

495/MetroWest Development Compact

The Patrick-Murray Administration, through the Executive Office of Housing and Economic Development, is partnering with the Central Massachusetts Regional Planning Commission, the Metropolitan Area Planning Council, the MetroWest Regional Collaborative, the 495/MetroWest Partnership, and MassAudubon in a development compact study for this region.

The compact is intended to create a shared framework for state, regional, and local strategies for priority development and land preservation as well as transportation and other infrastructure investments in the 37 cities and towns within our study area.

The Patrick-Murray Administration has asked us to work with MAPC to engage the region in the preparation of a comprehensive land use and development plan for the 495/MetroWest region, modeled on the award-winning South Coast Rail Corridor Plan. Like the South Coast Plan, the 495/MetroWest plan will be prepared in collaboration with regional and local participants and engage both public and private sectors to form the framework for public decision-making in land use regulation and infrastructure investment within the region over the next twenty years.

As a result of the South Coast Rail Study, Executive Order 525 was issued. EO 525 ("Implementation South Coast Rail Study") includes that:

- State agencies shall review their policies, actions and investments to support and implement the recommendations of the Corridor Plan.
- Administration and Finance analysis of investments for consistency.
- Agencies are further directed to target technical assistance programs to advance appropriate development in priority development areas and to protect preservation areas.
- The 495/MetroWest Development Compact may result in a similar directive for state investments in the future.

The project is slated to be completed by December 31, 2011.



Executive Office
of Housing and
Economic Development



CMRPC
Central Massachusetts Regional Planning Commission

 **MetroWest**
Regional Collaborative
Fostering Sustainable Communities

 **495/METROWEST**
PARTNERSHIP
Leaders for Regional Prosperity

 **Mass Audubon**
Protecting the Nature of Massachusetts

Priority Development Area (PDA)

- o Are potential locations capable of supporting additional development or redevelopment, but that may first require additional investments in infrastructure;
- o May be a single use or mixed-use: a combination of retail, commercial, office, or housing;
- o Can range in size from a single lot to many acres;
- o May include adaptive re-use of existing buildings to preserve sense of place;
- o Generally characterized by good access, available infrastructure (primarily water and sewer), and an absence of environmental constraints ;
- o Areas have undergone extensive area-wide or neighborhood planning processes and may have detailed recommendations for future actions;
- o Areas designated under state programs such as Chapter 43D (expedited permitting), Chapter 40R (smart growth zones) or Economic Opportunity Areas can be examples of PDAs.

Priority Preservation Area (PPA)

- o Are not currently permanently protected (e.g., conservation restriction, land trust ownership, etc.);
- o Deserve special protection due to significant environmental factors and/or natural features, such as endangered species habitats, areas critical to water supply, scenic vistas, areas important to a cultural landscape, or areas of historical significance;
- o In general, existing parks or new park facilities would not fall within this category;
- o May be critical to linking open space and also trails within a community trails across municipal boundaries that are part of a larger, regional network.

Significant Transportation Investments (STIs)

- o Are transportation projects that have the potential to increase efficiency and enhance interconnectivity for facilities which serve regional transportation needs;
- o May be a project in a town or within a town's subregion;
- o In most cases, these potential projects address major roadways as well as transit, bicycle, and pedestrian facilities that either individually or collectively serves regional travel needs;
- o Potential projects could also include improvements for commercial airports and Intermodal freight facilities and ports that are key to the regional economy;
- o Inventoried projects, along with projects from other statewide and regional planning documents, will be evaluated to develop an initial set of Regionally Significant Transportation Investments (RSTIs).

Significant Infrastructure Investments (SIIs)

- o Are infrastructure projects that have the potential to increase efficiency and capacity and enhance development potential for facilities/sites which serve regional needs;
- o May be a project in a town or within a town's subregion;
- o In most cases, these potential projects address water, sewer/wastewater, stormwater (or combination thereof), and may include new infrastructure or upgrades/increase in capacity to existing infrastructure that either individually or collectively serve regional needs;
- o Inventoried projects, along with projects from other statewide and regional planning documents, will be evaluated to develop an initial set of Regionally Significant Infrastructure Investments (RSIIs).



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