrete in accordance with Section 420, Class I Bituminous Concrete Base Course Type I-1 or granular in accordance with Section 405, Gravel Base Course or Section 410, Crushed Stone Base Course. It shall be laid to a depth indicated in Table 61.
- (2) Binder Course. The binder course shall be asphalt concrete in accordance with Section 460, Class I Bituminous Concrete Pavement Type I-2 (Binder Course Mix). It shall be laid to a depth indicated in Table 61.
- (3) Surface Course. The surface course shall be asphalt concrete in accordance with Section 460, Class I Bituminous Concrete Pavement Type I-1 (Top Course Mix). It shall be laid to a depth indicated in Table 61.

5.04 Shoulders

1. In subdivisions where shoulders are allowed, a stabilized grassed shoulder having a width of at least 4 feet may, at the option of the applicant, be constructed within the roadway at its outer edge.
2. Such shoulders shall consist of a layer of select gravel mixed with good quality loam in the ratio of two parts gravel and one part loam, placed on the side of the pavement surface, on top of the base layer, rolled and compacted to a transverse grade meeting that of the finished pavement, and seeded with hayseed applied in sufficient quantity to assure adequate coverage. The seed shall be rolled in when the soil is moist.

5.05 Curbing

1. Curbing shall be either standard granite or precast concrete, at the election of the applicant, except in industrial subdivisions where standard granite curbing shall be required.
2. In all subdivisions except as noted below, curbings shall be installed along each edge of the roadway in all streets.

In rural subdivisions if in the opinion of the Board, continuous curbing is not necessary, the following shall apply: curbing shall be installed at all intersections, then along the circumference of the roadway for the full length of the rounded curve plus a straight section at the end of the curve at least 6 feet long.

When curbed intersections involve one or more streets having a grassed shoulder, the curbing shall be placed at the edge of the roadway and the pavement on the street or streets with such shoulders shall be widened to the full width of the roadway (thus meeting the curb) within 50 feet of the intersection, tapering down to normal width within 75 feet thereof.

5.06 Sidewalks

1. Sidewalks shall have a finished grade of 2.0 percent sloping toward the roadway. When unusual physical land characteristics or topographic conditions require, the Board may approve the placement of a sidewalk at a greater distance from the roadway or at a higher or lower elevation in relation thereto, provided such variation is indicated on the Definitive Plan or in covenant.
2. In constructing all sidewalks, the material shall be removed for the full width of the sidewalk to a subgrade at least 11 inches below the approved finished grade, and also all soft spots and other undesirable material below such subgrade shall be replaced with a good binding material and rolled with a 2-ton roller or equivalent. Unless the applicant elects to install cement concrete sidewalks (built according to specifications of the Massachusetts Department of Public Works), the excavated area shall be filled with at least 8 inches of select gravel containing some binding material and compressed and rolled to a surface slope of 2 percent. Sidewalks shall then be paved to a thickness of 3 inches with bituminous concrete pavement, applied in 1-1/2-inch courses.

5.07 Planting Strips

1. Planting strips shall be provided on each side of the roadway, between the cartway and the sidewalk, where sidewalks are required.
2. The finished grade of such planting strips shall be 2 percent sloping toward the roadway. Where unusual physical land characteristics or topographic conditions exist, the Board may approve the construction of a planting strip at a slope greater than 2 percent, provided the finished slope will not project above or below a plane sloped three horizontal to one vertical upward or downward from the edge of the roadway.
3. No trees or other obstruction shall be placed or retained within the planting strip so as to be closer than 2 feet from the edge of the roadway.

4. The top 6 inches of planting strips shall consist of good quality loam extending to the right-of-way, screened, raked, and rolled with at least a 100-pound roller to grade. The loam shall be seeded with lawn grass seed applied in sufficient quantity to assure adequate coverage, rolled when the loam is moist. Loaming and seeding shall be in accordance with Sections 751 and 765 of the Massachusetts Standard Specifications for Highways, Bridges, and Waterways (1967).

5.08 Side Slopes

1. The area in back of the sidewalk, or where no sidewalk is constructed, in back of the required planting strip, shall be graded to a point where it coincides with the finished grade of abutting lots in such a manner that no portion thereof within the right-of-way lines of the street will project above a plane sloped three horizontal to one vertical from one foot beyond the edge of the sidewalk or grass lot, or be below a plane sloped three horizontal to one vertical downward.
2. The top 6 inches of side slopes shall consist of good quality loam extending to the right-of-way, screened, raked, and rolled with at least a 100-pound roller to grade. The loam shall be seeded with lawn grass seed applied in sufficient quantity to assure adequate coverage, rolled when the loam is moist. Loaming and seeding shall be in accordance with Sections 751 and 765 of the Massachusetts Standard Specifications for Highways, Bridges, and Waterways (1967).

5.09 Street Name Signs

Street name signs shall be of a design acceptable to the Highway Superintendent, shall contain the names of both intersecting streets and shall be erected at each street intersection at the inside curb edge.

5.10 Monuments and Markers

1. Granite or reinforced-concrete monuments 3 feet 6 inches in length, dressed to 6 inches at the top with a 3/8-inch drill hole in the center, and not less than 6 inches square at the bottom shall be set to finish grade as shown on plans.
2. No permanent monuments shall be installed until all construction which could destroy or disturb the monuments is completed.

3. Monuments shall be installed at all street intersections, at all points of change in direction of curvature of streets and at other points as shown on the Definitive Plan and where, in the opinion of the Board, permanent monuments are necessary.

5.11 Bridges

Bridges shall be designed in accordance with the Standards of the Massachusetts Department of Public Works.

5.12 Drainage

1. The construction of the drainage system, including methods of construction and quality of materials used, shall be in conformity with the Definitive Plan and the details shall conform with the details of the Massachusetts Department of Public Works Specifications and Standards, unless specifically excepted by the Board.
2. The quantity of stormwater carried by drains normally shall be determined by the rational method, unless an engineer shows evidence that another approach is more appropriate in a specific case. However, in no event shall the protection provided be for a lower design storm of five years in normal cases involving rural subdivisions, ten years for urban and industrial subdivisions, and 50 years for bridge openings.
3. Pipe drains, where used, shall have a minimum diameter of 12 inches in rural subdivisions and 15 inches in urban or industrial subdivisions.
4. Where feasible, stormwater should be directed to enter the nearest open stream channel. Stormwater shall not be permitted to cross any roadway upon the surface but must be piped underground. Stormwater runoff, except in areas where the lot size is 40,000 square feet or larger or where it is in already existing open stream channels, shall not be permitted to flow upon the surface for a longer distance than 400 feet in rural subdivisions and 300 feet in urban and industrial subdivisions before it enters the underground system. Catchbasins shall be located on both sides of the roadway on continuous grades at intervals of not more than 400 feet, at all sags in the roadway, and near the corners of the roadway at intersecting streets.
5. Proper connections shall be made with any existing public drainage system within 400 feet of the subdivision. Where adjacent property is not subdivided and no public drain is within 400 feet, provisions shall be made for

extension of the system by continuing appropriate drains to the exterior boundaries of the subdivision, at such size and grade as will allow for their proper protection.

6. No open water body or pond shall be filled in under any circumstances and no wet or swampy area shall be filled in unless it can be shown to the Board that provision has been made in the lower drainage system for the removal of the storage area represented by the former wet or swampy area. In addition, permits and approval must be secured from the Board of Selectmen and the Massachusetts Department of Natural Resources.
7. Computations for drainage requirements shall be submitted.

5.13 Water

1. Public water mains shall be Class 150 cement-lined, cast-iron pipe and shall be not less than 12 inches in industrial subdivisions and not less than 8 inches in urban and rural subdivisions except on short cross connections of 500 feet or less, in which case they may be reduced to 6 inches. A hydrant shall be located at each street intersection and not more than 500 feet apart in urban and rural subdivisions, and not more than 350 feet apart in industrial subdivisions.
2. Each hydrant shall be served directly from the water main through a 6-inch lateral connection. It shall be gated with a 5-inch bottom valve and shall have two 2-1/2-inch hose outlets and one 4-1/2-inch pump outlet. Valves shall be located in such number and locations that lines by individual block may be isolated for maintenance purposes. Review and approval by the Superintendent of the Water Department is required.
3. Private on-lot water systems shall be located a minimum of 50 feet from a septic tank, 100 feet from a leaching field, seepage pit, and cesspool, 10 feet from a durably constructed building sewer, 100 feet from a privy.

Such systems shall be constructed in accordance with U.S. Department of Health, Education, and Welfare, PHS (Public Health Service) Manual of Individual Water Supply Systems, PHS Publication No. 24, Revised 1962, Washington, GPO (Government Printing Office), 1963.

4. Community-type systems or the joint use of wells shall be subject to the standards of the Massachusetts Department of Public Health.

5.14 Sewerage

1. If a public sewerage system is located within 400 feet of the subdivision, the applicant shall connect all lots to the public sewerage system.
2. If a public sewerage system is planned to be installed within 400 feet of the subdivision within three years of the date of submission of the Definitive Plan as indicated by prior Town Meeting action, the applicant shall install at his cost in the street and to every lot sewerage laterals which can be connected later to the public sewerage system. In order for the applicant to design and install properly such laterals, the town shall be responsible for providing the applicant, at the applicant's expense, with the necessary plan, specifications, and design standards of the proposed public sewerage system.
3. If public sewerage connections are not required according to the above, or if the planned public sewerage system has not yet been installed to within 400 feet of the proposed subdivision, the applicant shall install private on-lot or communal sewerage systems.
4. Where public sewers are required, the following design standards shall apply:
 - a. Public sewers shall be designed according to professional engineering practices.
 - b. Public sewers shall be not less than 8 inches in diameter.
 - c. Manholes shall be located at every change in grade or horizontal alignment but not more than 300 feet apart. Sump pumps may be permitted at the discretion of the Superintendent of the Sewer Department.
5. If the applicant is required to provide other than public sewage disposal, and if he does elect to develop a communal sewerage system, the design and construction of this system shall be subject to the approval of the Massachusetts Department of Public Health.
6. Private on-lot sewerage systems shall be designed and constructed in conformity with Article XI of the Sanitary Code of the Department of Public Health of the Commonwealth of Massachusetts.

5.15 Easements

1. Easements for utilities across lots or centered on rear or side lot lines shall be provided where necessary and shall be at least 12 feet wide for electricity and telephone, and 25 feet for drainage, sewerage, and water.
2. Where a subdivision is traversed by a watercourse, drainage way, channel, or stream, the Board shall require that there be provided stormwater easements or drainage rights-of-way of adequate width to conform substantially to the lines of such watercourse, drainage way, channel, or stream and to provide for construction or other necessary purpose.

5.16 Open Spaces

Before approval of a plan, the Board may also in proper cases require the plan to show a park or parks suitably located for playground or recreation purposes or for providing light and air. The park or parks shall not be unreasonable in area in relation to the land being subdivided and to the prospective uses of such land. The Board may by appropriate endorsement of the plan require that no building be erected upon such park or parks for a period of not more than three years without its approval.

5.17 Protection of Natural Features

Due regard shall be shown for all natural features such as large trees, watercourses, scenic points, historic spots, and similar community assets, which, if preserved, will add attractiveness and value to the subdivision.

5.18 Cleaning Up

The entire area must be cleaned up so as to leave a neat and orderly appearance free from debris and other objectionable materials. All catchbasins shall be properly cleaned out.

SECTION 6.00

REQUIRED IMPROVEMENTS FOR AN APPROVED SUBDIVISION

All streets, underground utilities, shoulders, curbing, sidewalks, planting strips, side slopes, street name signs, monuments and markers, drainage systems, water systems, sewerage systems, and easements shall be obtained and installed by the subdivider. The obtaining and installing of these improvements shall be in accordance with Section 5.00 of these regulations.

SECTION 7.00

ADMINISTRATION

7.01 Inspection and Control

1. At the points hereinafter indicated, the construction of required streets and other improvements shall be inspected:
 - a. The installation of underground utilities and services shall be inspected by the appropriate department heads and the Planning Board Inspector and the Board of Health or its appointed representative before the backfilling of trenches or other covering of structure.
 - b. The roadway shall be inspected by the Superintendent of Highways and the Planning Board Inspector upon completion of the subgrade, subbase, base course, binder and surface course prior to each required construction step.
 - c. The sidewalk shall be inspected by the Superintendent of Highways and the Planning Board Inspector upon completion of the subgrade, base course, finish surface, and loam strip prior to each required construction step.
 - d. Following the completion of all the improvements required by Section 5.00, the subdivision shall be inspected by the appropriate department heads and the Planning Board.
2. Unless the approval of the work completed, including approval of materials used, to each point has been given in writing, no further work shall be done until such work is subsequently completed to the satisfaction of the Board, which shall be given in writing.
3. Inspection shall be requested by the applicant at least 48 hours in advance by notice to the respective individual listed above.
4. To cover the cost of such inspection, there shall be deposited with the Board, prior to the first request for inspection, a sum equal to \$10 for each 200 feet of each street being constructed, or any part thereof.

7.02 Variation

Strict compliance with the requirements of These Rules and Regulations may be waived when, in the judgment of the Board, such action is in the public interest and not inconsistent with the Subdivision Control Law.

7.03 Amendments

These Rules and Regulations may be amended from time to time in accordance with Section 81-Q of the Subdivision Control Law.

SECTION 8.00

EFFECTIVE DATE AND REPEALER

Effective Date

These Rules and Regulations shall be effective on and after the _____ day of _____, 19____.

Repealer

Any previous Rules and Regulations Governing the Subdivision of Land in the Town of Easton as adopted by the Easton Planning Board, including those adopted in _____ and all amendments thereto, are repealed in whole.

FORMS

FORM A

APPLICATION FOR ENDORSEMENT
OF PLAN BELIEVED NOT TO REQUIRE APPROVAL

File one completed form with the Planning Board and one copy with the Town Clerk in accordance with the requirements of Section 3.02.

Easton, Massachusetts, _____ 19 _____

To the Planning Board:

The undersigned, believing that the accompanying plan of his property in the Town of Easton does not constitute a subdivision within the meaning of the Subdivision Control Law, herewith submits said plan for a determination and endorsement that Planning Board approval under the Subdivision Control Law is not required.

1. Name of Applicant _____
Address _____
2. Name of Surveyor _____
Address _____
3. Deed or property recorded in _____ Registry,
Book _____ Page _____
4. Location and Description of Property:

Signature of Owner _____

Address _____

FORM B

APPLICATION FOR APPROVAL
OF PRELIMINARY PLAN

File one completed form with the Planning Board and one copy with the Town Clerk in accordance with the requirements of Section 4.01.

Easton, Massachusetts, _____ 19__

To the Planning Board:

The undersigned herewith submits the accompanying Preliminary Plan of property located in the Town of Easton for approval as a subdivision as allowed under the Subdivision Control Law and the Rules and Regulations Governing the Subdivision of Land of the Planning Board in the Town of Easton.

1. Name of Subdivider _____

Address _____

2. Name of Engineer and Surveyor _____

Address _____

3. Deed of property recorded in _____ Registry,

Book _____ Page _____

4. Location and Description of Property:

Signature of Owner _____

Address _____

A list of the names and addresses of the abutters of this subdivision is attached. Verification will be made by the Planning Board.

FORM C

APPLICATION FOR APPROVAL
OF DEFINITIVE PLAN

File one completed form with the Planning Board and a copy with the Town Clerk in accordance with the requirements of Section 4.02.

Easton, Massachusetts, _____ 19__

To the Planning Board:

The undersigned herewith submits the accompanying Definitive Plan of property located in the Town of Easton for approval as a subdivision under the requirements of the Subdivision Control Law and the Rules and Regulations Governing the Subdivision of Land of the Planning Board in the Town of Easton.

1. Name of Applicant _____
Address _____
2. Name of Engineer _____
Address _____
3. Name of Surveyor _____
Address _____
4. Deed of Property Recorded in _____ Registry,
Book _____ Page _____
5. Location and Description of Property:

The following are all the mortgages and other liens or encumbrances on the whole or any part of the above described property:

(list mortgages, etc., here)

The undersigned hereby covenants and agrees with the Town of Easton upon approval of the Definitive Plan:

1. To construct the ways and install the municipal services as finally approved by the Planning Board.
2. To design and construct the ways and design and install the municipal services in accordance with the Rules and Regulations Governing the Sub-division of Land, Town of Easton, Massachusetts with the rules and instruction of the Town Board of Health, appropriate department heads, and with the Definitive Plan and its accompanying material as finally approved by the Planning Board.
3. At the laying out and acceptance of said ways all municipal services within the ways will become the property of the Town of Easton at no cost to said town, unless otherwise agreed upon.

This agreement shall be binding upon the heirs, executors, administrators, successors and assigns of the undersigned.

Signature of Record Owner _____

Address _____

NOTE: The verification by the assessors on Form D must be filed with this application.

FORM D

CERTIFIED LIST OF ABUTTERS

(Fill in this space with rough sketch of land described in this petition, and write against boundary lines the name and mailing address of adjoining owners in their relative positions. Include owners of land separated from the subdivision only by a street.)

_____ 19 _____

Planning Board
Easton, Massachusetts

Gentlemen:

This is to certify that at the time of the last assessment for taxation made by the Town of Easton, the names and addresses of the parties assessed as adjoining owners to the parcel of land shown above were as above written, except as follows:

Assessor

FORM E

COVENANT

The undersigned _____
of _____ County, Massachusetts, hereinafter
called the "Covenantor" having submitted to the Easton Planning
Board, a definitive plan of a subdivision, titled _____
_____, dated _____ made by _____

_____ does hereby covenant and agree with
said Planning Board and the successors in office of said Board,
pursuant to G. L. (Ter. Ed.) C. 41, Sec. 81U, as amended, that:

1. The covenantor is the owner of record of the premises shown on the said plan;
2. This covenant shall run with the land and be binding upon the executors, administrators, heirs, assigns of the covenantor, and their successors in the title to the premises shown on said plan;
3. The construction of ways and the installation of municipal services shall be provided to serve any lot in accordance with the applicable Rules and Regulations of said Planning Board before such lot may be built upon or conveyed, other than by mortgage deed; provided that a mortgagee who acquires title to the mortgaged premises by foreclosure or otherwise and any succeeding owner of the mortgaged premises or part thereof may sell any such lot, subject only to that portion of this Covenant which provides that no lot so sold shall be built upon until such ways and services have been provided to serve such lot;
4. Nothing herein shall be deemed to prohibit a conveyance subject to this covenant by a single deed of the entire parcel of land shown on the subdivision plan or of all lots not previously released by the Planning Board without first providing such ways and services;
5. This covenant shall take effect upon the approval of said plan;
6. Reference to this covenant shall be entered upon said plan and this covenant shall be recorded when said plan is recorded.

The undersigned _____
wife, husband, of the covenantor hereby agree that such interest
as I, we, may have in said premises shall be subject to the pro-
visions of this covenant and insofar as is necessary release all
rights of tenancy by the courtesy, dower, homestead and other
interest therein:

EXECUTED as a sealed instrument this _____ day of
_____ 19 ____.

COMMONWEALTH OF MASSACHUSETTS

_____, ss. _____ 19 ____

Then personally appeared _____

and acknowledged the foregoing instrument to be _____ free
act and deed, before me

Notary Public

My commission expires _____

FORM F

CERTIFICATE OF PERFORMANCE
(Covenant of Approval Release)

_____ 19__

The undersigned, being a majority of the Planning Board of the Town of Easton, Massachusetts, hereby certify that the requirements for work on the ground called for by the Covenant dated _____, 19____, and recorded in Bristol District Deeds Book _____, Page _____, (or registered in Bristol Land Registry District as Document No. _____, and noted on Certificates of Title _____, in Registration Book _____, Page _____) have been completed to the satisfaction of the Planning Board as to the following enumerated lots shown on Plan titled

_____ recorded with said Deeds, Plan Book _____, Plan _____, (or registered in said Land Registry District, Plan Book _____, Plan _____) and said lots are hereby released from the restrictions as to sale and building specified thereon.

Lots designated on said Plan as follows:

_____ Majority of the
_____ Planning Board of
_____ the Town of Easton

COMMONWEALTH OF MASSACHUSETTS

_____, ss.

_____ 19__

Then personally appeared _____ one of the
above named members of the Planning Board of the Town of Easton
Massachusetts, and acknowledge the foregoing instrument to be the
free act and deed of said Planning Board, before me

Notary Public

My commission expires _____

ZONING

The intent of a Zoning Bylaw is to create districts in which regulations, differing in various districts according to conditions, prohibit injurious or unsuitable structures and uses of structures and land, to ensure future progress and growth.

Essentially, zoning controls have three aspects of development: the use of land and structures, the location of structures, and the bulk of structures. It does not regulate the materials or cost of construction of buildings and has only limited effects on the discontinuance of existing uses and structures.

We recommend that the proposed Zoning Bylaw be adopted in order to: eliminate the weaknesses in the existing bylaw; place the regulations into a format which is easily understandable; make administration easier; and take into account the elements of the Master Plan, the Soils Survey conducted by the Soil Conservation Service, and recently enacted conservation legislation.

In order to accomplish the aforementioned tasks, the proposed Zoning Bylaw introduces many new techniques which provide a high degree of development flexibility both to the town and to the individual property owner. These techniques are being used to varying degrees in towns throughout Massachusetts. One technique, a superimposed Inland Wetlands Zone, which has been used on a very limited and abbreviated basis in only a few towns, is recommended for extensive use in Easton. The Inland Wetlands Zone is simply superimposed over the normal type zone, i.e., residential, business, industrial, etc., for the purpose of imposing additional development restrictions which are necessitated by the nature of the land. Because of the extensiveness of this zone, a separate section in the bylaw has been prepared covering this zone.

The development of this zone is the result of numerous discourses with state agencies based on the Inland Wetlands Act of 1968 and the recommendations of the "Open Space and Recreation Program for Metropolitan Boston" report (compiled by the Metropolitan Area Council). Presently, the Wetlands Division of the Department of Natural Resources is in the process of implementing the Inland Wetlands Act of 1968. Initially, this requires the delineation of qualifying wetlands. The 1968 Act defines inland wetlands as marshes or swamps bordering on inland waters or subject to fresh water flooding, and that portion of any bank which touches inland water. The Wetlands Division further defines wetlands as muck or peat which is flooded seven to nine months of the year or with a water table at or near the surface as in marshes or swamps.

The Division is currently delineating the wetlands of the Charles River Basin, a task which is expected to take two to three years to complete. Although a substantial time period will elapse before the Division delineates the wetland of Easton and applies restrictions, the Detailed Soils Survey of Easton does delineate high water table areas which makes possible the development of our proposed Inland Wetlands Zone. The soil survey and the criteria being used by the Wetlands Division are the bases for our proposal.

It is not our intent by this superimposed zone to conserve land simply for conservation's sake or to totally prohibit development, but to ensure that any development of the wetlands will provide for 1) adequate sewage disposal, 2) adequate drainage, 3) erosion control, 4) safe ingress and egress, and 5) the general health and safety of the occupants while considering the effects of stream pollution, floodwater diversion, and the reduction of natural sponge areas.

We are fully aware that the proposed Inland Wetlands Zone may become a highly controversial subject for the town and, therefore, strongly recommend that Town Counsel review our proposal for possible local legal implications.

The Zoning Bylaw presented in the following pages contains the following sections:

| <u>Section</u> | | <u>Page</u> |
|----------------|---|-------------|
| 1.00 | TITLE, AUTHORITY, AND PURPOSE | 252 |
| 2.00 | DEFINITIONS | 253 |
| 3.00 | ESTABLISHMENT OF ZONING DISTRICTS | 260 |
| 4.00 | INTERPRETATION AND APPLICATION | 262 |
| 5.00 | USE REGULATIONS | 263 |
| 6.00 | DIMENSIONAL AND DENSITY REGULATIONS | 275 |
| 7.00 | SIGNS | 279 |
| 8.00 | OFF-STREET PARKING AND LOADING REGULATIONS | 282 |
| 9.00 | NONCONFORMING USES, STRUCTURES, AND LOTS | 288 |
| 10.00 | ADMINISTRATION AND ENFORCEMENT | 291 |
| 11.00 | SPECIAL PERMIT CONDITIONS | 295 |
| 12.00 | INLAND WETLANDS DISTRICT | 309 |
| 13.00 | AMENDMENT, VALIDITY, AND EFFECTIVE DATE | 313 |

TOWN OF EASTON

ZONING BYLAW

SECTION 1.00

TITLE, AUTHORITY AND PURPOSE

The "Easton Zoning Bylaw" adopted in 1953 and all subsequent amendments thereto is hereby amended in total and a revised "Easton Zoning Bylaw" hereinafter called "this bylaw" is adopted pursuant to the authority granted by Chapter 40A of the General Laws of the Commonwealth of Massachusetts and amendments thereto herein called the "Zoning Enabling Act." In addition to the purposes stated in the Zoning Enabling Act, this bylaw gives consideration to the development objectives and recommendations contained in the Easton Master Plan of 1970.

SECTION 2.00

DEFINITIONS

For the purpose of this ordinance certain terms and words shall have the following meanings. Words used in the present tense include the future; the singular number includes the plural, the plural the singular; the words "used" or "occupied" include the words "designed," "arranged," "intended," or "offered," to be used or occupied; the words "building," "structure," "lot," "land" or "premises" shall be construed as though followed by the words "or any portion thereof" and the word "shall" is always mandatory and not merely directory. Terms and words not defined herein but defined in the Easton Building Code or Subdivision Regulations shall have the meanings given therein unless a contrary intention clearly appears. Words not defined in either place shall have the meaning given in Webster's Unabridged Dictionary, Third Edition. Uses listed in Table 62, Use Regulations, under the classes Retail and Service Trades and Wholesale Trade and Manufacturing shall be further defined by the Standard Industrial Classification Manual published by the U. S. Bureau of the Census.

Abandonment: The visible or otherwise apparent intention of an owner to discontinue a nonconforming use of a building or premises; or the removal of the characteristic equipment or furnishings used in the performance of the nonconforming use, without its replacement by similar equipment or furnishings; or the replacement of the nonconforming use or building by a conforming use or building.

Alteration: Any construction, reconstruction or other action resulting in a change in the structural parts or height, number of stories or exits, size, use or location of a building or other structure.

Basement: A portion of a building, partly below grade, which has more than 65 percent of its height, measured from finished floor to finished ceiling, above the average finished grade of the ground adjoining the building. A basement is not considered a story unless its ceiling is six feet or more above the finished grade.

Board: The Zoning Board of Appeals of the Town of Easton, Massachusetts.

Building: A combination of any materials, whether portable or fixed, having a roof, and enclosed within exterior walls or firewalls, built to form a structure for the shelter of persons, animals or property. For the purposes of this definition "roof"

shall include an awning or any similar covering, whether or not permanent in nature.

Building, Accessory: A detached building, the use of which is customarily incidental and subordinate to that of the principal building, and which is located on the same lot as that occupied by the principal building.

Building Area: The aggregate of the maximum horizontal cross-section area of all buildings on a lot exclusive of cornices, eaves, gutters, chimneys, unenclosed porches, bay windows, balconies and terraces, expressed as a percentage of total lot area.

Building, Attached: A building having any portion of one or more walls in common with adjoining buildings.

Building, Detached: A building having open space on all sides.

Building, Principal: A building in which is conducted the principal use of the lot on which it is located.

Building and Zoning Inspector: The administrative officer of the Easton Zoning Bylaw.

Cellar: A portion of a building, partly or entirely below grade, which has less than 35 percent of its height measured from finished floor to finished ceiling, above the average established finished grade of the ground adjoining the building. A cellar is not deemed a story.

Community Facilities: Premises owned and operated by a governmental or chartered nonprofit organization, but not including fraternal, sports, or similar membership organizations.

Cluster Development: A division of land into lots for use as single-family building sites where said lots are arranged into one or more groups having area and yard measurements less than the minimum required in Table 63, Dimensional and Density Regulations. These clusters or groups shall be separated from adjacent property and other groups of lots by intervening "common land." The number of lots over the entire tract of land shall not exceed the number of lots permitted under normal application of the area regulations of the zone in which the tract of land is located.

District: A zoning district as established by Section 3.00 of this bylaw.

Driveway: An open space, located on a lot, which is not more than 24 feet in width built for access to a garage, or off-street parking or loading space.

Dwelling: A privately or publicly owned, permanently fixed structure containing a dwelling unit or dwelling units. The terms "one-family," "two-family" or "multifamily" dwelling shall not include hotel, lodging house, hospital, membership club, trailer or dormitory.

Dwelling Unit: One or more living or sleeping rooms arranged for the use of one or more individuals living as a single house-keeping unit, with cooking, living, sanitary and sleeping facilities.

Dwelling, Multifamily: A building containing three or more dwelling units.

Dwelling, Two Family: A building containing two dwelling units constructed on a single lot.

Essential Services: Services provided by public utility or governmental agencies through erection, construction, alteration, or maintenance of underground or overhead gas, electrical, steam, or water transmission and distribution systems; and collection, communication, supply, or disposal systems. Facilities necessary for the provision of essential services include poles, wires, mains, drains, sewers, pipes, conduits, cables, fire alarm boxes, police call boxes, traffic signals, hydrants and other similar equipment and accessories in connection therewith. Specifically excluded from this definition are buildings necessary for the furnishing of adequate service by such public utility or governmental agencies for the public health, safety or general welfare.

Exception: A use of a structure or lot or any action upon a premises which may be permitted under this bylaw only upon application to and the approval of the Board and in accordance with provisions of Section 11.00.

Family: One or more persons, including domestic employees, occupying a dwelling unit and living as a single, nonprofit house-keeping unit.

Flood Line: The limits of flooding from a particular body of water caused by a storm whose frequency of occurrence is once in five or more years as determined and certified by a registered professional engineer qualified in drainage.

Floor Area, Gross: The sum of the areas of the several floors of a building, measured from the exterior faces of the walls. It does not include cellars, unenclosed porches or attics not used for human occupancy or any floor space in accessory buildings or in the main building intended and designed for the parking of motor vehicles in order to meet the parking requirements of this bylaw, or any such floor space intended and designed for accessory heating and ventilating equipment.

Height: The vertical distance from the average finished grade of the adjacent ground to the top of the structure of the highest roof beams of a flat roof, or the mean level of the highest gable or slope of a hip roof.

Home Occupation: An accessory use which by custom has been carried on entirely within a dwelling unit, and is incidental and subordinate to the dwelling use and which shall not occupy more than 25 percent or 400 square feet, whichever is less, of the dwelling unit used. Stock in trade may be kept and its storage area shall not exceed 200 square feet. Commodities may be sold on the premises provided sales are limited. Such use shall be carried on by the occupants of the dwelling unit with no more than one nonresident employee, and shall not in any manner change the residential character of the building.

Hospital: A building providing 24-hour in-patient services for the diagnosis, treatment or other care of human ailments including a sanitarium, sanatorium, clinic, rest home, nursing home, and convalescent home.

Hotel: A building or any part of a building containing rooming units without individual cooking facilities for transient occupancy and having a common entrance or entrances including an inn, motel, motor inn and tourist court, but not including a boarding house, lodging house or rooming house.

House Trailer: A mobile home which does not have running water and sanitary facilities.

Loading Space: An off-street space used for loading or unloading, not less than 14 feet in width, 45 feet in length, and 14 feet in height, and containing not less than 1,300 square feet including both access and maneuvering area.

Lodging Unit: One or more rooms for the use of one or more individuals not living as a single housekeeping unit and not having cooking facilities. A "Lodging Unit" shall include rooms in boarding houses, tourist houses, or rooming houses.

Lot: An area or parcel of land or any part thereof, not including water area, in common ownership, which has been recorded at the Registry of Deeds and which may be designated on a plan filed with the administrator of this bylaw by its owner or owners as a separate lot.

Lot, Corner: A lot at the point of intersection of and abutting on two or more intersecting streets, the interior angle of intersection of the street lot lines, or in case of a curved street, extended lot lines, being not more than 135 degrees.

Lot Depth: The mean horizontal distance between the front lot line and the rear lot line.

Lot Frontage: The horizontal distance measured along the front lot line between the points of intersection of the side lot lines with the front lot line.

Lot Line, Front: The property line dividing a lot from a street (right-of-way). On a corner lot the owner shall designate one street line as the front lot line.

Lot Line, Rear: The lot line opposite from the front lot line.

Lot Line, Side: Any lot line not a front or rear lot line.

Lot, Nonconforming: A lot lawfully existing at the effective date of this bylaw or any subsequent amendment thereto, which is not in accordance with all provisions of this bylaw.

Lot, Through: An interior lot, the front and rear lot lines of which abut streets, or a corner lot, two opposite lines of which abut streets.

Lot Width: The horizontal distance between the side lot lines as measured at the minimum front yard depth required by this bylaw.

Membership Club: A social, sports or fraternal association or organization which is used exclusively by members and their guests which may contain bar facilities.

Owner: The duly authorized agent, attorney, purchaser, devisee, trustee, lessee or any person having vested or equitable interest in the use, structure or lot in question.

Open Space: The space on a lot unoccupied by buildings, unobstructed to the sky, not devoted to streets, driveways, or off-street parking or loading spaces and expressed as a percentage of total lot area.

Parking Space: An off-street space having an area of not less than 200 square feet, plus 100 square feet of access and maneuvering space, whether inside or outside a structure for exclusive use as a parking stall for one motor vehicle, and further being surfaced with durable pavement.

Planned Development: A development involving the construction of two or more principal buildings on the same lot for any permitted use.

Quarrying: The business or occupation of extracting stone from an open excavation. Quarrying does not include the excavation and removal of sand and gravel.

Sign: Any permanent or temporary structure, device, letter, word, model, banner, pennant, insignia, trade flag, or representation used as, or which is in the nature of, an advertisement, announcement, or direction, or is designed to attract the eye by intermittent or repeated motion or illumination.

Sign, Business: A sign used to direct attention to a service, product sold or other activity performed on the same premises upon which the sign is located.

Sign, Identification: A sign used simply to identify the name, address, and title of an individual family or firm occupying the premises upon which the sign is located.

Sign, Surface Area Of: For a sign, either free-standing or attached, the area shall be considered to include all lettering, wording, and accompanying designs and symbols, together with the background, whether open or enclosed, on which they are displayed, but not including any supporting framework and bracing which are incidental to the display itself.

For a sign consisting of individual letters, designs, and symbols attached to or painted on a surface, building, wall or window, the area shall be considered to be that of the smallest quadrangle which encompasses all of the letters, designs, and symbols.

Story: That part of a building comprised between a floor and the floor or roof next above. If a mezzanine floor area exceeds one-third of the area of the floor immediately below, it shall be deemed to be a story. A basement shall be classified as a story when its ceiling is six or more feet above the finished grade.

Street: A way which is over 24 feet in right-of-way width which is dedicated or devoted to public use by legal mapping or by any other lawful procedure.

Structure: A combination of materials assembled at a fixed location to give support or shelter, such as a building, bridge, trestle, tower, framework, retaining wall, tank, tunnel, tent, stadium, reviewing stand, platform, bin, fence, sign, flagpole or the like.

Structure, Nonconforming: A structure lawfully existing at the effective date of this bylaw or any subsequent amendment thereto, which does not conform to one or more provisions of this bylaw.

Use: The purpose for which a structure or lot is arranged, designed, or intended to be used, occupied or maintained.

Use, Accessory: A use incidental and subordinate to the principal use of a structure or lot, or a use, not the principal use, which

is located on the same lot as the principal structure. Accessory use by area shall be interpreted not to exceed 40 percent of the area of the total use of the structure and/or lot on which it is located.

Use, Nonconforming: A use lawfully existing at the time of adoption of this bylaw or any subsequent amendment thereto which does not conform to one or more provisions of this bylaw.

Use, Principal: The main or primary purpose for which a structure or lot is designed, arranged, or intended, or for which it may be used, occupied or maintained under this bylaw. Any other use within the main structure or the use of any other structure or land on the same lot and incidental or supplementary to the principal use and permitted under this bylaw shall be considered an accessory use.

Use, Substantially Different: A use which by reason of its normal operation would cause readily observable differences in patronage, service, appearance, noise, employment or similar characteristics from the use to which it is being compared.

Variance: Such departure from the terms of this bylaw as the Board, upon appeal in specific cases, is empowered to authorize under the terms of Section 10.10.

Yard: A portion of a lot upon which the principal building is situated, unobstructed artificially from the ground to the sky, except as otherwise provided herein. A court shall not be considered to be a yard or any part thereof.

Yard, Front: A yard extending for the full width of the lot between the front line of the nearest building wall and the front lot line.

Yard, Rear: A yard, except by an accessory structure or accessory use as herein permitted, extending for the full width of the lot between the rear line of the building wall and the rear lot line.

Yard, Side: Yard extending for the full length of a building between the nearest building wall and the side lot line.

SECTION 3.00

ESTABLISHMENT OF ZONING DISTRICTS

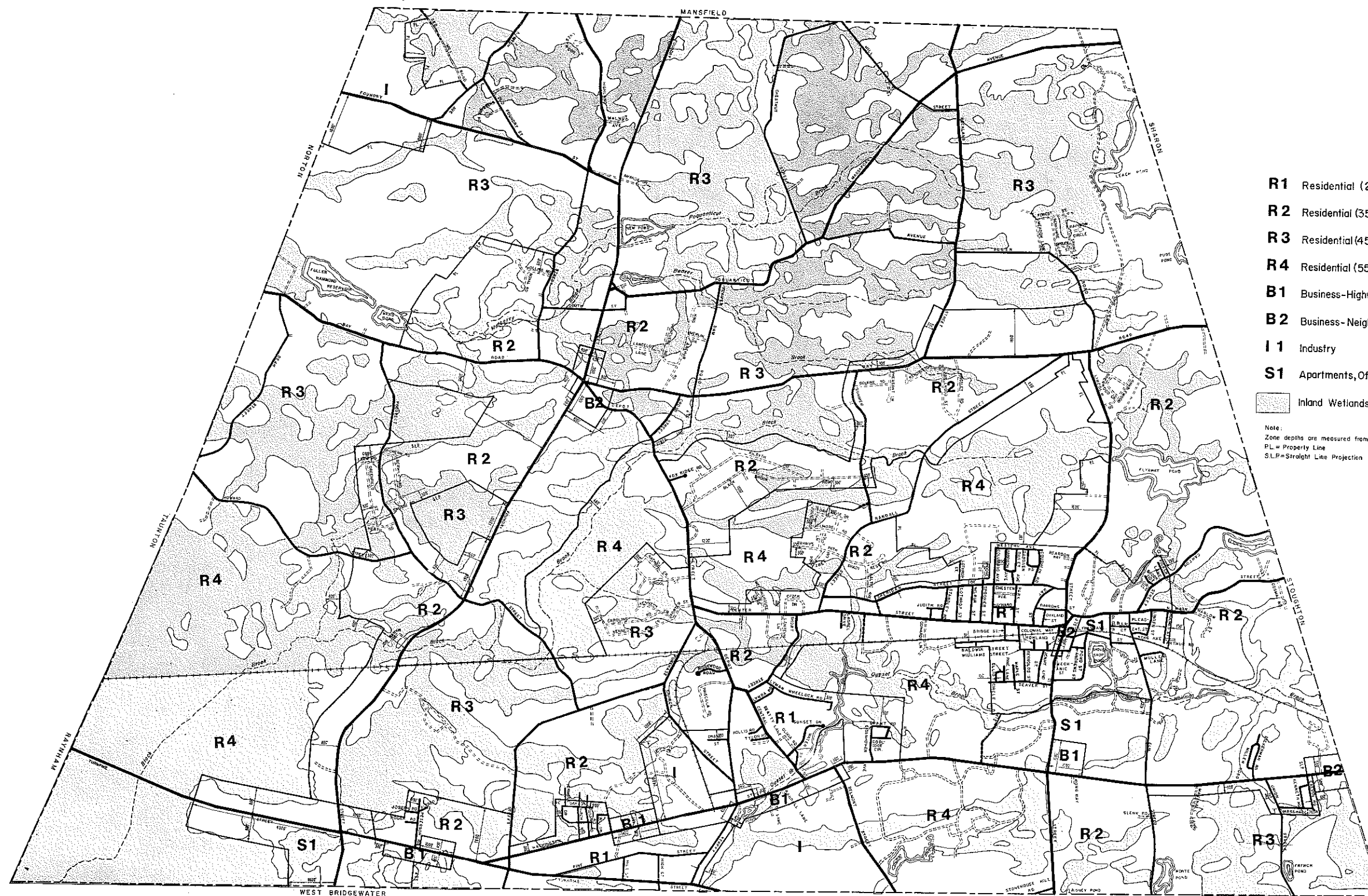
3.01 Division Into Districts. The Town of Easton, Massachusetts is hereby divided into eight Zoning Districts to be designated as follows:

| <u>Full Name</u> | <u>Short Name</u> |
|---|-------------------|
| Residential-General (25,000-square foot lots) | R-1 |
| Residential-Suburban (35,000-square foot lots) | R-2 |
| Residential-Suburban (45,000-square foot lots) | R-3 |
| Residential-Rural (55,000-square foot lots) | R-4 |
| Business-Highway | B-1 |
| Business-Neighborhood | B-2 |
| Industry | I-1 |
| Apartments, Offices and Research | S-1 |

3.02 Superimposed Zoning District. An Inland Wetlands Zoning District is considered to be superimposed over the other districts shown on the Zoning Map, as a recognition of the special conditions which exist in such areas.

3.03 Zoning Map. The location and boundaries of the Zoning Districts are hereby established as shown on a map titled "Zoning Map of the Town of Easton, Massachusetts," dated _____ which accompanies and is hereby declared to be a part of this bylaw. The authenticity of the Zoning Map shall be identified by the signature of the Town Clerk, and the imprinted seal of the town under the following words: "This is to certify that this is the Zoning Map of the Town of Easton, Massachusetts, referred to in the Zoning Bylaw of the Town of Easton, Massachusetts, which was approved by the town on _____."

3.04 Changes to Map. Any change in the location of boundaries of a Zoning District hereafter made through the amendments of this bylaw shall be indicated by the alteration of such map, and the map thus altered as declared to be part of the bylaw thus amended. It shall be the responsibility of the Planning Board to direct such alterations. The Zoning Map shall be drawn to a scale of 1" = 800' with ink on stable material, and shall be located in the office of the Building and Zoning Inspector. Photographic reductions of this large-scale map may serve as copies of the Zoning Map.



- R1** Residential (25,000 sq. ft. lots)
- R2** Residential (35,000 sq. ft. lots)
- R3** Residential (45,000 sq. ft. lots)
- R4** Residential (55,000 sq. ft. lots)
- B1** Business-Highway
- B2** Business-Neighborhood
- I1** Industry
- S1** Apartments, Offices & Research
- Inland Wetlands

Note:
 Zone depths are measured from road centerlines
 PL = Property Line
 S.L.P. = Straight Line Projection

This is to certify that this is the Zoning Map of the Town of Easton, Massachusetts, referred to in the Zoning Bylaw of the Town of Easton, Massachusetts, which was approved by the Town on _____

Town Clerk

| | | |
|---|---|--|
| <p>TOWN OF EASTON</p> | <p>MASSACHUSETTS</p> | |
| <p>This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.</p> | <p>ZONING MAP OF THE TOWN OF EASTON, MASSACHUSETTS</p> | <p>SCALE IN FEET 0 800 1600 2400 3600</p> |
| <p>Metcalf & Eddy, Inc.</p> | <p>Boston • New York • Palo Alto</p> | |

3.05 Boundaries of Districts. Where any uncertainty exists with respect to the boundary of any district as shown on the Zoning Map, the following rules apply:

1. Where a boundary is indicated as a street, railroad, watercourse or other body of water, it shall be construed to be the centerline or middle thereof, or where such boundary approximates a town boundary, then to the limits of the town boundary.
2. Where a boundary is indicated as following approximately or parallel to a street, railroad, watercourse, or other body of water, it shall be construed to be parallel thereto and at such distance therefrom as shown on the Zoning Map. If no dimension is given, such distance shall be determined by the use of the scale shown on the Zoning Map.
3. Where a dimensioned boundary coincides within ten feet or less with a lot line, the boundary shall be construed to be the lot line.
4. Where a boundary is indicated as intersecting the centerline of a street, railroad, watercourse or other water body, it shall be construed to intersect at right angles to said centerline, or in the case of a curved centerline, at right angles to the tangent to the curve at the point of intersection.
5. The boundary limits of the Inland Wetlands Zoning District are not described by dimensions. Distance shall be determined by the use of the scale shown on the Zoning Map. If simple scaling cannot ascertain whether or not the parcel of land in question falls within the boundaries of the Inland Wetlands District, the Building and Zoning Inspector will determine by field inspection the location of the parcel with respect to the District.

SECTION 4.00

INTERPRETATION AND APPLICATION

- 4.01 Interpretation. The provisions of this bylaw shall be interpreted to be the minimum requirements adopted for the promotion of the health, safety, morals, or the general welfare of the Town of Easton, Massachusetts; and except for the Zoning Bylaw of the Town of Easton, dated 1953, and all amendments thereto, the provisions of this bylaw are not intended to repeal, or in any way impair or interfere with any lawfully adopted bylaw, regulations, or rules. Whenever the regulations made under the authority hereof differ from those prescribed by any bylaw or other regulations, that provision which imposes the greater restriction or the higher standard shall govern.
- 4.02 Application. Except as herein provided, or as specifically exempted by the Zoning Enabling Act, the provisions of this bylaw shall apply to the erection, construction, reconstruction, alteration, or use of buildings and structures or use of land. Except as herein provided, any existing conforming use, structure, or lot shall not by any action become nonconforming and any existing nonconforming use, structure, or lot shall not become further nonconforming.
- 4.03 Existing Buildings and Land. This bylaw shall not apply to existing buildings or structures, nor to the existing use of any building or structure or of land, to the extent to which it is used at the time of this bylaw, but it shall apply to any change of use thereof and to any alteration of a building or structure when the same would amount to reconstruction, extension or structural change, and to any alteration of a building or structure to provide for its use for a purpose or in a manner substantially different from the use to which it was put before alteration, or for its use for the same purpose to a substantially greater extent.
- 4.04 Mixed Uses. In cases of mixed occupancy the regulation for each use shall apply to the portion of the building or land so used.

SECTION 5.00

USE REGULATIONS

- 5.01 Applicability of Use Regulations. Except as provided in The Zoning Enabling Act or in this bylaw, no building, structure, or land shall be used except for the purposes permitted in the district as described in this Section. Any use not listed shall be construed to be prohibited.
- 5.02 Permitted Uses. In Table 62, Use Regulations, the uses permitted by right in the district shall be designated by the letter (P). Those uses that may be permitted as an exception by special permit in the district, in accordance with Section 11.00, shall be designated by the letter (S). Uses designated (-) shall not be permitted in the district.
- 5.03 Uses Subject to Other Regulations. Uses permitted by right or by special exception shall be subject, in addition to use regulations, to all other provisions of this bylaw.
- 5.04 Table of Use Regulations. See Table 62 on accompanying pages which is declared to be a part of this bylaw. In addition, uses are subject to Section 12.00 where appropriate.

Table 62. Use Regulations

| Principal uses | Residential | | | | Business | | Indus- | Special |
|--|-------------|-----|-----|-----|----------|-----|--------|---------|
| | R-1 | R-2 | R-3 | R-4 | B-1 | B-2 | I-1 | S-1 |
| RESIDENTIAL | | | | | | | | |
| 1. One-family detached dwelling | P | P | P | P | - | - | - | - |
| 2. Two-family dwelling | P | S | - | - | - | - | - | - |
| 3. Multifamily dwelling | P | S | - | - | - | - | - | S |
| 4. Cluster residential development (see Section 11.04) | - | S | S | S | - | - | - | - |
| 5. Planned unit development (see Section 11.05) | - | - | S | S | - | - | - | S |
| 6. Conversion of existing dwelling structure to multifamily dwelling | P | S | - | - | - | - | - | - |
| COMMUNITY FACILITIES | | | | | | | | |
| 1. Church or other religious purposes | P | P | P | P | P | P | P | P |
| 2. Educational purposes which are religious sectarian, denominational or public | P | P | P | P | P | P | P | P |
| 3. Public park, conservation area and preserved open spaces including areas for passive recreation, but not including active recreational facilities | P | P | P | P | P | P | P | P |

Table 62.(Continued). Use Regulations

| Principal uses | Residential | | | | Business | | Indus- | Special |
|---|-------------|-----|-----|-----|----------|-----|--------------|---------|
| | R-1 | R-2 | R-3 | R-4 | B-1 | B-2 | trial I-1 | S-1 |
| COMMUNITY FACILITIES (Continued) | | | | | | | | |
| 4. Nonprofit recreational facility, not including a membership club | P | P | P | P | S | - | S | S |
| 5. Nonprofit country, hunting, fishing, tennis, or golf club without liquor license | - | S | S | P | - | - | S | - |
| 6. Nonprofit day camp or other nonprofit camp | - | S | S | P | - | - | - | - |
| 7. Town building except equipment garage | P | P | P | P | P | P | P | P |
| 8. Town cemetery, including any crematory therein | S | S | S | S | S | S | S | S |
| 9. Public libraries, museums, historical association or society | P | P | P | P | P | P | - | - |
| 10. Hospital, sanitarium, or philanthropic institutions | - | S | S | - | - | - | - | - |
| 11. Nursing, rest or convalescent home | P | P | S | S | - | S | - | - |
| 12. Street, bridge, railroad haul lines | P | P | P | P | P | P | P | P |
| 13. Town equipment garage | - | - | S | S | - | - | P | P |

Table 62 (Continued). Use Regulations

| Principal uses | Residential | | | | Business | | Indus- | Special |
|---|-------------|-----|-----|-----|----------|-----|--------|---------|
| | R-1 | R-2 | R-3 | R-4 | B-1 | B-2 | I-1 | S-1 |
| COMMUNITY FACILITIES (Continued) | | | | | | | | |
| 14. Public utility except power plant, water filter plant, sewage treatment plant, and refuse facility | P | P | P | P | P | P | P | P |
| 15. Power plant, water filter plant, sewage treatment plant and refuse facility | - | - | S | S | - | - | P | - |
| 16. Essential services | P | P | P | P | P | P | P | P |
| AGRICULTURAL | | | | | | | | |
| 1. Agriculture, horticulture and floriculture except a greenhouse or stand for retail sale | - | P | P | P | - | - | P | P |
| 2. Year-round greenhouse or stand for wholesale and retail sale of agricultural or farm products | - | S | P | P | S | - | P | P |
| 3. Temporary (not to exceed erection or use for a period exceeding three months in any one year) greenhouse or stand for retail sale of agricultural or farm products raised primarily on the same premises | - | - | S | S | - | - | S | - |

Table 62 (Continued). Use Regulations

| Principal uses | Residential | | | | Business | | | Indus- | Special |
|---|-------------|-----|-----|-----|----------|-----|-----|--------|---------|
| | R-1 | R-2 | R-3 | R-4 | B-1 | B-2 | I-1 | S-1 | |
| AGRICULTURAL (Continued) | | | | | | | | | |
| 4. Raising and for keeping of livestock, horses and poultry, not including the raising of swine or fur animals for commercial use | - | - | P | P | - | - | - | - | - |
| 5. Commercial stables, kennels, or veterinary hospital in which all animals, fowl or other forms of life are completely enclosed in pens or other structures | - | S | P | P | - | - | S | - | - |
| 6. Noncommercial forestry and growing of all vegetation | P | P | P | P | P | P | P | P | P |
| 7. Commercial forestry | - | - | S | P | - | - | S | - | - |
| RETAIL AND SERVICE | | | | | | | | | |
| 1. Retail establishment selling principally convenience goods including, but not limited to: food, drugs, and proprietary goods | - | - | - | - | P | P | - | - | - |
| 2. Retail establishment selling general merchandise, including but not limited to dry goods, apparel and accessories, furniture and home furnishings, home equipment, small | | | | | | | | | |

Table 62 (Continued). Use Regulations

| Principal uses | Residential | | | | Business | | Indus- | Special |
|--|-------------|-----|-----|-----|----------|-----|--------|---------|
| | R-1 | R-2 | R-3 | R-4 | B-1 | B-2 | I-1 | S-1 |
| RETAIL AND SERVICE (Continued) | | | | | | | | |
| wares, and hardware, and including discount and limited price variety stores | - | - | - | - | P | P | - | - |
| 3. Eating and/or drinking places not including drive-in establishments | - | - | - | - | P | S | S | P |
| 4. Drive-in eating establishments | - | - | - | - | P | - | S | - |
| 5. Sales by vending machines as a principal use | - | - | - | - | P | P | P | - |
| 6. Establishment selling new or new and used automobiles and trucks, new automobile tires and other accessories, aircraft, boats, motorcycles and household trailers | - | - | - | - | P | - | P | - |
| 7. Hotels and motels | - | - | - | - | P | - | S | P |
| 8. Lodging house | S | - | - | - | S | - | - | - |
| 9. Personal and consumer service establishment | - | - | - | - | P | P | P | P |
| 10. Funeral establishment | S | S | S | S | P | P | - | - |
| 11. Membership club (for profit) | - | - | - | - | P | P | - | - |
| 12. Professional and business offices and services | - | - | S | S | P | P | - | P |

Table 62 (Continued). Use Regulations

| Principal uses | Residential | | | | Business | | Indus- | Special |
|--|-------------|-----|-----|-----|----------|-----|--------|---------|
| | R-1 | R-2 | R-3 | R-4 | B-1 | B-2 | I-1 | S-1 |
| RETAIL AND SERVICE (Continued) | | | | | | | | |
| 13. Automotive repair, automobile service station or garage (not including a junkyard or open storage of abandoned automobiles or other vehicles) | - | - | - | - | S | - | S | - |
| 14. Miscellaneous business repair services | - | - | - | - | P | P | S | - |
| 15. Motor vehicle, machinery or other junkyard provided it shall be screened from outside view by an enclosed solid fence or wall and gate at least 12 ft in height, or by natural or topographic features | - | - | - | - | - | - | S | - |
| 16. Motion picture establishment, outdoor | - | - | - | - | S | - | - | - |
| 17. Motion picture establishment, indoor | - | - | - | - | P | P | - | P |
| 18. Other amusement and recreation service, outdoor | - | - | S | S | S | - | S | - |
| 19. Other amusement and recreation service, indoor | - | - | - | - | S | S | S | S |
| 20. Communications and television tower | S | S | S | S | S | S | S | S |

Table 62 (Continued). Use Regulations

| Principal uses | Residential | | | | Business | | Indus- | Special |
|--|-------------|-----|-----|-----|----------|-----|--------------|---------|
| | R-1 | R-2 | R-3 | R-4 | B-1 | B-2 | trial I-1 | S-1 |
| RETAIL AND SERVICE (Continued) | | | | | | | | |
| 21. Commercial parking lot or structure (see Section 8.00) | - | - | - | - | P | P | P | P |
| 22. Filling of water or wet area (see Section 11.03) | S | S | S | S | S | S | S | S |
| 23. Planned business development (see Section 11.07) | - | - | - | - | S | S | S | S |
| 24. Construction of drainage facilities other than essential services or damming up or relocating any watercourse, water body or wetlands | S | S | S | S | S | S | S | S |
| WHOLESALE, TRANSPORTATION AND INDUSTRIAL | | | | | | | | |
| 1. Removal of sand, gravel, quarry, or other raw material (see Section 11.02) | - | - | S | S | S | S | S | S |
| 2. Processing and treating of raw materials including operations appurtenant to the taking, such as grading, drying, sorting, crushing, grinding, and milling operations (see Section 11.02) | - | - | - | - | S | - | S | - |
| 3. Construction industry including suppliers | - | - | - | - | S | - | P | - |

Table 62 (Continued). Use Regulations

| Principal uses | Residential | | | | Business | | Indus- | Special |
|--|-------------|-----|-----|-----|----------|-----|--------------|---------|
| | R-1 | R-2 | R-3 | R-4 | B-1 | B-2 | trial I-1 | S-1 |
| WHOLESALE, TRANSPORTATION AND INDUSTRIAL (Continued) | | | | | | | | |
| 4. Manufacturing (see Section 6.05 and 11.09) | - | - | - | - | - | - | P | S |
| 5. Bakery, laundry, or dry cleaning plant | - | - | - | - | S | - | P | - |
| 6. Railway express service | - | - | - | - | S | - | P | - |
| 7. Motor freight terminal and warehousing | - | - | - | - | S | - | P | S |
| 8. Bus or railroad passenger terminal | - | - | - | - | P | P | P | P |
| 9. Heliport | - | - | - | - | S | - | P | S |
| 10. Other transportation service | - | - | - | - | S | S | S | S |
| 11. Wholesale trade and distribution | - | - | - | - | P | - | P | S |
| 12. Open storage of raw materials, finished goods, or construction equipment and structures for storing such equipment | - | - | - | - | - | - | P | S |
| 13. Research offices or establishments devoted to research and development activities | - | - | - | - | S | - | P | P |
| 14. Planned industrial development (see Section 11.07) | - | - | - | - | - | - | S | S |

Table 62 (Continued). Use Regulations

| Accessory uses | Residential | | | | Business | | Indus- | Special |
|---|-------------|-----|-----|-----|----------|-----|--------------|---------|
| | R-1 | R-2 | R-3 | R-4 | B-1 | B-2 | trial I-1 | S-1 |
| 1. Home occupation (see Section 11.08) | S | S | S | S | P | P | - | - |
| 2. Private day nursery or kindergarten, provided it shall not occupy more than 40 percent of the gross floor area of the structure and there shall be a minimum of 100 square feet of outside play area for each enrolled child | S | S | S | S | - | S | - | - |
| 3. Accessory professional office of a licensed medical or dental practitioner in an existing dwelling | P | P | S | S | P | P | - | - |
| 4. Accessory building such as a private garage; playhouse; greenhouse; tool shed; private swimming pool; or similar accessory structures. Subject to provisions of Section 6.00 | P | P | P | P | P | P | - | - |
| 5. Accessory private garage for not more than three noncommercial motor vehicles, and, except on a farm, not more than one half-ton rated or less in size commercial motor | | | | | | | | |

Table 62 (Continued). Use Regulations

| Accessory uses | Residential | | | | Business | | Indus- | Special |
|---|-------------|-----|-----|-----|----------|-----|--------|---------|
| | R-1 | R-2 | R-3 | R-4 | B-1 | B-2 | I-1 | S-1 |
| vehicle. Subject to provisions of Section 6.00 | P | P | P | P | P | P | - | - |
| 6. Accessory storage of a trailer, unregistered automobile or boat provided: it shall either be stored within a principal or accessory building or not less than 25 feet from any front lot line and 10 feet from any side lot line and it shall not be used for dwelling or sleeping purposes. Maximum number - two trailers or autos or boats | P | P | P | P | P | P | - | - |
| 7. Accessory repair and storage facilities in any retail sales or consumer establishment provided: it shall not occupy more than 25 percent of the gross floor area | - | - | - | - | P | P | P | - |
| 8. Accessory outside storage clearly necessary to the operation and conduct of a permitted principal wholesale, transportation, industrial and/or commercial use | - | - | - | - | S | - | S | S |
| 9. Accessory manufacturing use provided: it shall not occupy more than 25 percent of the | | | | | | | | |

Table 62 (Continued). Use Regulations

| Accessory uses | Residential | | | | Business | | Indus- | Special |
|---|-------------|-----|-----|-----|----------|-----|--------|---------|
| | R-1 | R-2 | R-3 | R-4 | B-1 | B-2 | I-1 | S-1 |
| gross floor area of the building; and it shall not be located within 100 feet of any "R" District or within 50 feet of any street lot line | - | - | - | - | - | - | P | P |
| 10. Newsstand, barber shop, dining room or cafeteria and similar accessory services primarily for occupants or users thereof within a hotel, office, or industrial building, hospital containing more than 50 sleeping rooms, or transportation terminal facility | - | - | - | - | P | P | P | P |
| 11. Up to three lodging units in an existing dwelling | P | - | - | - | S | S | - | - |
| 12. Accessory signs subject to the provisions of Section 7.00 | P | P | P | P | P | P | P | P |
| 13. Accessory off-street parking and loading spaces as required in Section 8.00 | P | P | P | P | P | P | P | P |

SECTION 6.00

DIMENSIONAL AND DENSITY REGULATIONS

- 6.01 Applicability of Dimensional and Density Regulations. The regulations for each district pertaining to minimum lot area, minimum lot frontage, minimum lot depth, minimum front yard depth, minimum side yard depth, minimum rear yard depth, maximum height of buildings, maximum number of stories, maximum building area, and minimum open space shall be specified in this section and set forth in Table 63, Dimensional and Density Regulations, and subject to the further provisions of this bylaw. A fence, wall or other enclosure is not regulated except as provided in Section 5.00 and in Section 6.05.
- 6.02 Table of Dimensional and Density Regulations. See table on accompanying page plus attached notes, which is declared to be a part of this bylaw.
- 6.03 Reduction of Lot Areas. The lot, yard areas or open space required for any new building or use may not include any part of a lot that is required by any other building or use to comply with any provisions of this bylaw, nor may these areas include any property of which the ownership has been transferred subsequent to the effective date of this bylaw, if such property was a part of the area required for compliance with the dimensional regulations applicable to the lot from which such transfer was made.
- 6.04 Separation of Lots. Lots shall not be so separated or transferred in ownership so as not to comply with the provisions of this bylaw.
- 6.05 Screening and Buffers - Industrial or Highway Business Districts. Screening and buffers shall be required in any industrial or highway business district which adjoins a residential district as follows: this strip shall be at least 25 feet in width, it shall contain a screen of plantings in the center of the strip not less than three feet in width and six feet in height at the time of occupancy of such lot. Individual shrubs or trees shall be planted not more than three feet on center, and shall thereafter be maintained by the owner or occupants so as to maintain a dense screen year-round. At least 50 percent of the plantings shall consist of evergreens. A solid wall or fence, not to exceed six feet in height, complemented by suitable plantings, may be substituted for such landscape buffer strip. The strip may be part of the yard area. Where an "I" or "B" District abuts an "R" District, no

Table 63. Dimensional and Density Regulations

| District | Use | Minimum lot area (sq. ft.) | Minimum lot frontage (ft)(1) | Minimum lot depth (ft) | Minimum yard depths | Maximum height (ft)(2) | Maximum stories (No.) | Maximum building area (percent) | Minimum open space (percent) |
|----------|-------------------------------|---------------------------------|------------------------------|------------------------|---------------------|------------------------|-----------------------|---------------------------------|------------------------------|
| | | | Front (ft) | Side (ft) | Rear (ft) | | | | |
| R-1 | Any permitted residential use | 25,000 + 3,000/ additional unit | 120 | 120 | 15 | 40 | 3 | 30 | 30 |
| | Any other permitted use | 15,000 | 100 | 100 | 15 | 40 | 3 | 30 | 50 |
| R-2 | Any permitted use | 35,000 + 2,000/ additional unit | 140 | 140 | 20 | 40 | 3 | 25 | 30 |
| R-3 | Any permitted use | 45,000 | 160 | 160 | 25 | 50 | 2-1/2 | 15 | 50 |
| R-4 | Any permitted use | 55,000 | 180 | 180 | 30 | 60 | 2-1/2 | 10 | 70 |
| B-1 | Any permitted use | 40,000 | 150 | 150 | 20 | 40 | 3 | None | 20 |
| B-2 | Any permitted use | 15,000 | 80 | 80 | 15 | 40 | 2 | 40 | 30 |
| I-1 | Any permitted use | 40,000 | 150 | 150 | 20 | 40 | 3 | None | 20 |
| S-1 | Any permitted use | 2.5 acres | 250 | 300 | 25 | 40 | 3 | 40 | 30 |

1. The minimum lot width at the front yard setback line shall not be less than 85 percent of the minimum lot frontage required for the district.

2. Under "Planned Unit Development," permitted maximum height may be increased to 90 feet, three stories.

building within the "I" or "B" District shall be within 25 feet of the boundary line of the "R" District.

- 6.06 Buildings in Floodline. A building, except a boathouse, or pump house, shall not be erected within floodlines or in any area subject to periodic flooding unless the first floor elevation is higher than the highest flood recorded. If such flood elevation shall have been reduced by construction of dams at the headwaters, or by other means, the first floor elevation may be correspondingly lowered to the reduced flood level. (Refer to Section 12.05.)
- 6.07 Accessory Buildings. In "R" and "B" districts, a detached accessory building shall conform to the following provisions: it shall not occupy more than 25 percent of the required rear yard; it shall not be less than 25 feet from the front street line, or less than 10 feet from any other lot line or from any principal building; and it shall not exceed 20 feet in height. An accessory building attached to the principal building shall be considered as an integral part thereof and shall be subject to front, side and rear yard requirements applicable to the principal building.
- 6.08 Other General Dimensional and Density Provisions. In addition to the regulations in Items 6.01 through 6.07, the following regulations shall apply:
1. Provisions for inner and outer courts shall be subject to the Building Code.
 2. Existing residential uses shall be subject to the regulations for the particular type of dwelling as defined in the R-1 District for use in the B-1 and B-2 districts.
 3. Except for planned developments for multifamily development, cluster residential development, planned unit residential development, planned business or industrial development, community facilities, and public utilities, only one principal structure shall be permitted on a lot. In the case of planned multifamily developments other than planned unit development, the minimum distance between the walls of such principal buildings which contain windows shall be twice the minimum side yard or side setback required in the district. (The minimum lot area required per each individual dwelling unit, building, or other unit of use shall be multiplied by the number of such units to obtain the minimum lot area required for the total tract of land. Other area regulations shall apply to the tract as a whole.)

4. A corner lot shall have minimum street yards with depths which shall be the same as the required front yard depths for the adjoining lots.
5. At each end of a through lot, there shall be a setback depth required, which is equal to the front yard depth required for the district in which each street frontage is located.
6. Projections into required yards or other required open spaces are permitted subject to the following:
 - a. Balcony or bay window, limited in total length to one-half the length of the building, but more than two feet.
 - b. Open terrace or steps or stoop, under four feet in height, up to one-half the required yard setback.
 - c. Steps or stoop over four feet in height, window-sill, chimney, roof eave, fire escape, fire tower, storm enclosure or similar architectural features, not more than two feet.
7. The provisions of this bylaw governing the height of buildings shall not apply to chimneys, elevator bulkheads, skylights, ventilators, cooling towers, electronic equipment, elevator shafts, and other necessary appurtenances usually carried above roof, nor to domes, towers, stacks or spires, if not used for human occupancy and which occupy not more than 20 percent of the ground floor area of the building; nor to ornamental towers, observation towers, radio broadcasting towers, television and radio antennae, and other like structures, which do not occupy more than 20 percent of the lot area; nor to churches or public agricultural or institutional buildings or buildings of private schools not conducted for profit that are primarily used for school purposes, provided the excepted appurtenances are not located within the flight-paths of an airport as defined by F. A. A. regulations.
8. The gross floor area of each one-family detached dwelling and each dwelling unit in a two-family dwelling shall not be less than 768 square feet. The gross floor area in a multifamily dwelling shall not be less than 450 square feet for one-bedroom dwelling units, 600 square feet for two-bedroom units, and 750 square feet for three-bedroom or larger units. For the purposes of this paragraph, a mobile home shall not be considered a dwelling.

SECTION 7.00

SIGNS

- 7.01 General. All signs shall comply with the regulations for the erection and construction of signs contained in the Building Code of the Town of Easton and other applicable town regulations, except as shall be under the jurisdiction of the State Billboard Act, Chapter 93 of the General Laws (Chapter 584, Section 4 of the Acts of 1955 and as amended). Signs shall be permitted in accordance with the following regulations:
- 7.02 Signs Permitted in Any "R" District.
1. One professional nameplate for each medical doctor or dental practitioner, provided: such sign shall not exceed one square foot in surface area.
 2. One identification sign for each dwelling unit, provided: such sign shall not exceed one square foot in surface area; if lighted, it shall be illuminated with white light by indirect method only; and it shall not be used other than for identifying the occupancy.
 3. One identification sign for each membership club, funeral establishment, hospital, church, other place of public assembly, community facility or public utility use, provided: the sign shall not exceed ten square feet in surface area; if light, it shall be illuminated with white light by indirect method only; and it shall be set back at least one-half of the required depth of the front yard.
 4. One unlighted temporary sign offering premises for sale or lease for each parcel in one ownership, provided: it shall not exceed six square feet in surface area; and it shall be set back at least 10 feet from the street lot line.
 5. One unlighted temporary sign of an architect, engineer or contractor erected during the period such person is performing work on the premises on which such sign is erected, provided: it shall not exceed four square feet in surface area; and it shall be set back at least ten feet from the street lot line.
 6. One unlighted temporary sign relating to a new residential subdivision during the actual period of construction, provided: it shall not exceed 20 square feet in surface area; and it shall be set back at least ten feet from any street lot line.

7.03 Signs Permitted in Any "B" District.

1. Signs permitted in Section 7.02, subject to the same regulations.
2. Signs limited to those which advertise goods, services, or produce manufactured or offered for sale on the premises. General advertising signs shall be prohibited.
3. One wall sign for each lot street frontage of each establishment, provided: it shall be attached and parallel to the main wall of a building; it shall not project horizontally more than 15 inches therefrom; the surface area of the sign shall not aggregate more than ten percent of the area of the wall on which it is displayed, or 150 square feet, whichever is the lesser; and if lighted it shall be illuminated internally or by indirect method with white light only.
4. One projecting sign for each lot street frontage or each establishment, provided: it shall be attached to the main wall of a building; it shall not project horizontally beyond a line drawn perpendicularly upward from two feet inside the curb line; it shall be erected at a height not less than nine feet, nor more than 30 feet above the ground or sidewalk; it shall not exceed 40 square feet in surface area; and if lighted, it shall be illuminated internally or by indirect method with white light only.
5. One pole sign for each street frontage of a drive-in establishment, provided: it shall not exceed 40 square feet in surface area; no portion of it shall be set back less than ten feet from any street lot line; it shall not be erected so that any portion of it is over 30 feet above the ground or sidewalk; and if lighted, it shall be illuminated internally by white light only.

7.04 Signs Permitted in the "I" District.

1. Wall signs permitted in Section 7.03, subject to the same regulations.
2. One ground sign for each establishment, provided: it shall not exceed 150 square feet in surface area; it shall be set back at least 15 feet from any street lot line; it shall not be erected so that any portion of it is over 30 feet above the ground or sidewalk; and if lighted, it shall be illuminated internally by white light only.

3. Signs shall be limited in use to identification signs and those signs which advertise goods, services, or products manufactured or offered for sale on the premises.

7.05 Additional Sign Regulations.

1. The high point of roof signs shall not exceed the permitted building height in any district.
2. Any traffic or directional sign owned or installed by a governmental agency shall be permitted.
3. Specifically excluded from these regulations are temporary interior window displays or temporary banners for drive-in establishments or automotive establishments, except as provided in No. 4 below.
4. A sign (including temporary interior window displays or banners) or its illuminator shall not by reason of its location, shape, size, or color interfere with traffic or be confused with or obstruct the view or effectiveness of any official traffic sign, traffic signal or traffic marking. Therefore, flashing or animated signs of red, yellow or green colored lights shall not be permitted.
5. No more than two signs shall be allowed for any one business or industrial establishment in the "B," "I," and "S" districts.
6. No more than one sign shall be allowed for any one premises in the "R" District.
7. The limitations as to the number of signs permitted does not apply to traffic or directional signs which are necessary for the safety and direction of residents, employees, customers and visitors, whether in a vehicle or on foot, of any business, industry or residence.

7.06 Signs Permitted in the "S" District.

1. Signs permitted in any "S" District shall be subject to the provisions as stated in the previous sections; dependent on the use permitted in the district.

SECTION 8.00

OFF-STREET PARKING AND LOADING REGULATIONS

- 8.01 Off-Street Parking and Loading Requirements. In any district, if any structure is constructed, enlarged, or extended, and any use of land established, or any existing use is changed, after the effective date of this bylaw, parking and loading spaces shall be provided in accordance with Table 64, Off-Street Parking and Loading Regulations. An existing structure which is enlarged or an existing use which is extended after the effective date of this bylaw shall be required to provide parking and loading spaces in accordance with the following table for the entire structure or use, unless the increase in units or measurements amounts to less than 25 percent, whether such increase occurs at one time or in successive stages.
- 8.02 Existing Spaces. Parking or loading spaces being maintained in any district in connection with any existing use on the effective date of this bylaw shall not be decreased so long as said use remains, unless a number of parking or loading spaces is constructed elsewhere such that the total number of spaces conforms to the requirements of the tables of this Section, provided: this regulation shall not require the maintenance of more parking or loading spaces than is required according to the tables.
- 8.03 Computation of Spaces. When the computation of required parking or loading spaces results in the requirement of a fractional space, any fraction over one-half shall require one space.
- 8.04 Combined Facilities. Parking required for two or more buildings or uses may be provided in combined facilities on the same or adjacent lots, subject to approval by the Building and Zoning Inspector where it is evident that such facilities will continue to be available for the several buildings or uses.
- 8.05 Location of Parking Spaces. Required off-street parking spaces shall be provided on the same lot as the principal use they are required to serve; or, when practical difficulties as determined by the Board prevent their establishment upon the same lot, they shall be established no farther than 200 feet from the premises to which they are appurtenant.
- 8.06 Location of Loading Spaces. The loading spaces required for the uses listed in Table 64, Off-Street Parking and Loading Regulations shall in all cases be on the same lot

as the use they are intended to serve. In no case shall the required loading spaces be part of the area used to satisfy the parking requirements of this bylaw.

8.07 Parking and Loading Space Standards. All parking and loading areas containing over five spaces, including automotive and drive-in establishments of all types, shall be either contained within structures, or subject to the following:

1. The area shall be effectively screened on each side which adjoins or faces the side or rear lot line of a lot situated in any "R" District.
2. The area and access driveways thereto shall be surfaced with bituminous or cement concrete material and shall be graded and drained so as to dispose of all surface water accumulation.
3. A substantial bumper of masonry, steel or heavy timber, or a concrete curb or berm curb which is backed shall be placed at the edge of surfaced areas except driveways in order to protect abutting structures, properties and sidewalks.
4. Any fixture used to illuminate any area shall be so arranged as to direct the light away from the street and away from adjoining premises used for residential purposes.
5. There shall not be any vehicle repair for profit or gasoline or oil service facilities or any repair made to any motor vehicles, except on a lot occupied by a permitted automotive use. Any gasoline or oil facilities shall be at least 25 feet from any lot line.
6. There shall not be any storage of materials or equipment or display of merchandise within required parking area except as part of approved building operations.
7. Parking spaces shall not be located within the required front yard area in any district.
8. Parking and loading spaces shall be so arranged as not to permit backing of automobiles onto any street.
9. Any portion of any entrance or exit driveway shall not be closer than 50 feet to the curb line of any intersecting street.
10. Any two driveways leading to or from a street to or from a single lot shall not be within 30 feet of each other at their intersections with the front lot line for an interior lot and 40 feet for a corner lot.

11. Any entrance or exit driveway shall not exceed 24 feet in width at its intersection with the front lot line. Curb cuts shall not exceed 25 feet in width.
12. An open-air parking space shall be at least five feet from any building.

Table 64. Off-Street Parking and Loading Regulations

| Uses | Number of spaces per unit |
|--|--|
| PARKING | |
| 1. One- and two-family dwelling | Two for each dwelling unit |
| 2. Multifamily dwelling | One and one-half for each dwelling unit |
| 3. Lodging house | One and one-half for each lodging unit |
| 4. Theater, restaurant, auditorium, church or similar place of public assembly with seating facilities | One for each four seats of total seating capacity |
| 5. Automotive retail and service establishment and other retail and service establishments utilizing extensive display areas, either indoor or outdoor which are unusually extensive in relation to customer traffic | One per 1,000 square feet of gross floor space. In the case of outdoor display areas, one for each 1,000 square feet of lot area in such use. |
| 6. Other retail, service, finance, insurance, or real estate establishment | One per each 300 square feet of gross floor space |
| 7. Hotel, motel, tourist court | One for each sleeping room plus one for each 400 square feet of public meeting room and restaurant space. |
| 8. Wholesale establishment, warehouse or storage establishment | One per each 1,000 square feet of gross floor space |
| 9. Manufacturing or industrial establishment | One per each 600 square feet of gross floor space <u>OR</u> 0.75 per each employee of the combined employment of the two largest successive shifts, whichever is larger. |

Table 64 (Continued). Off-Street Parking and Loading Regulations

| Uses | Number of spaces per unit |
|--|---|
| PARKING (Continued) | |
| 10. Hospital | Two per bed at design capacity |
| 11. Nursing home | One per bed at design capacity |
| 12. Business, trade, or industrial school or college | One for each 200 square feet of gross floor area in classrooms |
| 13. Other school | Two per classroom in an elementary and junior high school; four per classroom in a senior high school plus space for auditorium or gymnasium, whichever has the larger capacity |
| 14. Community facility (town building, recreation, etc.) | One per each 400 square feet of gross floor space |
| 15. Dormitory, fraternity, sorority, YMCA or similar use | One for each sleeping room |
| 16. Public utility | One for each 400 square feet of gross floor area devoted to office use. |
| | One for each 800 square feet of gross floor area per other use |
| 17. Transportation terminal establishment | One for each 600 square feet of gross floor area |
| 18. Mixed use | Sum of various uses computed separately |
| 19. Any use permitted by this bylaw not interpreted to be covered by this schedule | Closest similar use as shall be determined by the Building and Zoning Inspector. |

Table 64 (Continued). Off-Street Parking and Loading Regulations

| Uses | Number of spaces per unit |
|--|--|
| LOADING | |
| <p>1. Retail trade, manufacturing and hospital establishment with over 5,000 square feet of gross floor area</p> | <p>One per 20,000 square feet or fraction thereof of gross floor area up to two spaces; one additional space for each 60,000 square feet or fraction thereof of gross floor area over 40,000 square feet. Space used for ambulance receiving at a hospital is not to be used to meet these loading requirements.</p> |
| <p>2. Business services, other services, community facility (school, church, town building, recreation, etc.) or public utility over 5,000 square feet of gross floor area</p> | <p>One per 75,000 square feet or fraction thereof of gross floor area up to two spaces; one additional space for each 200,000 square feet or fraction thereof of gross floor area over 150,000 square feet.</p> |

SECTION 9.00

NONCONFORMING USES, STRUCTURES AND LOTS

9.01 Nonconformity by Initial Enactment or Amendment. The provisions of this section apply to nonconforming uses, structures and lots as created by the initial enactment of this bylaw or by any subsequent amendment.

9.02 Extension and Alteration.

1. Any nonconforming use, except primarily for agriculture, horticulture or floriculture, of any open space on a lot outside a structure or of a lot not occupied by a structure shall not be extended more than 15 percent of its original size at the time of adoption of this bylaw.
2. Any nonconforming principal or accessory use of a structure shall not be extended more than 25 percent of its original floor area at the time of adoption of this bylaw.
3. Any nonconforming structure may be altered and the use extended throughout the altered portion provided that any resultant alteration shall not cause the structure to violate the maximum building area and yard regulations of the district in which it is located.
4. Any nonconforming structure or portion thereof which has come into conformity shall not again become nonconforming.

9.03 Residential Lot of Record. Any lot lawfully laid out by plan or deed duly recorded or any lot shown on a plan endorsed by the Planning Board with the words "approval under the Subdivision Control Law not required" or words of similar import which complies at the time of recording or such endorsement whichever is earlier with the minimum area, frontage, width, and depth requirements, if any, of the zoning bylaws then in effect may be built upon for residential use provided it has a minimum area of 5,000 square feet with front footage minimum of 50 feet, provided the owner of said lot does not own abutting land, and is otherwise in accordance with the provisions of Section 5A of The Zoning Enabling Act.

9.04 Reduction or Increase.

1. Any nonconforming lot or open space on the lot (yards, setbacks, courts, or building area) if already smaller

or greater, as the case may be, than that required, shall not be further reduced or increased so as to be in greater nonconformity.

2. Any off-street parking or loading spaces, if already equal to or less than the number required to serve their intended use, shall not be further reduced in number.

9.05 Change.

1. Any nonconforming use of a structure may be changed to another nonconforming use, provided: the changed use is not a substantially different use, except as provided in Paragraph 2 below and approval for the change is granted by a Special Use Permit for an exception by the Board of Appeals.

For purposes of this section, a substantially different use is a use which by reason of its normal operation, would cause readily observable differences in patronage, service, sight, noise, employment or similar characteristics, from the existing nonconforming use or from any permitted use in the district under question.

2. Any nonconforming use which has been once changed to a permitted use or another nonconforming use which is not a substantially different use shall not again be changed to another nonconforming use.
3. Any nonconforming lot which has come into conformity shall not again be changed to a nonconforming lot.

9.06 Restoration. Any nonconforming structure, totally destroyed by fire or other cause, may be rebuilt, if in accordance with dimensional and density regulations of this bylaw.

9.07 Abandonment. Any nonconforming use of a structure or lot which has not been used for a continuous period of one year or more shall not be used again except for a conforming use. For agricultural, horticultural, or floricultural uses, the nonuse period shall be five years.

9.08 Moving. Any nonconforming structure shall not be removed to any other location on the lot or any other lot unless every portion of such structure, the use thereof, and the lot shall be conforming.

9.09 Unsafe Structure. Any structure determined to be unsafe may be restored to a safe condition. Such work on any nonconforming structure shall not place it in greater nonconformity. If the cost to restore any structure shall exceed

50 percent of its physical replacement value, it shall be reconstructed only as a conforming structure and used only for a conforming use.

SECTION 10.00

ADMINISTRATION AND ENFORCEMENT

- 10.01 Administrative Official. It shall be the duty of the Building and Zoning Inspector to administer and enforce the provisions of this bylaw.
- 10.02 Permit Required. It shall be unlawful for any person to erect, construct, reconstruct, or alter a structure without applying for and receiving from the Building and Zoning Inspector a building permit. It shall be unlawful for any person to change the use or lot coverage, or extend or displace the use of any building, structure or lot without applying for and receiving from the Building and Zoning Inspector a use permit.
- 10.03 Previously Approved Permit. The status of previously approved permits shall be as determined by Section 11 of The Zoning Enabling Act.
- 10.04 Certificate of Use and Occupancy Required. It shall be unlawful to occupy any structure or lot for which a building permit is required herein without the owner applying for and receiving from the Building and Zoning Inspector a certificate of use and/or occupancy. Failure of the Building and Zoning Inspector to act within ten days shall be considered approval.

The certificate of occupancy shall state that the building and use comply with the provisions of the Zoning Bylaw and of the Building Code of the Town of Easton in effect at the time of issuance. No such certificate shall be issued unless the building and its use and its accessory uses and the uses of all premises are in conformity with the provisions of this bylaw and of the Building Code at the time of issuance. A certificate of occupancy shall be conditional on the adequacy of parking space and other facilities as required by this bylaw and shall lapse if such areas and facilities are used for other purposes.

A certificate of occupancy shall be required for any of the following in conformity with the Building Code and this bylaw:

1. Occupancy and use of a building hereafter erected or structurally altered.
2. Change in use of an existing building or the use of land to a use of a different classification.

Certificates of occupancy shall be applied for coincidentally with the application for a building permit, and shall be issued within ten days after the lawful erection or alteration of the building is complete. Such certificates of occupancy shall be posted by the owner of the property in a conspicuous place for a period of not less than ten days after issuance.

10.05 Permit and Certificate Fees. Fees shall be as established by the Selectmen.

10.06 Permit Time Limits. Any work for which a permit has been issued by the Building and Zoning Inspector shall be actively prosecuted within 90 days and completed within one year of the date of the issuance of the permit. Any permit issued for a project which is actively prosecuted for one year may be extended at the discretion of the Building and Zoning Inspector.

10.07 Violations. The Building and Zoning Inspector shall serve a notice of VIOLATION AND ORDER to any owner or person responsible for the erection, construction, reconstruction, conversion, alteration of a structure or change in use, increase in intensity of use, or extension or displacement of use of any structure or lot in violation of any approved plan, information or drawing pertinent thereto; or in violation of a permit or certificate issued under the provisions of this bylaw, and such order shall direct the immediate discontinuance of the unlawful action, use or condition and the abatement of the violation. Any owner who has been served with a notice and ceases any work or other activity, shall not leave any structure or lot in such a condition as to be a hazard or menace to the public safety, health, morals, or general welfare.

10.08 Prosecution of Violation. If the notice of VIOLATION AND ORDER is not complied with promptly, the Selectmen shall institute the appropriate action or proceeding at law or in equity to prevent any unlawful action, use or condition and to restrain, correct, or abate such violation.

Any person, firm or corporation violating any of the provisions of this bylaw shall for each violation, upon conviction thereof, pay a fine of not less than Ten Dollars (\$10.00) and not more than Fifty Dollars (\$50.00). Each day that a violation is permitted to exist after notice to remove the same shall constitute a separate offense.

10.09 Board of Appeals.

1. Membership. There shall be a Board of Appeals of five members and two associate members.

2. Appointment. Members of the Board in office at the effective date of this bylaw shall continue in office. Hereafter, as terms expire or vacancies occur, the Board of Selectmen shall make appointments pursuant to The Zoning Enabling Act.
 3. Powers. The Board shall have those powers granted under The Zoning Enabling Act.
 4. Adoption of Rules. The Board shall adopt rules to govern its proceedings pursuant to The Zoning Enabling Act.
 5. Appeals. Appeals to the Board shall be taken in accordance with the Rules of the Board and Section 20 of The Zoning Enabling Act which states that no appeal or petition from the terms of this bylaw with respect to a particular parcel of land or the building thereon and no application for a special exception to the terms of this bylaw which has been unfavorably acted upon by the Board of Appeals shall be considered on its merit by said Board within two years after the date of such unfavorable action except with the consent of all but one of the members of the Planning Board.
- 10.10 Variances. The Board may authorize a variance for a particular use or parcel of land or to an existing building thereon from the terms of this bylaw where, owing to conditions especially affecting such parcel or such building but not affecting generally the district in which it is located, a literal enforcement of the provisions of this bylaw would result in unnecessary hardship, financial or otherwise, to the appellant, and where desirable relief may be granted without substantial detriment to the public good and without nullifying or substantially derogating from the intent or purpose of this bylaw.
- 10.11 Special Permits. The Board shall have the power to hear and decide on applications for special exceptions.
1. In applying for a special permit, the applicant need not demonstrate hardship, since the basis for the action is of general benefit to the town as a whole. In granting a special permit the Board, with due regard to the nature and condition of all adjacent structures and uses, and the district within which the same is located, shall find all of the following general conditions to be fulfilled.
 - a. The use requested is listed in Table 62, Use Regulations, as a special permit in the district for which application is made.

- b. The requested use will not impair the integrity or character of the district or adjoining zones, nor be detrimental to the health, morals, or welfare.

10.12 Other Requirements. The granting of any appeal by the Board shall not exempt the applicant from any provision of this bylaw not specifically ruled upon by the Board or specifically set forth as excepted in this particular case from a provision of this bylaw. It shall be unlawful for any owner or person to reconstruct, convert or alter a structure or change the use, increase the intensity of use, or extend or displace the use of any building, other structure or lot, or change any required limitations or special conditions imposed by the Board in authorizing a special permit or variance without appealing to the Board as a new case over which the Board shall have complete administrative power to deny, approve or modify.

10.13 Public Hearing. The Board of Appeals shall fix a reasonable time for the hearing of any appeal or other matter referred to it or any petition for a variance, and shall cause the notice of the time and place of such hearing thereof and of the subject matter, sufficient for identification, to be published in a newspaper of general circulation in the town once in each of two successive weeks, the first publication to be not less than 14 days before the day of the hearing and posted in a conspicuous place in the town hall for a period of not less than 14 days before the day of such hearing, and also send notice by mail, postage prepaid, to the petitioner and the owners of all property deemed by the Board to be affected thereby, as they appear on the most recent local tax list, and to the Planning Board. The publication required by this section shall contain the following printed in bold-face type: (a) the name of the petitioner; (b) the location of the area or premises which are the subject of the petition; and (c) the date and place of the public hearings. At the hearing any party whether entitled to notice thereof or not may appear in person or by agent or by attorney.

SECTION 11.00

SPECIAL PERMIT CONDITIONS

11.01 Special Conditions. In addition to the general conditions set forth in Section 10.11 of this bylaw for all special permits, the following special conditions shall apply to the following uses in this section listed as special permits in various districts in Table 62, Use Regulations.

11.02 Removal of Sand, Gravel, Quarry or Other Raw Materials.

1. For the removal of sand, gravel, quarry or other raw materials other than that which is incidental to and in connection with the construction of a building on a lot, and for processing and treating raw materials, the following conditions shall govern:
 - a. Removal and processing operations shall not be conducted closer than 50 feet to a public street.
 - b. All equipment for sorting, washing, crushing, grading, drying, processing and treating, or other operation machinery, shall not be used closer than 100 feet from any public street or from any adjoining lot line.
 - c. Off-street parking as required in Table 64, Off-Street Parking and Loading Regulations shall be provided.
 - d. Any access to excavated areas or areas in the process of excavation will be adequately posted with KEEP OUT - DANGER signs.
 - e. Any work face or bank that slopes more than 30 degrees downward adjacent to a public street will be adequately fenced at the top.
 - f. Adequate provision is to be made for drainage during and after the completion of operations.
 - g. Lateral support shall be maintained for all adjacent properties.
 - h. The use of explosives shall be done in accordance with the regulations for storage or handling of explosives as published by the Commonwealth of Massachusetts.
 - i. All operations shall be conducted in such a manner as to comply with the laws of the Commonwealth of

Massachusetts regulating water pollution and air pollution.

- j. Before approval of a permit for any excavation the owner shall file a performance bond, or deposit money, or other negotiable securities in an amount determined by the Board to be sufficient to cover costs of all, or any part of cleaning the site upon completion of work, such as removing stumps, large boulders, general cleanup, and other miscellaneous debris.
 - k. The permit issued shall be granted only to the owner of the record and shall not be transferable.
2. Site plans shall be filed with the Board of Appeals for any land which is used or intended to be used for the extraction of sand, gravel, rock, and associated earth materials. Site plans of the removal areas shall be prepared by a registered professional engineer or a registered land surveyor at a scale of 200 feet to the inch and shall be in accordance with and indicate the following:
- a. Lot lines.
 - b. Adjacent public streets.
 - c. Proper provisions for safe and adequate water supply and sanitary sewerage and for temporary and permanent drainage of the site.
 - d. Plan for regrading of all or parts of the slopes resulting from such excavation or fill; and
 - e. Plan for replacement of at least four inches of topsoil over all excavated, filled, or otherwise disturbed surfaces and seeding with a perennial cover crop, reseeded as necessary to assure uniform growth and soil surface stabilization.
 - f. Plan for lighting, if night operation is contemplated.
 - g. Proper provision for vehicular traffic, service roads, control of entrances and exits to highways.
 - h. The relation of future buildings and operations machinery to the removal areas.
 - i. Delineation of removal areas.

- j. Provision for a substantial fence enclosing the excavation or quarry where any excavation or quarry will extend under original ground level or will have a depth of ten feet or more and create a slope of more than one foot in two feet. Such fence shall be located ten feet or more from the edge of the excavation or quarry, and shall be at least six feet in height.
3. Land restoration plan(s) must be submitted to and approved by the Board subject to the regulations set forth in the following paragraphs:
- a. The Building and Zoning Inspector may require up to three approved alternative future land restoration plans be submitted for such land as is used for the extraction of sand, gravel, rock, and associated earth materials. It is recognized that land restoration of the removal areas is in the public interest.
 - b. Said land restoration plan and its implementation applies to the conversion of the abandoned site and its planned restoration. It is, therefore, required that any land restoration plan correspond to a situation which could reasonably occur in the immediate future (zero to five years), and be revised as necessary as the existing physical character of the removal area changes.
 - c. The land restoration plan or any part thereof which reasonably applies to an area which has been abandoned from removal use shall be put into effect within one year of the abandonment of said operation.

11.03 Filling of Any Water or Wet Area. For the filling in of any pond, lake, swamp, or other existing body of water or wet area; and the filling in of any swale, valley, or other area or depression, where such filling in requires an amount of fill equivalent to 500 cubic yards or more; or where the area to be filled in exceeds 10,000 square feet, the following conditions apply: (Such conditions shall include, where applicable, prior approval by the Board of Selectmen, the Massachusetts Department of Natural Resources, and the Massachusetts Department of Public Works under Chapter 131, Sections 40 and 40A of the General Laws, Acts Relating to the Protection of Flood Plains.)

- 1. Submission of a location plan at a scale of 1" = 1,000' showing the area to be filled in or excavated, lot lines within which the filling is proposed, and tie-in to the nearest road intersection.

2. Submission of a site plan to a scale of 1" = 40' of the lot and surrounding area within 100 feet showing in addition to No. 1 above, existing and proposed contour lines at intervals of not more than two feet resulting from the proposed filling in, in relation to the topography of the premises, said plan to be prepared by a registered professional engineer and registered land surveyor.
3. Provision for temporary and permanent drainage of the site.
4. Limitation of fill to terrace fills which are not to exceed ten feet at any one time nor be within ten feet of an adjacent lot line or any cut.
5. Regrading of all parts of the slopes resulting from such fill.
6. Replacement of at least four inches of topsoil over all filled or otherwise disturbed surfaces and seeding with a perennial cover crop, reseeded as necessary to assure uniform growth and soil surface stabilization.
7. Submission of plan for lighting, if night operation is contemplated.
8. Where any fill will have a depth of ten feet or more and create a slope of more than one foot in two feet, there shall be a substantial fence enclosing the fill at least six feet in height with suitable gates. Such fence shall be located ten feet or more from the edge of the fill.

11.04 Cluster Residential Development. For single-family or multifamily residential development in a cluster concept not subject to Table 63, Dimensional and Density Regulations, the following conditions shall apply:

1. The tract of single or consolidated ownership at the time of application shall be at least 15 acres in size and subject to approval by the Planning Board under the Subdivision Control Law.
2. A site plan for the entire tract at a scale of 1" = 100' shall be prepared by a registered architect or registered professional engineer. The site plan shall be submitted to the Board and shall show at least the following:
 - a. Two-foot finished contours on the tract and within 50 feet thereof;

- b. The location and acreage of areas to be devoted to specific uses;
- c. Existing and proposed street, parking, drainage and utility systems;
- d. Proposed residential density of development in terms of dwelling units per acre.

A separate plan showing the location of parks, open spaces and other public or community uses shall be submitted.

- 3. The following uses shall be permitted: residential (one-, two-, and multifamily dwelling); and community facilities (religious or educational; membership club for exclusive use of the residents of the planned development; public recreation and open space).
- 4. If developed strictly for single-family residences, the following conditions shall apply:
 - a. Each individual lot shall be subject to the yard requirements for a one-family detached dwelling in the R-1 District.
 - b. The total number of proposed lots in the development within any district shall not exceed the number of lots which could be developed under normal application requirements of the R-2 District. For purposes of this section, it shall be assumed that a maximum of 80 percent of the total tract area could be utilized to meet lot area requirements.
 - c. The development shall be served by a public water and sewer system except that individual on-lot septic systems may be employed if the designated leaching area meets the minimum requirements of the State Sanitary Code, Article XI and an additional area can be reserved for expansion which can also meet the same requirements.
- 5. If developed for single- and multifamily or strictly multifamily residences, the following conditions shall apply:
 - a. The residential net density within the developed area (80 percent portion) shall not exceed 20 dwelling units per acre, not including streets, if located in the S-1 District and shall not exceed ten dwelling units per acre, not including streets, if located in the R-2 or R-3 District.

- b. The maximum number of bedrooms permitted per dwelling unit shall not exceed two.
 - c. Buildings shall be at least 50 feet from any district boundary and at least 15 feet from any street line or parking area and at least 24 feet apart.
 - d. Buildings shall not exceed three stories in height.
 - e. The development shall be served by a public water and sewerage system.
6. At least 20 percent of the total tract area (of which at least 50 percent shall not be wetlands or over five percent slope land) shall be set aside as common land and shall be either deeded to the town or covenanted to be maintained as permanent "open space" in private or cooperative nonprofit ownership.
 7. Such common land shall be deeded to the town or permanently covenanted simultaneously with the Planning Board's approval of the Subdivision Plan.
 8. Such common land shall be restricted to open space, recreational uses such as tot lot, park, playground, playfield, golf courses, or conservation area.
 9. Such common land shall have suitable access to a street.
 10. The principal streets shall be offered for acceptance as public ways. The minimum roadway width of interior one-way streets shall be 18 feet. The minimum roadway width of two-way streets with parking permitted on one side shall be 28 feet. The minimum width of two-way streets without parking permitted shall be 20 feet.
 11. Within ten days after the receipt of the plan, the Board of Appeals shall transmit a copy thereof to the Planning Board which shall submit in writing, prior to the hearing upon such special permit, its recommendations and report to the Board of Appeals, and which report by the Planning Board shall include as a minimum:
 - a. A general description of the neighborhood in which the tract lies and the effect of the plan upon the area;
 - b. The relation of the plan to the long-range plan of the town;

- c. The extent to which the plan is designed to take advantage of the natural terrain of the tract;
- d. The extent to which the proposed Common Open Space is of a size and shape, and the adequacy of the facilities thereon, to benefit the residences of the development;
- e. The Planning Board's opinion of the overall design of the plan; and,
- f. The Planning Board's opinion of the advisability of granting the special permit, and as to any restrictions which should be imposed upon the tract as a condition of such permit.

The Board of Appeals shall not take final action on an application for a special permit hereunder until it has received a report thereon from the Planning Board or until said Planning Board has allowed 45 days to elapse after receipt of such plan without the submission of a report. The Board of Appeals shall give due consideration to the report of the Planning Board and, where its decision differs from the recommendations of the Planning Board, shall state the reasons therefor in writing. (Reference should be made to the criteria in Section 10.11 in that the section still applies.)

11.05 Planned Unit Development. For development in a planned unit concept for uses including among others, residential, commercial, and institutional, and not subject to Table , Dimensional and Density Regulations, the following conditions shall apply:

- 1. The tract shall be at least 50 contiguous acres in single or consolidated ownership and the plan for the tract shall be subject to approval by the Planning Board under the Subdivision Control Law.
- 2. A site plan for the entire tract at a scale of 1" = 100', prepared by a registered architect, registered professional engineer, or registered professional surveyor, as apt, shall be submitted to the Board and shall show, in addition to other items as may be required by the Board, at least the following:
 - a. Two-foot contours on the tract and within 50 feet thereof.
 - b. The location and acreage of areas to be devoted to specific uses.

- c. Existing and proposed streets, parking, drainage and utility systems.
 - d. Proposed residential density of development in terms of dwelling units per acre and types and proposed commercial uses in square footage and types.
 - e. A separate plan showing the location of parks, open recreation areas and other open spaces, schools, and other public community uses.
3. The following uses shall be permitted: residential (one-family, two-family, and multifamily dwelling); community facilities (religious or educational; membership club for exclusive use of the residents of the planned unit development; public recreation or open space; fire station); and commercial (retail or service establishment not exceeding 5,000 square feet in gross floor area).
 4. At least 20 percent of the land area shall be set aside as permanent open space and offered to the town for acceptance as public open space or covenanted by the owner as public open space.
 5. The remaining 80 percent of the land area may be developed for residential, community facilities and commercial uses. A maximum of five percent of the total residential gross floor area at any one time may be devoted to commercial gross floor area.
 6. The residential net density within the developed area (80 percent portion) shall not exceed 30 dwelling units per acre, not including streets.
 7. At any one time not more than 30 percent of the total dwelling units shall be of one type or bedroom composition.
 8. Buildings shall be at least 50 feet from any district boundary and at least 15 feet from any street line or parking area and at least 24 feet apart.
 9. Buildings shall not exceed three stories in height.
 10. The development shall be served by both a public water and public sewerage system.
 11. The principal streets shall be offered for acceptance as public ways. The minimum roadway width of interior one-way streets shall be 18 feet. The minimum roadway width of two-way streets with parking permitted on one

side shall be 28 feet. The minimum width of two-way streets without parking permitted shall be 20 feet.

12. Within ten days after the receipt of the plan, the Board of Appeals shall transmit a copy thereof to the Planning Board which shall submit in writing, prior to the hearing upon such special permit, its recommendations and report to the Board of Appeals, and which report by the Planning Board shall include as a minimum:
- a. A general description of the neighborhood in which the tract lies and the effect of the plan upon the area;
 - b. The relation of the plan to the long-range plan of the town;
 - c. The extent to which the plan is designed to take advantage of the natural terrain of the tract;
 - d. The extent to which the proposed Common Open Space is of a size and shape, and the adequacy of the facilities thereon, to benefit the residents of the development;
 - e. The Planning Board's opinion of the overall design of the plan; and,
 - f. The Planning Board's opinion of the advisability of granting the special permit, and as to any restrictions which should be imposed upon the tract as a condition of such permit.

The Board of Appeals shall not take final action on the application for a special permit hereunder until it has received a report thereon from the Planning Board or until said Planning Board has allowed 45 days to elapse after receipt of such plan without the submission of a report. The Board of Appeals shall give due consideration to the report of the Planning Board and, when its decision differs from the recommendations of the Planning Board, shall state the reasons therefor in writing.

- 11.06 Planned Business Development. For planned business development of land subject to maximum building coverage more than the maximum permitted in Table 63, Density and Dimensional Regulations, and less than the parking requirements contained in Table 64, Off-Street Parking and Loading Regulations, provided:

1. The tract shall be in single or consolidated ownership at the time of application and shall be at least five acres in size.
2. A site plan shall be presented for the entire tract showing two-foot finished contours, existing and proposed drainage, sewerage, water, parking, street access and landscaping, and shall be subject to approval by the Planning Board where it constitutes a subdivision as per the Subdivision Control Law.
3. Uses shall be contained in one continuous building except that groupings of buildings may be allowed by the Board where such groupings are consistent with the safety of the users of the development and are further consistent with the overall intent of this section; the development shall be served by one common parking area, exit, and entrance.
4. The ratio of the gross floor area of the building(s) to the total lot area shall not exceed 0.50.
5. The development shall be served by one common parking area and by common exit and entrance areas.
6. Reduction in parking space requirements shall not exceed more than ten percent of those required under normal application of requirements for the particular uses proposed.
7. The development would be served by a public water system.

11.07 Planned Industrial Development. For the planned industrial development of land for manufacturing or service industrial purposes subject to area regulations less than the minimum required in Table 63, Density and Dimensional Regulations, provided:

1. The tract in single or consolidated ownership at the time of application shall be at least 15 acres in size.
2. A site plan shall be presented for the entire tract showing two-foot finished contours, existing and proposed drainage, sewerage, water, parking, street access and landscaping, and shall be subject to approval by the Planning Board where it constitutes a subdivision as per the Subdivision Control Law.
3. Individual lot sizes shall not be reduced more than ten percent below that normally required for manufacturing or service industrial purposes in the district.

4. The total number of establishments in the development shall not exceed the number of establishments which could be developed under normal application requirements of the district.
5. The permitted uses shall be limited to manufacturing or service industrial uses with the total use completely within the building.
6. The development shall be served by a public water system.
7. At least ten percent of the total tract area (of which at least 50 percent shall not be wetlands or over five percent slope land) shall be set aside as common land and shall be either deeded to the town or covenanted to be maintained as permanent "open space" in private or cooperative nonprofit ownership.
8. Such common land shall be deeded to the town or permanently covenanted simultaneously with the Planning Board's approval of the Subdivision Plan, if any.
9. Such common land shall be restricted to open space, playfield, golf course, or conservation area.
10. Such common land shall have suitable access to a street.

11.08 Home Occupation. For the use of a dwelling in any "R" District for a home occupation, the following conditions shall apply:

1. No more than one nonresident shall be employed therein.
2. The use is carried on strictly within the principal building.
3. Not more than 40 percent of the existing net floor area not to exceed 400 square feet is devoted to such use.
4. There shall be no display of goods or wares visible from the street.
5. No advertising on the premises other than a small non-electric sign not to exceed two square feet in area, and carrying only the occupant's name and his occupation such as physician, artisan, teacher, day nurse, lawyer, architect, salesman (type), engineer, clergyman, accountant, osteopath, dentist, and similar occupations or professions.

6. The buildings or premises occupied shall not be rendered objectionable or detrimental to the residential character of the neighborhood due to the exterior appearance, emission of odor, gas, smoke, dust, noise, electrical disturbance, or in any other way. In a multifamily dwelling, the use shall in no way become objectionable or detrimental to any residential use within the multifamily structure.
7. Any such building shall include no feature of design not customary in buildings for residential use.
8. Such uses as clinics, barber shops, bakeries, gift shops, beauty parlors, tea rooms, tourist homes, animal hospitals, kennels, and others of a similar nature shall not be considered as home occupations.

11.09 Environmental Performance Standards. Any use permitted by right or special permit in any district shall not be conducted in a manner as to emit any dangerous, noxious, injurious, or otherwise objectionable fire, explosion, radioactive or other hazard, noise or vibration, smoke, dust, odor or other form of environmental pollution; electrical or other disturbance; glare, liquid or solid, refuse or wastes; conditions conducive to the breeding of insects, rodents, or other substance, conditions or element in an amount as to affect adversely the surrounding environment. The following standards shall apply:

1. Emissions shall be completely and effectively confined within the building, or so regulated as to prevent any nuisance, hazard, or other disturbance from being perceptible (without the use of instruments) at any lot line of the premises on which the use is located.
2. All activities and all storage of flammable and explosive materials at any point, shall be provided with adequate safety devices against fire and explosion and adequate fire-fighting and fire-suppression devices and equipment.
3. No activities that emit dangerous radioactivity, at any point; no electrical disturbance adversely affecting the operation at any point, of any equipment, other than that of the creator of such disturbance, shall be permitted.
4. No emission of visible smoke of a shade darker than No. 1 on the Ringlemann Smoke Chart as published by the U. S. Bureau of Mines shall be permitted except:

- a. For a period or periods of aggregating four minutes in any 30 minutes when No. 2, but not darker, is allowed.
 - b. For a period or periods aggregating three minutes in any 15 minutes on No. 3, but not darker, when cleaning, when building a new fire or when breakdown of equipment occurs.
5. No emission which can cause any damage to health or animals or vegetation or which can cause excessive soiling, at any point, and in no event any emission of any solid or liquid particles in concentrations exceeding 0.3 grains per cubic foot of conveying gas or air shall be permitted.
 6. No discharge, at any point, into a private sewage system, stream, the ground, or a municipal sewage disposal system of any material in such a way, or of such a nature or temperature as can contaminate any running stream, water supply or otherwise cause the emission of dangerous or objectionable elements and accumulation of wastes conducive to the breeding of rodents or insects shall be permitted.
 7. No vibration which is discernible to the human sense of feeling for three minutes or more in any hour between 7 a.m. and 7 p.m., or for 30 seconds or more in any one hour between 7 p.m. and 7 a.m. shall be permitted. No vibration at any time shall produce an acceleration of more than 0.1 gram or shall result in any combination of amplitudes and frequencies beyond the "safe" range of Table 7, U. S. Bureau of Mines Bulletin No. 442.
 8. Maximum permissible sound pressure levels at specified points of measurement for noise radiated continuously from a facility between 10 p.m. and 7 a.m. shall be as follows:

| <u>Frequency band</u> <u>(Cycles per second)</u> | <u>Sound pressure level</u> <u>(Decibel ra. 0.0002 dyne/CM)</u> |
|---|--|
| 20-75 | 69 |
| 75-100 | 54 |
| 150-300 | 47 |
| 300-600 | 41 |
| 600-1,200 | 37 |
| 1,200-2,400 | 34 |
| 2,400-4,800 | 31 |
| 4,800-10,000 | 28 |

If this sound is not smooth and continuous, the following corrections should be added to each of the actual decibel levels given:

- a. Daytime operation only - - - - - +5
- b. Noise source operates less than 20 percent of any hour period - - - - - +5

9. No emission or odorous gases or odoriferous matter in such quantities as to be offensive shall be permitted. Any process which may involve the creation and/or emission of any odors shall be provided with a secondary safeguard system. No objectionable odor greater than that caused by 0.001202 per thousand cubic feet of hydrogen sulfide or any "odor threshold" as defined in Table III in Chapter 5 of Air Pollution Abatement Manual, copyright 1951, by Manufacturing Chemists Association, Inc., of Washington, D. C., shall be permitted.

10. No direct or sky-reflected glare, whether from floodlights or from high temperature processes such as welding shall be permitted. Infrequent occurrence caused by an emergency situation, etc., shall be permitted.

11.10 Commercial Automobile Access. No portion of the front or side lines of a public garage, automobile repair shop, greasing station, storage battery service station, or gasoline filling station, or any part of their appurtenances or accessory uses, shall hereafter be placed within 50 feet of any residence district. No driveway to such premises shall be in any part within 50 feet of any residential district. No such premises shall have any driveway entrance or exit for motor vehicles within 300 feet of the property used by any public or private school, public library, church, playground, or institution for the sick or dependent, or for children under 16 years of age. Every filling station shall hereafter be located not less than 15 feet inside the building line and no filling shall be done except into cars standing on the property of the filling station.

SECTION 12.00

INLAND WETLANDS DISTRICT

12.01 Purpose of District. The primary purpose of the Inland Wetlands District is not to prohibit total development but to ensure that development on land within the district will not endanger the health, safety or welfare of the occupants of the land as well as the general public. Secondly, it is intended to encourage the most appropriate use of the land in Easton. The Inland Wetlands District is considered to be superimposed over the other districts shown on the Zoning Map, as a recognition of the special conditions which exist in such areas.

12.02 Basis for District. All lands in Easton which have been identified by the Soil Conservation Service of the U. S. Department of Agriculture of being characterized by poorly drained and very poorly drained mineral soils, and very poorly drained soils formed in organic deposits and having a water table at or near the surface seven to nine months of the year are included in the district.

In the Inland Wetlands District any use otherwise permitted by this bylaw in the zone in which the land is located shall be permitted except that no structure intended for human occupancy or use on a permanent basis having water and sewerage facilities shall be erected unless a permit has been issued by the Board of Appeals after reasonable notice and a public hearing.

12.03 Permit and Procedure. Any person(s) desiring such a permit shall submit an application to the Board of Appeals which shall comply with the conditions and submittal requirement as listed in the following subsections. (Such conditions shall include, where applicable, approval by the Board of Selectmen, the Massachusetts Department of Natural Resources, and the Massachusetts Department of Public Works under Chapter 131, Sections 40 and 40A of the General Laws, acts relating to the Protection of Inland Wetlands of the Commonwealth.) The application procedure shall be the same as for special permits.

12.04 Required Submittals.

1. Submission of a location plan at a scale of 1" = 800' showing the lot(s) to be developed, lot(s) lines within which the development is proposed, and tie-in to the nearest road intersection.

2. A site plan for each lot at a scale of 1" = 40' shall be prepared by a land planner with full member rating in AIP, registered architect, or registered professional engineer. The site plan shall be submitted to the Board and shall show at least the following:
 - a. The location, boundaries, and dimension of each lot in question.
 - b. Two-foot contours of the existing and proposed land surface.
 - c. The location of existing and proposed structures, watercourses, and drainage easements, means of access, drainage, and sewage disposal facilities.
 - d. The elevation of the basement and first floor.
 - e. The area and location of leaching fields.
 - f. The location of percolation tests and soil boring tests.

12.05 Development Conditions. For the development of land within the Inland Wetlands District the following conditions shall apply:

1. The lot(s) shall be served by a public water system.
2. If the lot(s) is to be served by a public sewerage system, the following conditions shall apply:
 - a. A minimum of six test borings to a minimum depth of eight feet shall be taken; three of which shall be within the area of the proposed structure and three within 25 feet of the outside walls of the structure, but not closer than ten feet. A detailed report by a soil scientist or qualified engineer indicating soil characteristics and capabilities and seasonal water tables shall accompany the test data.
 - b. The floor level of areas to be occupied by human beings as living or working space shall be above the seasonal high water table and not subject to periodic flooding (refer to Section 6.06).
 - c. If the basement floor level is below the seasonal high water table and affords the possibility of human occupancy at some future date, although not originally intended, adequate perimeter drainage shall be installed to withstand the effect of seepage. Furnace and utilities are to be protected

from the effects of flooding. The use and design of perimeter drainage shall be subject to the approval of the Town Building and Zoning Inspector and/or Town Engineer.

- d. Safe and adequate means of vehicular and pedestrian passage shall be provided in the event of flooding of the lot(s) or adjacent lot(s) caused by either the overspill from water bodies or high run-off.
3. If the lot(s) is to be served by an on-lot septic system, the following conditions including those listed previously shall apply:
 - a. The leaching area designed for use, as well as a reserved area for future expansion or total future use, shall be plotted with dimensions on the site plan.
 - b. A minimum of two percolation tests per leaching area shall be performed during the first week of May or the first week of November, or two test borings per leaching area shall be performed as a substitute for percolation test. A detailed report compiled by a soil scientist or qualified engineer indicating soil characteristics and capabilities and seasonal water tables shall accompany the test data.
 - c. The leaching areas shall not be constructed in areas where the maximum groundwater elevation is less than four feet below the bottom of the leaching area.

12.06 Board of Appeals Procedure.

1. Within ten days after the receipt of the application, the Board of Appeals shall transmit a copy thereof to the Massachusetts Departments of Natural Resources and of Public Work, the Board of Health, the Planning Board, the Board of Selectmen, and the Conservation Commission which shall submit in writing, prior to the hearing upon such special permit, their recommendations and report to the Board of Appeals on the advisability of granting the special permit, and as to any restrictions which should be imposed upon the tract as a condition of such permit.
2. The Board of Appeals shall not take final action on an application for a special permit hereunder until it has received a report thereon from the above-listed boards and departments or until 45 days have elapsed

after receipt of such plan without the submission of a report. The Board shall give due consideration to all reports and, where its decision differs from the recommendations received, shall state the reasons therefor in writing.

3. It shall be the Board's responsibility in conjunction with the above-listed boards and departments to show that the proposed development may endanger health and safety, obstruct or divert flood flow, substantially reduce natural floodwater storage capacity, or increase stormwater run-off velocity so that water levels on other land are substantially raised or the danger from flooding increased, if the permit is not granted for any of these reasons.
4. The Board may, as a condition of approval, require that effective notice be given to prospective purchasers, by signs or otherwise, of past flooding of said premises, and the steps undertaken by the petitioner or his successor in title to alleviate the effects of the same.

SECTION 13.00

AMENDMENT, VALIDITY, AND EFFECTIVE DATE

- 13.01 Amendment. This bylaw may be amended from time to time in accordance with Section 6 of The Zoning Enabling Act. During the amendment procedure, subdivision plans in process of review by the Planning Board under the Subdivision Control Law shall be entitled to the exemptions set forth in Section 7A of Chapter 40A.
- 13.02 Validity. The invalidity, unconstitutionality, or illegality of any provision of this bylaw or boundary shown on the Zoning Map shall not have any effect upon the validity, constitutionality, or legality of any other provision or boundary.
- 13.03 Effective Date. This bylaw shall take effect upon the date resulting from the procedure provided for in Section 32 of Chapter 40 of the General Laws of the Commonwealth of Massachusetts.

APPENDIXES

APPENDIX A

Appendix Table A-1. Recommended Minimum Residential Lot Sizes

| Percolation rate (min./in.) | Required seepage area (ft. ² /bedroom) | <u>With Public Water</u> Recommended minimum-lot sizes for one-family detached dwelling ⁽⁴⁾ | | |
|--------------------------------|--|--|--------|--------|
| | | (1) | (2) | (3) |
| 5 or less | 94 | 15,000 | 15,000 | 15,000 |
| 6 - 10 | 125 | 15,000 | 20,000 | 20,000 |
| 11 - 20 | 220 | 20,000 | 30,000 | 30,000 |
| 21 - 30 | 250 | 20,000 | 30,000 | 35,000 |

| Percolation rate (min./in.) | Required seepage area (ft. ² /bedroom) | <u>With Public Water</u> Recommended minimum lot sizes for two-family dwellings ⁽⁵⁾ | | |
|--------------------------------|--|--|--------|--------|
| | | (1) | (2) | (3) |
| 5 or less | 94 | 20,000 | 20,000 | 20,000 |
| 6 - 10 | 125 | 20,000 | 25,000 | 30,000 |
| 11 - 20 | 220 | 25,000 | 35,000 | 35,000 |
| 21 - 30 | 250 | 30,000 | 35,000 | 45,000 |

| Percolation rate (min./in.) | Required seepage area (ft. ² /bedroom) | <u>With On-Lot Water</u> Recommended minimum lot sizes for one-family detached (6) |
|--------------------------------|--|---|
| | | |
| 5 or less | 94 | 40,000 |
| 6 - 10 | 125 | 50,000 |
| 11 - 20 | 220 | 55,000 |
| 21 - 30 | 250 | 60,000 |

1. Likely to have public sewerage within 15 to 20 years.
2. Likely to have public sewerage within 25 to 30 years.
3. Not likely to have public sewerage.
4. Assumes 4 bedrooms per dwelling unit.
5. Assumes 3 bedrooms per dwelling unit.
6. Likely to have public water within 20 years.

Source: Standards recommended by Metcalf & Eddy.

APPENDIX B

Appendix Table B-1. Five-Level Scale
for Rating Structural Condition

| Deficiency points | Description | Definition(1) |
|-------------------|----------------------|---|
| Sound(2) | | |
| 1 | No defects | |
| 2 | Slight defects | Examples of slight defects are: lack of paint; slight damage to porch or steps; slight wearing away of mortar between bricks or other masonry; small cracks in walls, plaster, or chimney; cracked windowsills or window frames; and broken gutters or downspouts. |
| Deteriorating(2) | | |
| 3 | Intermediate defects | Examples of intermediate defects are: holes, open cracks, rotted, loose, or missing materials <u>over a small area</u> of the foundation, walls, roof, floors, or ceilings; shaky or unsafe porch, steps, or railings; several broken or missing windowpanes; some rotted or loose window frames or sashes that are no longer rainproof or windproof; broken or loose stair treads, or broken, loose, or missing risers, balusters, or railings of inside or outside stairs; deep wear on doorsills, door frames, outside or inside steps or floors; missing bricks or cracks in the chimney which are not serious enough to be a fire hazard; and makeshift chimney such as a stovepipe or other uninsulated pipe leading directly from the stove to the outside through a hole in the roof, wall, or window. Such defects are signs of neglect which lead to serious structural deterioration or damage if not corrected. |

Appendix Table B-1. (Continued) Five-Level Scale
for Rating Structural Condition

| Deficiency points | Description | Definition ⁽¹⁾ |
|----------------------------|-------------------------------|--|
| Dilapidated ⁽²⁾ | | |
| 4 | One or a few critical defects | Critical defects result from continued neglect or lack of repair, or indicate serious damage to the structure. Examples of critical defects are: holes, open cracks, or rotted, loose, or missing material (clapboard siding, shingles, bricks, concrete, tile, plaster, or floorboards) <u>over a large area</u> of the foundation, outside walls, roof, chimney, or inside walls, floors, or ceilings; substantial sagging of floors, walls, or roof; and extensive damage by storm, fire, or flood. |
| 5 | Extensive critical defects | |

1. All definitions are direct quotes from the U.S. Census of Housing, 1960.

2. Groupings by Metcalf & Eddy.

Source: U. S. Census of Housing, 1960.

APPENDIX C



- Residential (Low)
- Residential (Medium)
- Residential (High)
- Commercial
- Industrial
- Apartments, Research, & Office
- Public and Quasi-Public
- Recreation-Protected Lands
- Conservation-Wetlands
- Proposed Controlled Access Road (On New Location or Improved Roadway)
- Proposed Road System (Refer to Circulation Chapter)

| | | |
|---|---|---|
| <p>TOWN OF EASTON</p> <p>This map was prepared for the Easton Planning and Zoning Board and the Massachusetts Department of Commerce and Development and was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.</p> | <p>PRELIMINARY FUTURE LAND USE PLAN</p> | <p>MASSACHUSETTS</p> <div style="text-align: center;"> </div> <div style="text-align: center;"> <p>SCALE</p> <p>August, 1968</p> </div> |
| <p>Metcoff & Eddy, Inc.</p> | | <p>Boston • New York • Palo Alto</p> |

APPENDIX D

Appendix Table D-1. Street Cross Sectional Design Standards

| Characteristic | Collector streets | | Local streets |
|---|----------------------|--------------|---------------|
| | Urban and industrial | Rural | |
| Type | Full access | Full access | Full access |
| Design speed | 50 | 40 | 40 |
| Average daily traffic | 2,500 to 10,000 | 600 to 2,500 | Under 600 |
| Right-of-way width, ft | 60 to 72 | 60 | 50 |
| Moving lanes: | | | |
| Number | 2 | 2 | 2 |
| Width (each), ft | 12 | 12 | 12 |
| Parking lanes:(2) | | | |
| Number | 2 | 1 | 1 |
| Width (each), ft | 10 | 10 | 8 |
| Shoulders, width each, ft | 8 | 8 | 8 |
| Total width of pavement (including shoulders), ft | 40 to 44 | 34 to 40 | 32 |
| Planting strip width (each), ft | 4 to 10 | 3 to 8 | 3 to 8 |
| Sidewalk width (each), ft(3) | 6 | 5 | 4 |
| Curbing required | Urban areas only | | |

1. Design standards for primary arterial highways shall be determined by the Massachusetts Department of Public Works.
2. Parking lanes are to be part of the standard cross section in place of right-hand shoulders for urban roadways.
3. Sidewalks are to be placed within the planting strips for urban roadways.

Source: Standards recommended by Metcalf & Eddy to reflect the needs of Easton.

Appendix Table D-2. Recommended Geometric Design Standards

| Characteristic | Collector street | | Minor street |
|--|----------------------|---------------|--------------|
| | Urban and industrial | Rural | |
| <u>Horizontal alignment</u> | | | |
| Minimum radius at centerline | 830 ft | 510 ft | 510 ft |
| <u>Vertical alignment</u> | | | |
| Clear sight distance at 4.5 ft above pavement | 350 ft | 275 ft | 275 ft |
| <u>Grade</u> | | | |
| a. Maximum | 3% | 4% | 6% |
| b. Minimum | 0.5% | 0.5% | 0.5% |
| <u>Intersection</u> | | | |
| a. Minimum intersection angle | 60 deg | 60 deg | 60 deg |
| b. Minimum centerline offset | 125 ft | 125 ft | 125 ft |
| c. Minimum radius at edge of roadway | 50 ft | 30 ft | 25 ft |
| d. Sight distance | 800 ft | 550 ft | 450 ft |
| <u>Dead-end streets</u> | | | |
| Maximum length | Not permitted | Not permitted | 400 ft |
| Minimum turnaround radius at edge of roadway, ft | - | - | 60 ft |

Source: Standards recommended by Metcalf & Eddy.

Appendix Table D-3. Off-Street Parking and Loading Regulations

| Uses | Number of spaces per unit |
|--|---|
| PARKING | |
| 1. One- and two-family dwelling | Two for each dwelling unit |
| 2. Multifamily dwelling | One and one half for each dwelling unit |
| 3. Lodging house | One and one half for each lodging unit |
| 4. Theater, restaurant, auditorium, church or similar place of public assembly with seating facilities | One for each four seats of total seating capacity |
| 5. Automotive retail and service establishment and other retail and service establishments utilizing extensive display areas, either indoor or outdoor which are unusually extensive in relation to customer traffic | One per 1,000 square feet of gross floor space. In the case of outdoor display areas, one for each 1,000 square feet of lot area in such use. |
| 6. Other retail, service, finance, insurance, or real estate establishment | One per each 300 square feet of gross floor space |
| 7. Hotel, motel, tourist court | One for each sleeping room plus one for each 400 square feet of public meeting room and restaurant space |
| 8. Wholesale establishment, warehouse or storage establishment | One per each 1,000 square feet of gross floor space |
| 9. Manufacturing or industrial establishment | One per each 600 square feet of gross floor space <u>OR</u> 0.75 per each employee of the combined employment of the two largest successive shifts, whichever is larger |

Appendix Table D-3 (Continued)
Off-Street Parking and Loading Regulations

| Uses | Number of spaces per unit |
|--|---|
| PARKING (Continued) | |
| 10. Hospital | Two per bed at design capacity |
| 11. Nursing home | One per bed at design capacity |
| 12. Business, trade, or industrial school or college | One for each 200 square feet of gross floor area in classrooms |
| 13. Other school | Two per classroom in an elementary and junior high school; four per classroom in a senior high school plus space for auditorium or gymnasium, whichever has the larger capacity |
| 14. Community facility (town building, recreation, etc.) | One per each 400 square feet of gross floor space |
| 15. Dormitory, fraternity, sorority, YMCA or similar use | One for each sleeping room |
| 16. Public utility | One for each 400 square feet of gross floor area devoted to office use |
| | One for each 800 square feet of gross floor area per other use |
| 17. Transportation terminal establishment | One for each 600 square feet gross floor area |
| 18. Mixed use | Sum of various uses computed separately |
| 19. Any use permitted by this ordinance not interpreted to be covered by this schedule | Closest similar use as shall be determined by the Building and Zoning Inspector |

Appendix Table D-3 (Continued)
Off-Street Parking and Loading Regulations

| Uses | Number of spaces per unit |
|---|---|
| LOADING | |
| 1. Retail trade, manufacturing and hospital establishment with over 5,000 square feet of gross floor area | One per 20,000 square feet or fraction thereof of gross floor area up to two spaces; one additional space for each 60,000 square feet or fraction thereof of gross floor area over 40,000 square feet. Space used for ambulance receiving at a hospital is not to be used to meet these loading requirements. |
| 2. Business services, other services, community facility (school, church, town building, recreation, etc.) or public utility over 5,000 square feet of gross floor area | One per 75,000 square feet or fraction thereof of gross floor area up to two spaces; one additional space for each 200,000 square feet or fraction thereof of gross floor area over 150,000 square feet |

APPENDIX E

Appendix Table E-1. Public School Facilities Planning Standards

| Facility | Standard |
|--|---|
| Classroom size | 35 sq. ft. per pupil elementary level - 900 sq. ft. secondary level - 750-800 sq. ft. |
| Class size (desirable) | 25 pupils per room, grades 1-8 20 pupils per room, grades K,9-12 |
| <u>School site size:</u> | |
| Elementary school | 10 acres plus 1 acre per 100 students, minimum of 15 acres |
| Middle school | 20 acres plus 1 acre per 100 students, minimum of 25 acres |
| High school | 30 acres plus 1 acre per 100 students, minimum of 40 acres |
| <u>School building size standards:</u> | |
| Elementary school | 500 pupils to 700 pupils |
| Middle school | 800 pupils to 1,200 pupils |
| High school | 800 pupils to 1,800 pupils |

Source: Standards recommended by Metcalf & Eddy.

APPENDIX F

Appendix Table F-1. Standards for Public Buildings and Lands

| Category | Recommended building size | Recommended site size |
|--------------------------|---|-----------------------|
| Town offices | 8,000 to 10,000 square feet | 2.0 acres |
| Police Station | 2,500 to 3,000 square feet | 1.0 acre |
| Fire stations | 3,000 to 4,000 square feet | 1.0 acre each |
| Equipment garage | 15,000 to 17,000 square feet | 10.0 acres |
| Public library | 7,000 to 9,000 square feet (30 to 35 adult reading spaces) | 1.0 acre |
| Post office (main) | 3,000 to 4,000 square feet | 1.0 acre |
| Post office (substation) | 1,000 to 2,000 square feet | 0.5 acre |

Source: Standards recommended by Metcalf & Eddy.

APPENDIX G

Appendix Table G-1. Fire Flow Tests - June 1965

| District | No. | Location | Hydrant pressures | | Discharge, Gallons per Minute (see footnotes) | | |
|----------|-----|---------------------------------|-------------------|----|---|-------|-------|
| | | | 1 | 2 | 3 | 4 | 5 |
| P.B.D. | 1 | Main & Mechanic Streets | 65 | 47 | 1,500 | 2,460 | 2,500 |
| Ind. | 2 | Oliver Street | 62 | 45 | 620 | 1,010 | 2,000 |
| Ind. | 3 | Central & Washington Streets | 83 | 64 | 1,010 | 1,930 | 2,000 |
| M.M. | 4 | Main & Washington Streets | 67 | 54 | 1,040 | 2,080 | 1,500 |
| Church | 5 | Depot & Central Streets | 81 | 60 | 1,100 | 1,960 | 1,500 |
| Res. | 6 | North Main & Harlow Streets | 59 | 20 | 310 | 310 | 1,000 |
| Res. | 7 | North Main & Canton Streets | 60 | 34 | 600 | 760 | 1,000 |
| Res. | 8 | Washington & Union Streets | 50 | 7 | 360 | 300 | 1,000 |
| Res. | 9 | Reynolds Street | 69 | 44 | 640 | 920 | 1,000 |
| Res. | 10 | Columbus Ave. & Sheridan Street | 51 | 36 | 1,570 | 2,320 | 1,000 |
| Res. | 11 | Central & Summer Streets | 76 | 66 | 1,160 | 2,940 | 1,000 |
| M.M. | 12 | Highland & Foundry Streets | 52 | 32 | 970 | 1,250 | 1,000 |
| M.M. | 13 | Foundry & Depot Streets | 75 | 63 | 1,100 | 2,500 | 1,000 |
| Res. | 14 | Prospect & Purchase Streets | 85 | 43 | 650 | 820 | 1,000 |
| M.M. | 15 | Turnpike & Foundry Streets | 90 | 25 | 710 | 740 | 1,000 |
| Res. | 16 | Turnpike & Hill Streets | 76 | 23 | 770 | 790 | 1,000 |
| Res. | 17 | Bay Road & Summer Street | 62 | 54 | 1,440 | 3,480 | 500 |

Note: Column 1. Static pressure, hydrants closed.
 " 2. Residual pressure on main with hydrants flowing.
 " 3. Discharge obtained with residual pressure shown in Column 2.
 " 4. Discharge estimated for engine supply at residual pressure of 20 lbs.
 " 5. Required flow.

Source: New England Insurance Rating Association, June 1965.

G-1

Appendix Table G-2. Recommended Water Planning Standards

| <u>Item</u> | <u>Recommended Standard</u> | |
|------------------------------|-----------------------------------|----------------------------------|
| <u>Water demand</u> | <u>Residential and commercial</u> | <u>Industrial</u> |
| Average day | | |
| 1980 | 110 gcd ⁽¹⁾ | 5,000 gad ⁽²⁾ |
| 1990 | 120 gcd | 5,000 gad |
| Maximum day | Twice average day | Same as average day |
| <u>Minimum pipe diameter</u> | <u>Residential and commercial</u> | <u>Industrial</u> |
| | 8 inches | 12 inches |
| <u>Service area</u> | <u>Residential</u> | <u>Commercial and industrial</u> |
| | All developed areas | All developed areas |

1. gcd - gallons per capita per day

2. gad - gallons per acre per day

Source: Standards recommended by Metcalf & Eddy

APPENDIX H

Appendix Table H-1. Recommended Refuse Disposal Planning Standards

| Sanitary landfill | Recommended standard |
|----------------------|--|
| Period of Design | 25 years, or for any shorter period at the end of which this method of disposal is planned for termination. |
| Location | Industrial zone preferable, but low density residential zone acceptable, if buffered; not part of any developed recreation area; accessible from at least two places along paved roads, one preferably a collector street; and near as practical to center of served population. |
| Soils and Topography | Soils mostly sand and gravel to good depth, suitable for use as cover material: slopes generally 0 to 15 percent. |
| Utilities | Water for fire protection required. |

Source: Standards recommended by Metcalf & Eddy.