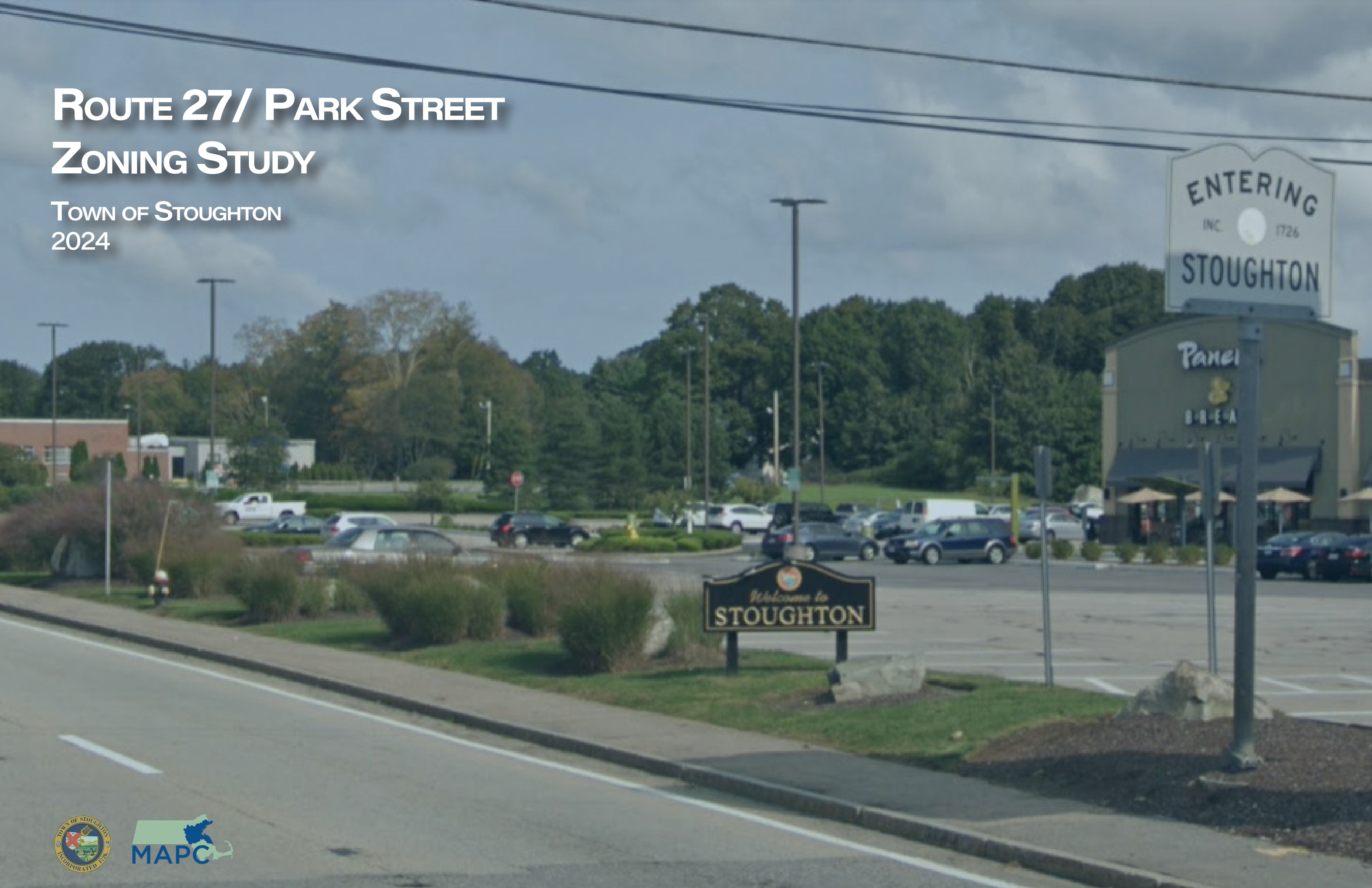


ROUTE 27/ PARK STREET ZONING STUDY

TOWN OF STOUGHTON
2024



Acknowledgments

Special thanks to the Town Staff, officials, and community members that provided input throughout this planning process. Funding to support this study was provided by the Executive Office of Energy and Environmental Affairs (EEA), Town of Stoughton and MAPC Technical Assistance (PMTA).

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Executive Summary

This study provides comprehensive analysis and strategic recommendations aimed at revitalizing the Southeastern Route 27/Park Street residential and commercial corridor in Stoughton. It highlights the area's development potential, identifies key challenges, and proposes zoning changes to stimulate economic growth and enhance community development.

The recommendations set forth in this study are designed to be a menu of options for the town staff to consider as they leverage infrastructure improvements and align development with the needs and aspirations of the residents.

Study Area and Context

The study area encompasses a diverse mix of small office buildings, banks, healthcare facilities, restaurants, retail spaces, and several vacant properties. Despite its strategic location and existing amenities, the corridor has various under-utilized lots and lack of neighborhood-scale retail. The report aims to leverage the sewer expansion and identify barriers to redevelopment, specially zoning-related barriers. This study complements the Campanelli zoning study conducted in the adjacent area. This report is a culmination of work conducted over several months and was informed by site visits, review of past plans and studies, zoning audit, and spatial analyses.

Community Engagement

From December 2023 to April 2024, an extensive community engagement process was undertaken, including public forums, surveys, stakeholder interviews, and continuous reporting to the Stoughton Planning Board. Feedback from these engagements highlighted the need for more flexible zoning regulations, improved pedestrian infrastructure, and



Photograph courtesy - MAPC Staff

open-space preservation. This feedback helped inform the vision for a commercial node as well as a residential node, ultimately leading to the proposed recommendations.

Key Findings & Recommendations

The zoning analysis identified two focal points: the Commercial Node (RK Plaza) and the Residential Node (Ash St.). For the Commercial Node, the study recommends revising zoning bylaws to support mixed-use buildings that combine residential and commercial activities, encouraging a variety of land uses to enhance economic vitality. Strategies include creating a new mixed-use overlay or zoning district that promotes compact and moderate-density development, and pedestrian-friendly environments.

For the Residential Node, the study focuses on reactivating vacant properties and supporting residential development to increase housing options, including multifamily and senior housing.



Photograph courtesy - MAPC Staff

It emphasizes maintaining the residential character while promoting moderate growth by creating a new overlay district. This document does not aim to provide comprehensive design guidelines, however we make a few suggestions that can help inform such a design process.

The report also presents some transportation recommendations aimed at improving connectivity, safety, and accessibility for all residents, including implementing traffic calming measures, crosswalks, sidewalks and additional signage.

Additionally, this report focuses on leveraging the area's assets to stimulate growth and attract investment. The study area is one of the gateways to Stoughton and could benefit from public-realm enhancements. The report provides incentives to attract neighborhood-scale businesses that serve the immediate surroundings and promotes the development of mixed uses to create active street frontage.

This report also aims to preserve natural resources and open spaces by recommending the protection of existing green spaces, integration of green infrastructure in new developments, and encouraging the use of energy-efficient building practices.

In conclusion, this report provides a detailed road map for revitalizing a key commercial and residential corridor in Stoughton. Informed by feedback from a robust community engagement process, this report recommends updating zoning regulations to stimulate economic growth, enhance the quality of life for residents, and create a more vibrant, connected corridor.

1. Introduction



1.1 Background

The proposed project examined the Southeastern Route 27 residential and commercial corridor in Stoughton. The area contains a mix of contains a mix of small office buildings, banks, health care facilities, fast-food restaurants, houses of worship, garden shops, big-and-medium-box strip malls, and vacant commercial spaces.

It is also adjacent to an area of the City of Brockton that contains similar uses, plus residential. It is served by a Brockton Area Transit (BAT) bus route that starts in Brockton and runs through Stoughton Center (past the train station) to the Cobb Corner retail area in the northwest portion of town.

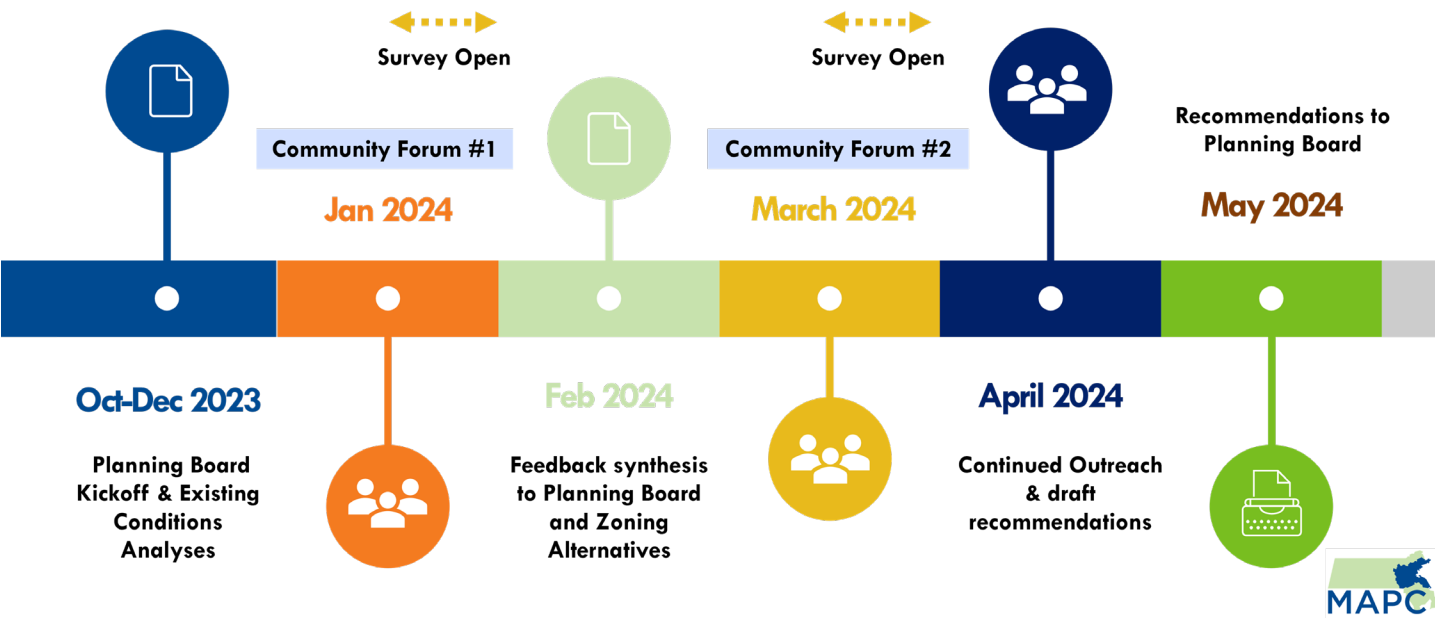
Though the area has a lot of potential due to the reasons mentioned above, development has been relatively stagnant in recent years.

There are also a few vacant lands and properties that haven't been (re)developed for a while. Considering a

planned sewer expansion in the area, it is reasonable to think about how to better utilize expanded infrastructure as well as to bring more economic vigor to the area.

In this light, the project team conducted various data analyses and engaged the Stoughton community to develop a set of zoning recommendations to spur necessary (re)development in the area.

Project activities included site visits, examining the goals of previous plans, community engagement through public forums, online open houses, surveys as well as stakeholder interviews. The project team reported to the planning board through the process by presenting updates and sharing community feedback. See figures for project scope activities and timeline.



1.2 Observations from Site Visit

MAPC has conducted several site visits to understand the context of the study area and to tease out the core issues to be tackled in the study. Pictures from the visit along with key observations are included in the following page. Generally, our observation revolved around development environment, buildings and infrastructure, and land uses.

- Development: There are few vacant properties with access to sewers as long as recently bought vacant land. With eased zoning regulations, these properties have potential to be (re)developed in the future.
- Buildings and Infrastructure: Many buildings had large lot sizes with relatively low building coverage. A significant portion of the lot is used as a parking lot. Moreover, there is a huge lack of and need for sidewalk and pedestrian

infrastructure throughout, specifically around the gateway connecting Stoughton-Brockton.

- Land use: Regarding housing, the residential area primarily comprises single-family housing. However, we acknowledged the need for diverse types of housing, including senior housing, considering the demographics of the Town and the increasing need for housing for different types of households. When it comes to commercial spaces, the presence of RK Plaza, a large shopping plaza, stood out as a remarkable destination that attracts a significant number of trips. There are also commercial and office uses serving the Town, such as clinics and banks, but there aren't a lot of neighborhood-scale businesses, such as grocery stores.



Vacant Properties with access to sewer, potential for redevelopment



Large lot size & low building coverage



Large shopping plaza attracting trips at Stoughton-Brockton town lines



Properties with access to sewer, potential for redevelopment



Lack of sidewalks and bike infrastructure



Commercial and office uses serving the town, potential for neighborhood scale, mixed-use developments



Vacant property along the corridor (recently sold))

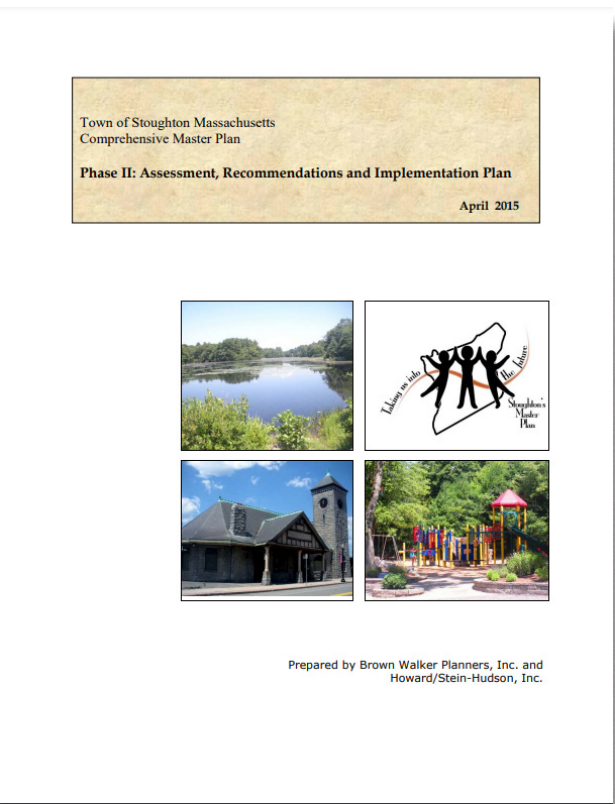
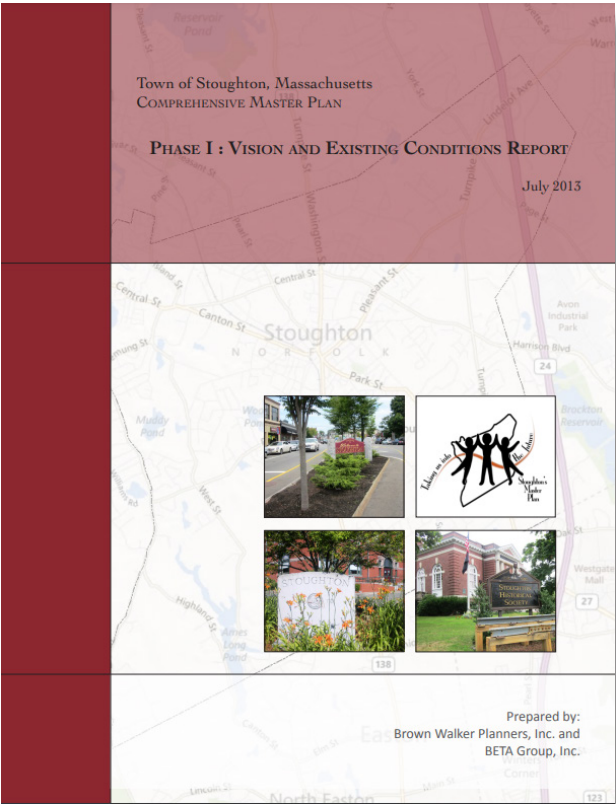


Gateway to Stoughton – discontinuous sidewalks



Lack of mixed use and mix of housing types

1.3 Past Plan Review



The Town of Stoughton has conducted various plan update processes. Those plans that were specifically developed for the Town and relevant to this study are: Master Plan (2015) and Housing Production Plan (2021). The team has reviewed the Economic Development Plan (2015) and Open Space and Recreation Plan (2018) but due to the lower relevance to the study area or areas of inquiry of this project, the summary wasn't included separately in the final report.

Master Plan (2013, 2015)

Town of Stoughton's Master Plan is comprised of two phases: "Phase I: Vision and Existing Conditions Report" and "Phase II: Assessment, Recommendations and Implementation Plan." Here are major goals and strategies relevant to the study area in terms of developing zoning recommendations.

Land Use and Growth Management

Goal1: Adopt a sustainable growth and redevelopment strategy.

- Improve the "visitability" of Stoughton: by installing gateway treatments and way-finding system to give the traveler a sense of arrival and let them know that the community takes pride in itself (p.12).
- Encourage compact development and mixed use: Commercial centers, corridors and neighborhoods should include a mix of commercial (retail, restaurants, and offices), residential, recreational, and civic uses where appropriate. An ideal mix would allow residents to meet all of their daily needs within a short walking distance. Compact development on open or underutilized properties may be the most sustainable method of growth and

as higher densities and mixed uses tend to require less public service, yield higher tax revenues per acre, and afford the opportunity to conserve lands in strategic areas. However, consideration must be given to local market preferences and the recognition that there is no "one size fits all" solution (p.12).

Goal4: Improve commercial /Industrial Parks and Neighborhood Business Districts.

- Promote the growth of neighborhood activity centers : The Town should encourage the gradual development of unique neighborhood activities in strategic locations along primary corridors, which includes Park Street at Turnpike street. These evolving centers, where appropriate, may include a mix of uses and activities located close together, providing people with new options for places to live, work, shop, learn and participate in civic life (p.29).

Goal5: Protect and Enhance Neighborhoods

- Emphasize housing choice and diversity: The town should continue to allow for a range of alternative housing choices to enable a diversity of people at all stages of life including young adults, families, retirees, seniors, and people of different income levels (p.32)
- Make complete neighborhoods: Within each neighborhood, providing more "complete" neighborhoods – limited mix of uses and diversified housing types are promoted in strategic locations - should be considered.

Housing

Goal1: Providing a variety of housing to meet the needs of Stoughton's existing and future residents.

- Support a mix of housing types at a range of price points: To increase housing options for seniors, for those seeking urban housing and for limited income and higher income households, consider revisions to current

zoning to increase housing units within existing buildings such as conversion from single to multi-family (p.40).

Goal3: Support the maintenance, improvement and creation of distinctive neighborhoods that are interconnected with physical and social infrastructure.

- Identify opportunities for converting areas along and adjacent to business corridors into new mixed-use neighborhoods : This strategy specifically mentions Park Street as the Town's business corridors that can provide opportunities for the strategic development of new mixed-use neighborhood. It can be achieved through revising zoning to allow density based on availability on public infrastructure and services including public water and sewer, transportation choices (p.48).

Housing Production Plan (2019)

The most recent Stoughton Housing Production Plan was developed in 2019 in accordance with the Executive Office of Housing and Livable Communities guidelines and provides a framework and strategy to increase the production of affordable housing in Stoughton. The plan includes a comprehensive housing needs assessment and details housing production goals and strategies aimed at meeting these needs over the five years (2019-2024). The following is a summary of goals and strategies in the plan.

Goal2: Promote a diversity of housing options to meet the needs of an aging population.

- Support aging in the community through increased multi-generational housing options, and progressive senior facilities
- Distribute and diversify new production and ensure that new housing creation is harmonious with the rural character of Stoughton.
- Consider broader use & acceptance of Accessory Dwelling Units

- ▶ Review private properties for housing opportunities

Goal3: Create affordable housing units through adaptive reuse of existing buildings and town owned properties.

- ▶ Conduct screening analysis of Town-Owned Land
- ▶ Re-use of existing buildings or town-owned sites for new community housing
- ▶ Encourage mixed-use development to promote a mix of commercial and affordable units near downtown amenities
- ▶ Collaborate with Housing Partners

Goal4: Prioritize affordable housing on infill development and vacant properties.

- ▶ Encourage mixed-use development to promote commercial and housing near amenities.
- ▶ Distribute and diversify new production to ensure that housing is harmonious with the rural character of Stoughton.
- ▶ Encourage local housing initiatives and education to promote affordable housing goals.



Key Takeaways from the Existing Plan Review

In both plans, encouraging mixed-use compact development was highlighted. The combination of commercial and housing can activate street activities in the area and provide more housing options for people in Stoughton. In approaching development, developing in a compact way was emphasized as it may be the most sustainable method of growth, as higher densities and mixed-use tend to require less public service, yield higher tax revenues per acre, and afford the opportunity to conserve lands.

This is also in line with the recommendation of promoting more neighborhood activities along the major corridors in the town to bring a sense of community and enable residents to have places to fulfill their daily needs.

When it comes to housing, expanding alternative housing options was emphasized throughout, providing different housing options for people at all stages of life, including young adults, families, retirees, seniors, and people of different income levels. Considering the aging population in Stoughton, it is especially important to provide enough number of senior housing. The forms of senior housing can vary from townhouses and multifamily homes with ADA accessibility features to accessory dwelling units (ADUs).

2. Existing Conditions Analyses



2.1 Overview

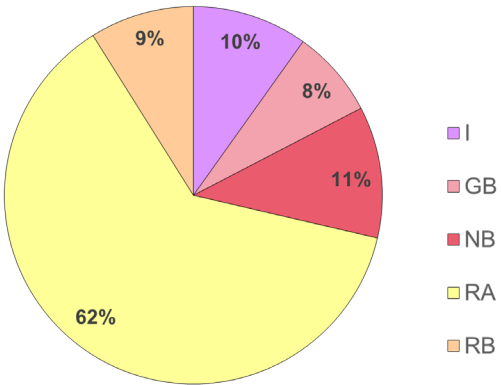
Understanding the study area's existing conditions and development patterns is critical in shaping the zoning recommendations. It is important to consider the overall existing patterns to determine if there are positive patterns that should be supported or negative patterns that should be interrupted. It is also important to consider social, economic, and environmental constraints when it comes to future zoning as it will be shaping the development in the area. Collectively these analyses:

- ▶ Help set the context and provide a baseline understanding of the Route27 study area
- ▶ Help inform the zoning recommendations by understanding what changes may need to be made to encourage patterns of positive investment
- ▶ Help to understand the study area from a different perspective and see some of the data behind a familiar place

2.2 Current Zoning

Zoning Districts	
NB	Neighborhood Business
GB	General Business
RA	Residential – Suburban A
RB	Residential – Suburban B
I	Industrial
FHWW	Flood Hazard, Wetlands, and Watershed Districts (Overlay)

Land Area Under Each Zoning District



Approximately 72% of the area is zoned residential, 19% commercial, and 9% industrial. A more detailed breakdown of the zoning districts is illustrated in illustration 3 below. There also exist zoning overlays including Flood Hazard, Wetlands, and Watershed Districts Overlay in the area.

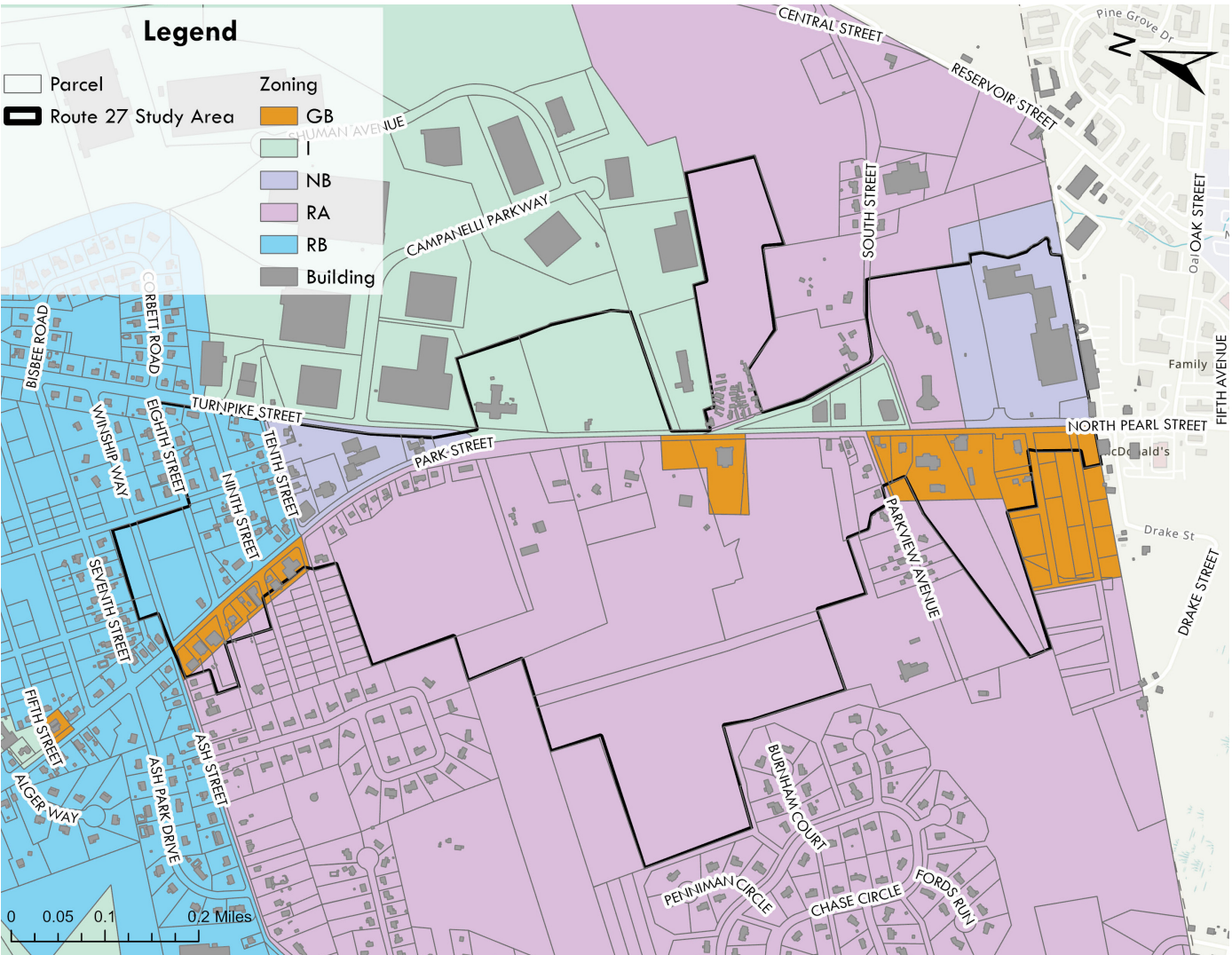
Use Regulations

General Business (GB) & Neighborhood Business (NB)

Apart from small retail uses by-right for both GB and NB, mixed-use buildings are allowed by special permit in GB, but it is not allowed in NB. Conversion of existing dwelling structure to multifamily dwelling with no more than four dwellings is allowed by special permit in GB, but not in NB.

Industrial (I)

Industrial and wholesale uses are allowed by-right and certain retail uses (restaurants, drive-through, hotels, auto-repair, professional/physicians offices) are allowed by special permit. Agricultural, childcare, and religious/educational uses are allowed by-right. Residential and Mixed-use are prohibited.



Residential A (RA) & Residential B (RB)

Single-family housing is permitted by-right. Two-family, multifamily housing and mixed use are prohibited. Nursing homes, B&B are allowed by special permit. Multifamily senior housing is permitted by special permit.

Flexible Development Regulations

Flexible development is permitted by special permit, but Flexible Development has remained largely unused in the study area. The purpose of the flexible development is to offer an alternative to standard subdivision development; promote development of housing affordable to low, moderate-, and median-income families and seniors. Combination of single-family, two-family and multifamily (<4) residential structures are permitted by special permit, and 10 acres minimum lot size is required.

We note that these regulations have not been utilized so far and can benefit from review and added incentives.

Multifamily Senior Housing Use

The use is permitted by special permit and requires senior housing to be exclusively owned and operated by the town and Housing Authority

The zoning audit illuminates that the current zoning doesn't necessarily encourage mixed-use. Mixed-use is allowed by special permit in business zones but prohibited in residential zones. However, when types of commercial space on the ground are properly regulated, mixed-use can bring more vibrancy to the residential area. Similarly, conversion of the existing dwelling units to multifamily is prohibited in residential zones, which blocks potential redevelopment opportunities that can bring moderate densities to residential area.

Dimensional Regulations

Future redevelopment projects may face significant challenges due to overly restrictive dimensional and parking requirements within the existing zoning framework.

Analysis reveals that more than 60% of residential lots do not conform to the minimum lot size requirements stipulated in the zoning regulations. This non-conformity is particularly pronounced in the RB zoning district, where it reaches up to 90%.

Moreover, the average building coverage across existing properties is significantly lower than the maximum building coverage allowed by the

zoning regulations. This indicates that there is room for increased building density within the current framework. However, despite this potential for additional development, stringent zoning requirements may hinder efforts to fully utilize available space and meet the growing demand for housing and other amenities.

We also noticed that flexible development regulations and senior housing should be tackled. Flexible development regulations have been barely used due to the excessive dimensional requirements.

Zoning District	Type	Min Lot Size (sq ft)	Max Height (Story)	Max Building Coverage	Min Open Space	Min Yards - Front, Side, Rear (ft)	Min Lot-Width , Frontage, Depth (ft)
GB	Business	10,000	3	70%	10%	15, 5, 30	50, 50, 75
NB	Business	10,000	2.5	50%	20%	15, 5, 30	50, 50, 75
I	Industrial	80,000	4	50%	25%	25, 20, 40	125, 150, 125
RA	Residential	55,000	2.5	20%	50%	40, 20, 50	150, 150, 180
RB	Residential	55,000	2.5	20%	50%	40, 20, 50	125, 125, 140

Table 1 Existing Dimensional Requirements

Zoning District	Type	Max Building Coverage	Actual Building Coverage	Minimum Lot Size (sq ft)	Existing Median Lot Size (sq ft)	% Non-Con-forming Lots
GB	Business	70%	8.7%	10,000	23,392	17%
NB	Business	50%	10.1%	10,000	62,568	0%
I	Industrial	50%	7.5%	80,000	20,211	60%
RA	Residential	20%	4.8%	55,000	32,581	61%
RB	Residential	20%	6.0%	55,000	15,962	90%

Table 2 Lot nonconformity analysis

2.3 Spatial Analyses

The existing conditions begin with a selection of photos of Route 27 study area showing the current characters and examples of a variety of building types found in the area. The following characteristics have been illustrated and analyzed in this way and include:

- Land use
- Public and private ownership
- Environmental Constraints
- Sewered Parcels
- Transportation

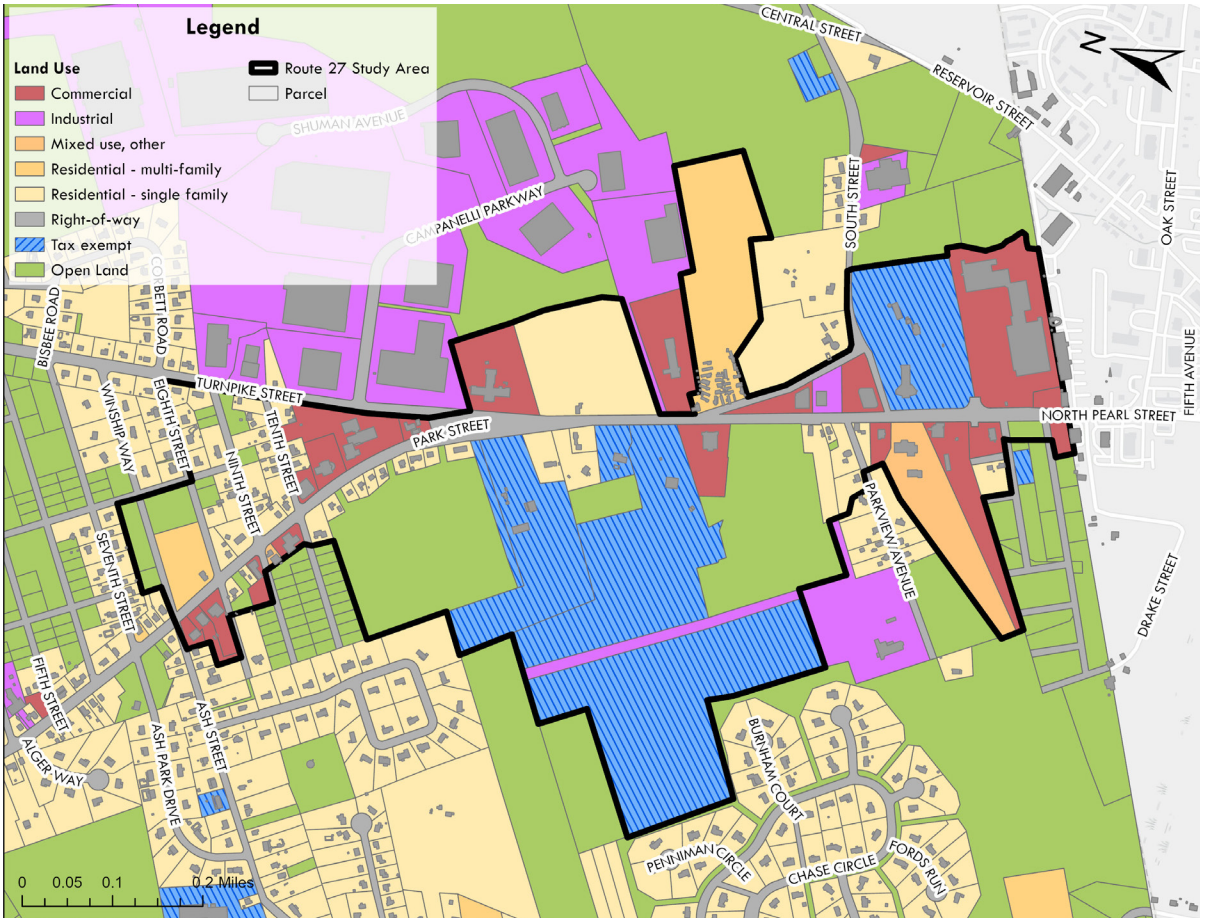
Land Use

In the study area, tax-exempt use is a predominant land use (31.5%) due to the presence of the municipally owned golf course and relatively large church site. Commercial (16.1%) and Residential – Single Family (13.9%) are significant land use types.

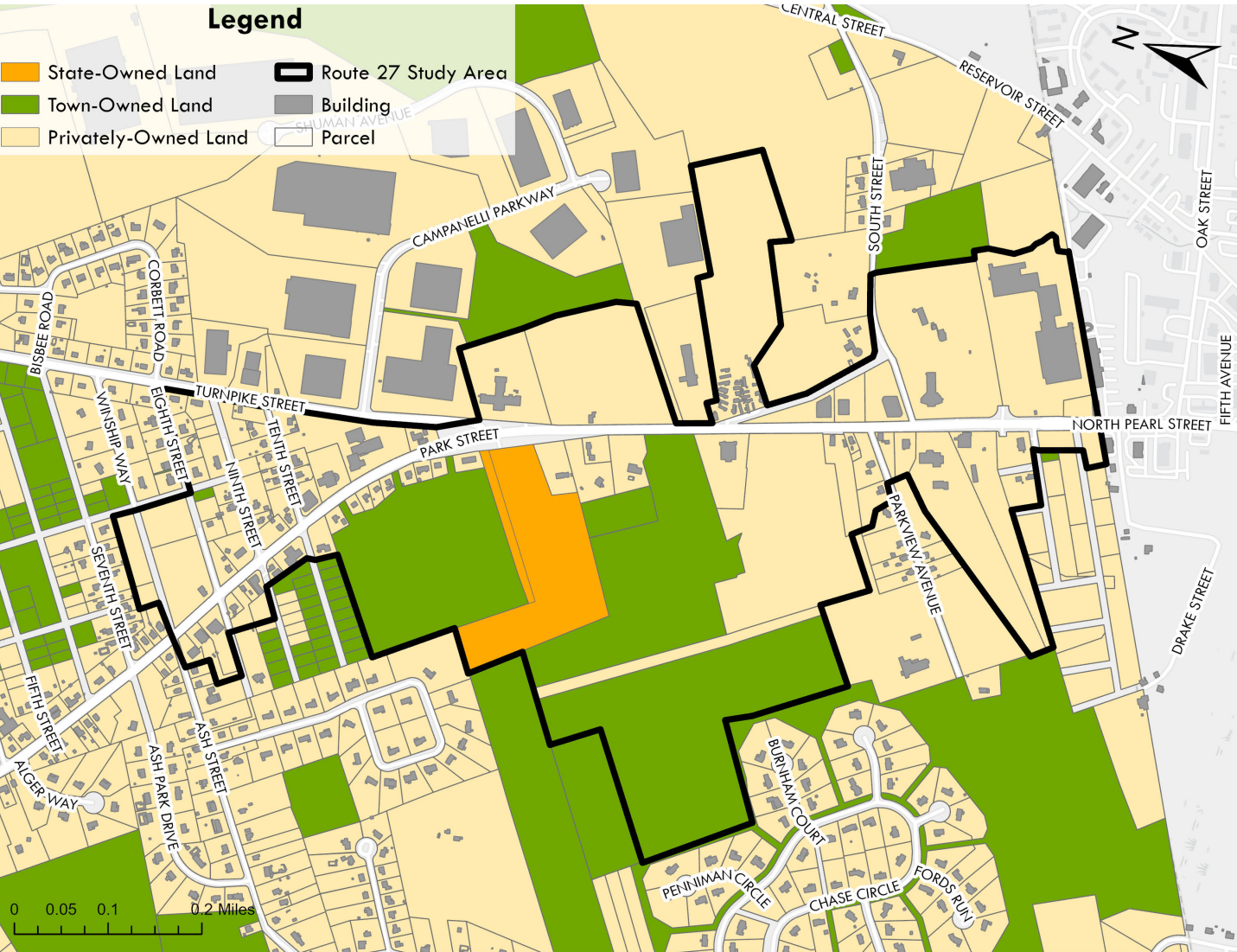
When we look at the land use distribution, it is possible to see that the left end of the study area (along Ash Street) is predominantly single-family with some mixed-use and open land. On the other hand, the opposite side of the study area around RK Plaza is primarily commercial. It is important to note that different parts of the study area have different characters when developing zoning scenarios.

	Tax-Exempt	Commercial	Residential - Single Family	Residential - Multi Family	Open Land	Mixed Use	Industrial
Land Area %	31.5%	16.1%	13.9%	7.1%	10.4%	3.3%	1.7%

Table: Breakdown of Land Use



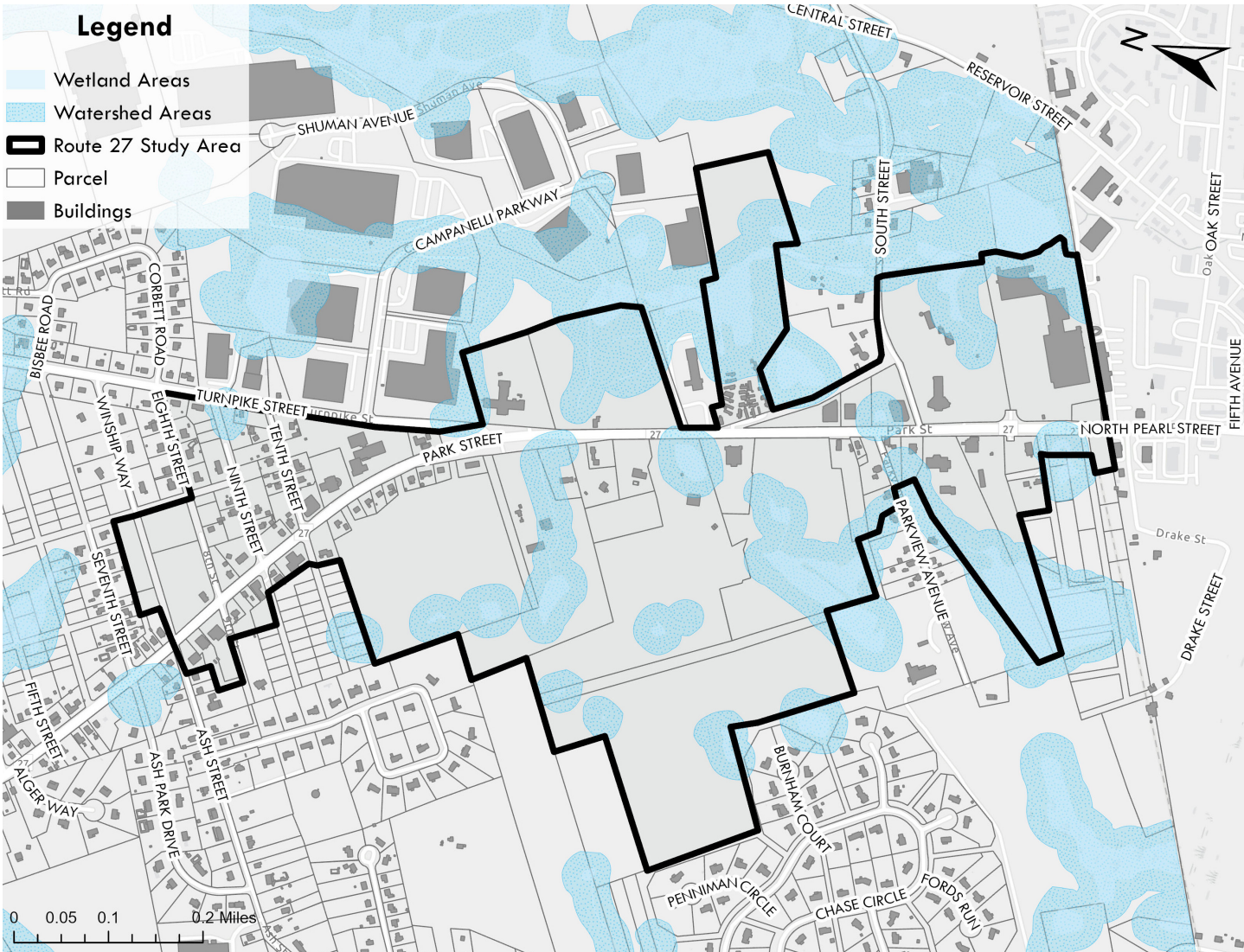
Map showing Land Use



Map showing Land Ownership Status

Public and Private Ownership

The study area is mostly privately owned with some land owned by the Town and the State. About a third (62 acres) of the study area is town and state owned and the rest is privately owned. Significant municipal ownership comes from Town's ownership of Cedar Hill Golf Course, and vacant land next to the Stoughton CDL Test Site which is State-owned. Though open space isn't part of the study's scope, it might be worth looking at the potential future uses of these open spaces.



Map showing Environmental Conditions

Environmental Constraints

The presence of wetland and water-bodies is critical in understanding the underlying conditions of the area and identifying future development opportunities. Based on the mapping analysis, about 5% of the study area is under wetlands and over a fourth has watershed areas. More specifically, 11 acres of land is wetland, and 59 acres of land is watershed.

For wetlands, Stoughton's Wetland Protection By-law (Chapter 191 of the Town Code) aims to protect the wetlands and related resources is applicable. Every development has to go through the permit of the conservation commission and reviewed based on preserving the wetlands. Furthermore, wetland protections regulations are present in the zoning bylaw as well.



Map showing parcels with access to sewer

Sewered Parcels

Portions of the study area with existing sewer infrastructure or sufficient proximity to a sewer line that can be extended have the opportunity to maximize redevelopment potential. As seen in map00, sewers are being supplied to the existing residential area, with vacant lots along 8th street and vacant properties where Party City and Piezoni Pizza Place used to be. It shows the need to improve zoning to increase the likelihood of development and redevelopment.

More importantly, more sewer expansion will come into the study area in the future. As seen in map 00, phase 2 sewer expansion is coming to almost all sections of the study area. With needed infrastructure in place, reasonable zoning regulation can stimulate development and economic development along Park Street.




Map showing transportation infrastructure

Transportation

The study area is served by Brockton Area Transit (BAT) #14 with connections to Stoughton Center with hourly head times. BAT also operates on-demand transportation services such as 'Dial a BAT service' which serves elderly and disabled population in the region.

3. Community Process



JOBSEARN

METROCOMMON 2050OUR WORK

CALENDARGET INVOLVED

PRESS ROOMABOUT MAPC

BLOG

SEARCH

SearchGO

METROPOLITAN AREA PLANNING COUNCIL

Route 27/Park Street Zoning Study

Town of Stoughton

Select Language ▼

The Town of Stoughton has been awarded a \$48,300 planning grant from the Executive Office of Energy and Environmental Affairs (EEA). This grant is supplemented by \$7,000 from the Town of Stoughton and \$10,000 from the MAPC [Technical Assistance Program \(TAP\)](#).

In collaboration with MAPC, the town aims to assess the Southeastern Route 27 Commercial Corridor in alignment with Master Plan goals. The initiative includes conducting public programs to gather current input, making recommendations for zoning changes, enhancing commercial activities, and exploring mixed-use commercial-residential zoning in suitable locations.


Go to:


[Project Goals](#)
[What's Happening Now](#)
[Project Timeline](#)
[About the Study Area](#)
[Project Documents](#)
[Project Contacts](#)
[Frequently Asked Questions \(FAQs\)](#)

Project Goals

The Project Seeks to:

- Implement previous plan recommendations.
- Expand housing and mixed-use options at moderate densities.
- Optimize the use of vacant and publicly owned land.
- Improve transportation and multi-modal mobility options.
- Safeguard the environment while fostering sustainability and resilience.





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METROPOLITAN AREA PLANNING COUNCIL

What's Happening Now

VIRTUAL OPEN HOUSE

Review Materials:

From Public Forum #2 (see below)

Provide Feedback:

[Complete this Survey](#)

Open until April 10, 2024

This is a secondary method for participating and accessing materials presented during the in-person March 12th, 2024 Public Forum II. You can share your feedback through the survey within the Virtual Open House. Your input is valuable, and we appreciate your contribution to shaping our initiative.

Past

PUBLIC FORUM #2

Wednesday, March 12, 2024

5:30 – 7:00 p.m.

The Great Hall, Third Floor,
Stoughton Town Hall
or
Online via Google Meets

Topic: Route 27 Zoning Study – Public Forum II

The Town and MAPC shared a feedback synthesis from the previous public forum and draft zoning alternatives for the Route 27 Zoning Study. There was an opportunity for the public to provide feedback on the proposed alternatives in-person via a paper survey or through an online survey.

[View the Public Forum Presentation](#)

PLANNING BOARD MEETING

Thursday, February 22, 2024

[Access the Presentation](#)

Project Update Presentation

MAPC presented the survey findings from first public forum to offer updates on the progress of the project to the Stoughton Planning Board

VIRTUAL OPEN HOUSE

Review Materials:

[Public Forum #1 Presentation Slides](#)

Provide Feedback:

[Complete this Survey](#)

This was a secondary method for participating and accessing materials presented during the in-person January 24, 2024 Public Forum I. Participants had the opportunity to also share their feedback through the survey within the Virtual Open House. Your input is valuable, and we appreciated your contribution to shaping our initiative. Thank you for taking the time to

3.1 Overview

The community engagement process took place from January to April 2024. While zoning study includes a lot of technical analysis, it is critical to learn how people perceive their neighborhood and envision the future. Our team has also put efforts into being transparent with what we've been analyzing and preparing for the public as a way to build some sense of consensus around the recommendations. Following is the summary of engagement activities.

Interviews and Meetings

We engaged with different local stakeholders to understand the planning context, past and current planning initiatives, and how local stakeholders feel about the intended changes. This is the list of people and entities we have connected with to during the process.

- **Planning Board**
 - The team presented to the Planning board throughout the study to present technical analyses findings and share community feedback.
- Old Colony Planning Council Transportation Team
 - Charlie Kilmer, Deputy Director & Transportation Program Manager
 - Ray Guarino, Principal Transportation Planner
 - Bill McNulty, Principal Transportation Planner
- Housing Authority and Local Real Estate Law Experts specializing in Land Use Permitting in Stoughton
 - Barry R. Crimmins, Principal and Stoughton Housing Authority Chair
 - Noreen O'Toole, Principal (former town planner)
- Residents and property owners
 - Property Owner and Past members of Select Board
 - Carter Group (requested and written comments received).

Key Takeaways from Interviews and Meetings

- We gathered information on previous corridor planning efforts from OCPC including the study conducted in 2013. Ongoing studies include studies such as MassDOTs vulnerable bus stop assessment and Safe Street Action Plan.
- We heard many comments on the need to improve the corridor in terms of pedestrian safety and multi-modal access.
- Potential studies and projects that can benefit the corridor include ADA Retrofit for infill sidewalk along the corridor, safety audit update, bike path, bus stop vulnerability assessments, crosswalks, need for mitigation of low LOS for side street intersections
- We heard that the current land use and permitting process is outdated to accommodate new market needs and to stimulate new developments.
- Flexible development requirements are too hard to meet.
- Use and Dimensional tables should be updated to reflect uses of current marketplace.
- It is not effective to have senior housing done only by the Housing Authority.
- There is potential for mixed-use along the corridor closer to Plaza.
- Historical context of the study area and dimensional requirements. Would like to maximize the value of property.

3.2 Public Forums

We conducted two surveys throughout the process to get feedback on our analysis and recommendations. Survey I was open from January 24th to February 14th, 2024 and collected 57 responses (number of responses vary by question). Survey II ran from March 12th to April 13th and collected 14 responses.

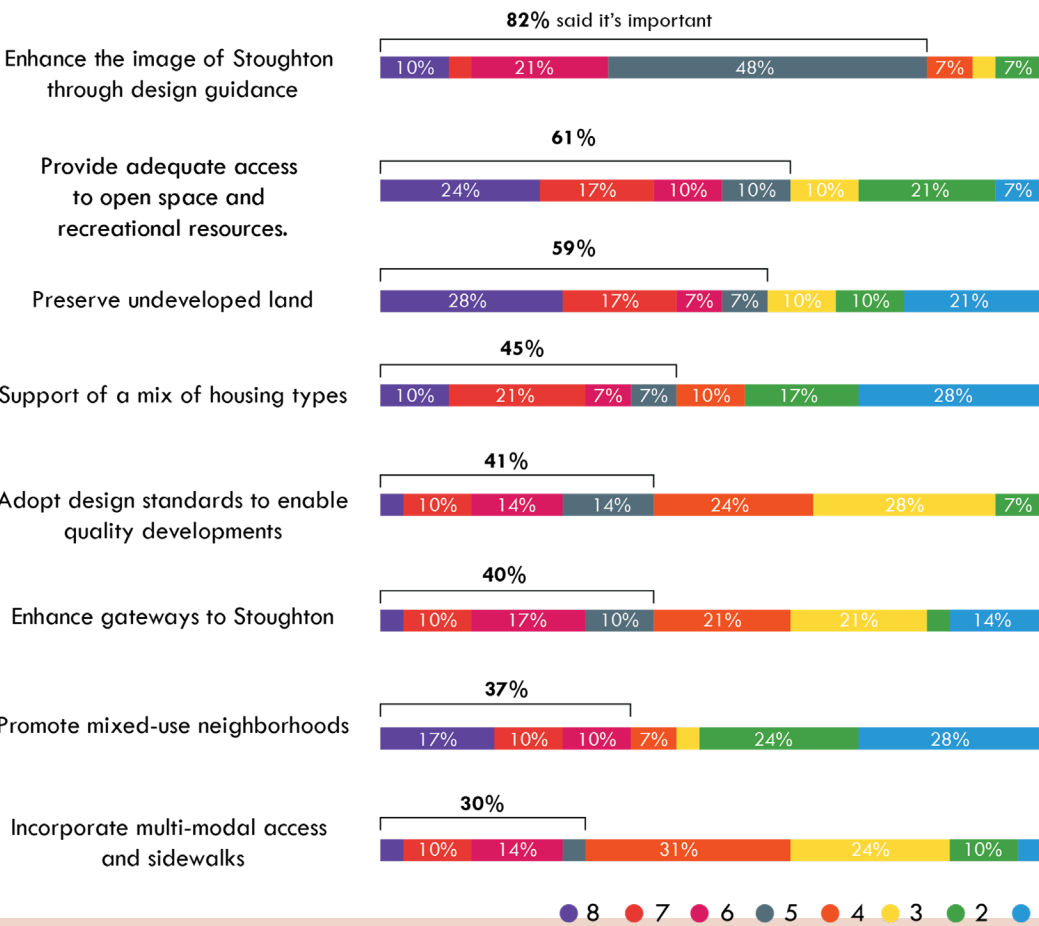
Materials from all forums were available through an online open house to public to access.

- Public Forum I (Jan 24th, 2024) : The team presented the initial analysis and got public input.
- Public Forum II (March 12th, 2024): The team presented the initial set of recommendations and received public input.

Forum I Feedback

The Survey I was conducted to provide a secondary method to access presentation materials and provide feedback for the existing conditions analysis and zoning audit presented during the public forum conducted on January 24, 2024. We have received 57 responses through paper and online, though the responses vary by questions. Verbal feedback was also captured by the comments.

Q1. Please rank recommendations from the previous plans (8 the most, 1 the least).



Ranking Previous Plan Recommendations

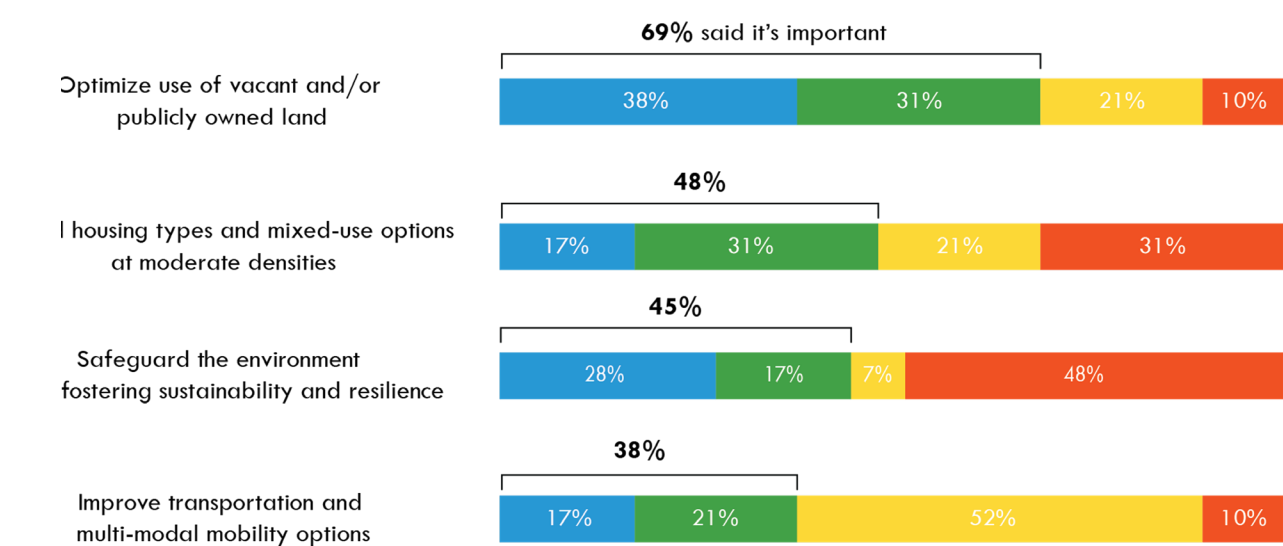
The team presented eight recommendations from the previous plans and let people rank them based on their importance. People think that enhancing the image of Stoughton through design guidance is the most important recommendation (82% of respondents said it is important).

Supporting a mix of housing types got significant support (45% said it is important). Still, it shows a bit of polarizing opinions around housing, considering 28% of respondents said it is the least priority. Similarly, promoting mixed-use neighborhoods got mixed responses, with 37% of respondents saying it's important, but 28% identified it as the least important. Considering housing and mixed-use development will be centered in our recommendations based on the previous plans' recommendation, our team acknowledges that it might not be easy to build consensus around these recommendations given the spectrum of opinions.

Priorities Improvements for the Corridor

Regarding the question asking about the priority of improving Route 27, we got 29 responses. The most popular option was optimizing the use of vacant and publicly owned land (69% said it's important). Expanding housing types and mixed-use options at moderate densities got a good amount of support (48%). However, 31% of the respondents said it is the least important option. It shows diverging opinions on the topic of housing.

Q2. What do you think should be considered as priority to improve Route27? (1 the most, 4 the least) - 29 responses



Q3. What kind of uses would you like to see in the study area in the future? - 27 responses.

Theme	Example comments
Lack of sidewalks and bike infrastructure (4)	"Contiguous sidewalks", "Lack of sidewalks and bike infrastructure"
Vacant properties (6)	"The vacant properties and properties on the market. Some of these have been vacant for almost 20 years or more", "The vacant lots with access to sewer see like low hanging fruit when it comes to redevelopment. Seems like these should be prioritized"
Mismatched uses (2)	"Lack of new development, existing is unsightly mishmash of product types", "Lack of cohesive development along the identity stretch of Route27"
Redevelopment potential (7)	"Area is prime for rezoning to expand tax base", "Vacant properties should be redeveloped to maximize their potential"
Others (5)	"Lack of enforcement regarding blighted properties", "old buildings", "This area is automobile oriented" "Improving the gateway to Stoughton is a benefit to the community"
Others	"Spot zoning", "The thought of any rezoning, adding sewer even though that will be phase 2. We need more conservation of land and natural spaces",

Site Observation Reactions

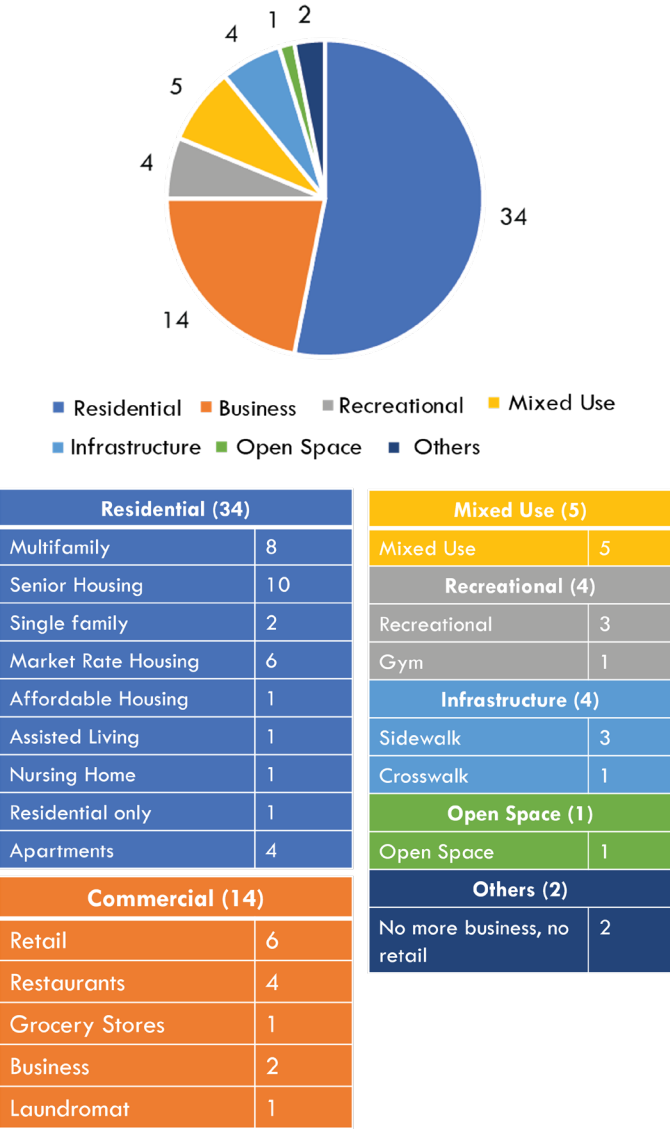
We gathered open-text responses for the question asking people's thoughts on our site observation. After reading all the comments, we have developed themes emerging from the responses. "Others" in orange in the table below indicate that they tend to gear toward negative sentiments around zoning efforts. Remarkable themes included redevelopment potential, vacant properties and lack of sidewalks and bike infrastructure, and mismatched uses.

Preferred Uses

We asked what kind of uses people want to see in the future as an open text question. We got a total of 27 responses, and we coded the responses and categorized them based on the overall land use categories. Among specific uses, senior housing, multifamily, and market rate housing stood out among residential uses, and retail and restaurants stood out among commercial uses.

Most Surprising Finding

Responses indicate that people found the significant level of non-conformity surprising including the finding that over half the parcels are non-conforming in the study. Table below summarizes the responses of the open-text question.



Q5. Share, in one/two words, the most surprising finding for you so far? - 25 responses

Theme	Example comments
Non-conformity (5)	"Over half the parcels are non-conforming", "residential lot sizes"
Outdated and inconsistent zoning (6)	"Bad zoning", "Inconsistent zoning", "inconsistent zoning along the route, no continuity", "outdated zoning"
Others (5)	That you think there is existing sewer along this section of route27", "Chateau/Nocera's sewer issues maybe addressed", "Ownership of land", "Public transit service", "Restrictive zoning",

Similarly, at the end of the presentation of our core analysis results, we asked people if there were any findings that were particularly surprising for them. People pointed to the infrastructure related findings such as sewer expansion and how they can inform future development opportunities as well as the need to put more efforts on traffic calming.

Q6. Were there any findings that particularly surprised you? - 16 responses

Theme	Example comments
Transportation (2)	"Traffic calming needs", "The volume of motor vehicles using this stretch of Route27"
Zoning (2)	"Zoning is antiquated", "Very discouraging to develop in Stoughton with inconsistent zoning"
Infrastructure (3)	"Lack of sidewalks", "Sewer infrastructure has made future development possible"
Development (2)	"Lack of new development", "Lack of new development especially housing with an affordable element"
Environmental Constraints (1)	"There is limited wetland restrictions that would impede development"
Others (2)	"Lack of public-private partnerships", "That so much is town owned"

Vision for Future

In this visioning exercise, we asked people what they want to have seen in the year 2027. It has gotten a lot of thoughtful responses from 24 people and here are some of the comments that we picked out of them.

I am observing landscaping with a heavy emphasis on design with pedestrian friendly sidewalks. The mixture of housing and business lends itself to a neighborhood business community. I am thrilled to see more public transportation for the community residents.

There has been a growth in affordable housing in this area with connections to recreational areas and commercial areas for pedestrians and bicyclists.

Cleaner well maintained local business and residential homes with more greenery.

Additional housing and mixed-use development has revitalized the entrance to Stoughton

Final Comments from Forum I

In this open text response section, we asked people to comment openly about their thoughts. People pointed out the need for more housing in the Town, specifically senior housing. Some comments pointed to problems, such as zoning needs to organically regulate the area and current properties being underused and utilized.

There were also specific comments about people not wanting their properties to be impacted. They also had concerns about increased neighborhood density, therefore undermining the sense of place they have maintained. Comments around environmentally sensitive development also highlight the need to consider existing environmental conditions regarding zoning recommendations.



Picture from an in-person engagement event at the Town Hall

"Hoping the town increases the amount of housing options"

"We have a good opportunity to improve this section of Stoughton. The downtown area has been a disaster for years with abandoned buildings and partially constructed buildings (that hole in the ground is a disgrace!). Don't do the same thing to the entrance to Stoughton"

"Lot sizes, density, height, open space, and amount of development need to be addressed. Lack of senior housing. It took ten years to get the sewer down Route 27 and into the industrial park. Need to maximize the return. Town needs taxes."

Keep wetlands the same, no rezoning for residential or commercial areas.

"Improve park and turnpike intersection and add side walks. Make spot zones residential"

"I think that your study is very necessary, very timely, and very important. This route 27 corridor is a mishmash of zoning, underused and underutilized. land. And I hope that your study will move forward to provide very important changes to the route 27 corridor"

Please leave 850 Park St. RB. There is a common owner of 4 properties with over 230000 sf.ft. Please keep that area zoned residential.

"Don't increase the density of the lots. Up to 3 family, single family. 1/2 acre house lots desirable on south st."

Forum II

Survey II was conducted to provide a method for online participants of the second public forum to participate and give feedback on the presentation materials. The survey was open from March 12th to April 13th, 2024. We received 14 responses online, though the responses vary by question. The comments below also captured verbal feedback gathered during the in-person public forum.

Goals and Focus Areas

Sixty-three percent of survey respondents told us that the identified goals and focus areas aligned with their vision for the area, while 36% said they did not. Comments also showed polarized opinions on the zoning suggestions. While there was a comment such as, "There should be more density to the development on Ash Street and RK Plaza," there were also comments such as "Parking and housing density suggestions are problematic."

While 63% of the respondents didn't have strong

opinions about the goals identified, 38% of them said the opposite. Some comments, such as "Housing and development give the clear indication that people want open space to be maintained," indicate that the open space requirement is perceived as critical in regulating the feel of density. Some comments presented strong negative sentiments, such as "Mixed use is fine, but the parking suggestions and dense housing plans will be detrimental for Stoughton" or "Too much housing in this area already."

Additional Strategies

Question 3 of the survey was an open-text based question - Are there additional strategies that you would like to see? Sixty-three percent of survey respondents told us that the identified goals and focus areas aligned with their vision for the area, while 36% said they did not. Comments also showed polarized opinions on the zoning suggestions. While there was a comment such as, "There should be more density to the development on Ash Street and RK Plaza," there were also comments such as "Parking and housing density suggestions are problematic."

Q1. Do the goals and focus areas align with your vision? - 11 Responses



Q2. Are there any specific goals you strongly agree or disagree with? If so, which ones and why? - 11 Responses



Feedback on Proposed Dimensional Regulations

Commercial Node: 50% of the respondents indicated concerns about RK plaza node recommendations. Other than general negative sentiment about increased density, concerns around increased traffic and overburdening the school system were pointed out.

Residential Node: 60% of the respondents indicated concerns about Ash St Node, which was higher than the response about the RK plaza node. Some comments suggested the current recommendations are not enough to increase senior housing and/or multifamily housing ("It appears based on the new restrictions any new senior housing or multifamily would have minimal impact," "Nobody is building senior or multifamily housing at 6-unit per acre.") Some of these comments are based on a misunderstanding of the current zoning that senior housing is separately regulated from other types of housing. But we will need to remember that, while

it is essential to keep the zoning recommendations moderate enough to not drastically change the surrounding landscape, if they are too moderate, they won't have enough impact on development feasibility.

Need for Clarity

One of the survey questions asked the respondents if the proposed strategies and recommendation were clear and understandable and to flag any that are unclear to them. Responses to this question were split evenly. We received few comments on this question, and one of them was: "It would be nice to see an overall layout implementing the planned changes, traffic impact, tax revenue impact, and impact on services infrastructure like police, fire, and schooling. Also, the cost of sewer upgrades impacts taxes." This comment is in line with what we heard from in-person forums, in that people want to learn more about the potential consequences of development that could happen as a result of zoning changes.

Q4. Do you have any concerns regarding the proposed dimensional regulations? If yes, please elaborate. (RK Plaza Node) - 11 Responses



Q5. Do you have any concerns regarding the proposed dimensional regulations? If yes, please elaborate. (Ash St. Node) - 11 Responses



Q6. Are any of the strategies and recommendations unclear to you? If yes, please specify which ones - 8 Responses

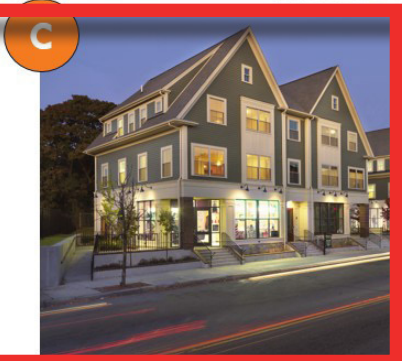
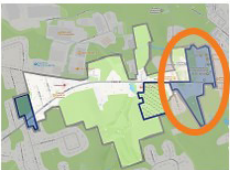


Visual Preference Questions

Pictures highlighted in the red boxed were preferred alternatives for mixed use developments in the respective nodes.

Mixed Use Examples for RK Plaza Node (Vision)

Rank in order of preference, from most preferred to least.



Mixed Use Examples for Ash St. Node (Vision)

Rank in order of preference, from most preferred to least.



4. Recommendations



4.1 Areas of Focus

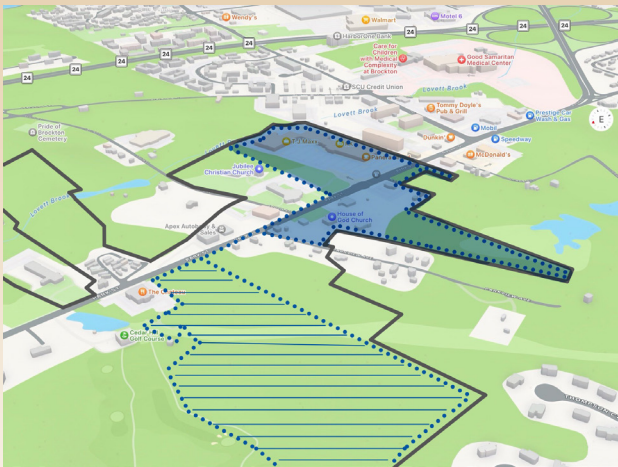
Engagement, outreach, and technical analyses have identified two focal points for our zoning recommendations, termed “Nodes” in this report.

These nodes include the Commercial or the RK Plaza Node, and the residential or the Ash St. Node. Due to the distinct residential and commercial characteristics of these nodes, the goals of each node and resulting recommendations vary accordingly.



Commercial Node

- ▶ Total area: 25.6 acres
- ▶ Underlying zoning: GB and NB
- ▶ Existing Land Uses: commercial and mixed-use and vacant/open land.
- ▶ The area serves as the gateway from Brockton to Stoughton and attracts visitors to the shopping centers from all surrounding communities.



Residential Node

- ▶ Total area: 7.3 acres
- ▶ Underlying zoning: R-B and NB
- ▶ Existing Land Uses: commercial, residential, open land
- ▶ The Ash St. Node, primarily residential in nature, with vacant properties including vacant businesses and could greatly benefit from reactivation effort



4.2 Recommendations for Commercial Node

Engagement, outreach, and technical analyses have identified two focal points for our zoning recommendations, termed “Nodes” in this report.

These nodes include the Commercial or the RK Plaza Node, and the residential or the Ash St. Node. Due to the distinct residential and commercial characteristics of these nodes, the goals of each node and resulting recommendations vary accordingly.

Goals for Commercial Node	
1	Allow for the development of new mixed-use projects with alternative site patterns, such as flexible layouts or clustering, and provide flexibility in redevelopment to anticipate changes in the market.
2	Encourage and permit a variety of compatible land uses to foster economic vitality and social well-being, while also addressing the housing needs of the Town.
3	Promote efficient land use by facilitating compact, moderate-density development and reducing the amount of land required for surface parking.
4	Ensure alignment with recommendations from previous plans to maintain continuity and consistency in development efforts.
5	Enhance pedestrian-friendly environments and increase walkability by activating street frontages with engaging and accessible amenities.

Summary of Issues and Strategies

The following table outlines key issues and community feedback for the commercial node, along with corresponding strategies and tools to address them, including revisions to zoning bylaws, infrastructure improvements, and incentives for mixed-use development, aiming to enhance economic vitality, housing options, and community connectivity in the area.

Category	Issues	Related Community Feedback	Strategies	Tools	Rec #
Use-related	Limited or absent provisions for mixed-use buildings.	People mentioned that residential uses are needed in the area (34 mentions), especially senior housing, multifamily housing, and market-rate housing. It is followed by commercial uses (14 mentions) focused on retail and restaurants. Mixed-use (5 mentions) and some recreational uses such as gym (4 mentions) were mentioned.	Mixed-uses: Revise zoning bylaw to include provisions for mixed-use buildings, allowing for a diverse range of residential and commercial activities in the same space. Commercial uses: Encourage businesses that complement the community's goals and attract residents and visitors. Senior Housing: Allow private developers to create senior housing by special permit.	Alternative 1: Create a new mixed-use overlay district. Overlay districts can be applied to existing zoning districts to encourage mixed-use development in specific areas, providing additional guidelines or incentives. Alternative 2: Change underlying zoning to a new NB2 Zoning District that allows mixed-use development by-right, allowing for a combination of residential and commercial uses within the same lot.	A.1
	Business uses are satisfactory but should be reviewed to ensure they are up to date and reflect desired activities in this area.				
	Senior multifamily housing is restricted to Town ownership and operation.				
Dimensional Standards	Dimensional standards and parking requirements could be reduced to allow a more compact form and to make developments "pencil out".	Non-conformity (5 mentions) and outdated and inconsistent zoning (6 mentions) were called out as the most surprising findings, though the meaning of "inconsistent zoning" remains obscure.	Reduce dimensional standards: Amend regulations to reduce dimensional standards and parking requirements to enable more compact development that is financially viable. Parking requirements: Implement flexible parking policies such as shared parking agreements, reduced parking minimums, or alternative transportation incentives to alleviate parking concerns.	Update dimensional, density regulations and parking requirements for the overlay or new district.	A.2 A.3
	Parking requirements can be prohibitive to new development, and location can hinder the neighborhood feel of the developments.				
Redevelopment Potential	Redevelopment of lots does not contribute to public realm improvements.	Optimizing the use of vacant land or publicly owned land ranked high as a priority (69%). Expanding housing types and mixed-use options at moderate densities is also considered important (48%). For site observations, people highlighted that the presence of the vacant properties resonated with them a lot (6 mentions), leading to the emphasis on realizing the redevelopment potential (7 mentions). The lack of sidewalks and bike infrastructure (4 mentions) was constantly mentioned.	Public realm improvements: Institute zoning incentives or requirements for new developments to contribute to public realm enhancements such as sidewalks, green spaces, or street improvements. Design Guidelines: Incorporate design guidelines to ensure cohesive and aesthetically pleasing outcomes. Guidelines can address architectural style, building setbacks, landscaping, signage, and other elements to create a sense of place and enhance the overall character of the commercial node. Vacant lots: Develop a strategy to incentivize redevelopment of vacant or underdeveloped lots through tax incentives, streamlined permitting processes, or public-private partnerships.	Zoning use incentive (by-right uses) and density bonus to incentive development to contribute to public realm improvement within the neighborhood. Develop design guidelines as a follow up to this study in the future	A.4
	Vacant or underdeveloped lots.				
Public Realm Improvements	The area does not feel like a Gateway to Stoughton and can benefit from public realm improvements.	For site observations, people highlighted that the presence of the vacant properties resonated with them a lot (6 mentions), leading to the emphasis on realizing the redevelopment potential (7 mentions). The lack of sidewalks and bike infrastructure (4 mentions) was constantly mentioned. People's visions around this area included the words like "pedestrian friendly," "mixture of housing and business," "mixed-use development," "more housing with connections to recreational and commercial areas," and "well maintained local business," and "greenery"	Gateway enhancement: Invest in infrastructure improvements and beautification projects at key entry points to create a distinct gateway to Stoughton, enhancing the area's identity and appeal. Transportation Improvements: Prioritize construction of sidewalks and crosswalks to improve pedestrian connectivity and safety, making the area more walkable and inviting.	Undertake recommended studies to improve mobility and transportation infrastructure.	A.5
	Lack of sidewalks and crosswalks.				

Detailed Recommendations for Commercial Node

A.1 Institute a Mixed-Use Overlay or New ‘NB2’ Zoning District

This recommendation aims to create a vibrant and diverse built environment while ensuring compatibility with the surrounding neighborhood and addressing parking and other dimensional considerations.

Purpose of overlay or zoning district: The purpose of the overlay or zoning district is to increase mixed-use development, which includes professional offices, retail shops, and multi-family housing within the district. It aims to encourage the integration of commercial and residential uses within the same space, fostering vibrant developments that activate the ground floor. Additionally, the district seeks to establish regulatory standards for development to ensure consistency, quality, and compatibility with the surrounding environment.

Administrative Process: The mixed-use district can have a by-right approval process, contingent upon site plan review by the Planning Board. This is unlike the current process in the General Business (GB) and Neighborhood Business (NB) zones, where mixed-use development is permitted only through a special permit.

Uses: Permitted Nonresidential uses - Professional office; a retail store consistent with a residential neighborhood; a restaurant; bank or similar financial institution. Allow flexible development (Section 7.1), Nursing, rest or convalescent home by special permit (BA), Multi-Family Senior Housing by special permit (BA).

Prohibited nonresidential uses - Fast food establishments; driving-through for the sale of food; no deliveries or pick-ups between midnight and 6:00am Monday through Friday; Town equipment garage.

Refer to appendix A for detailed list of uses.

Min Percentage of Uses in a development: When it comes to the ratio between different uses, it can be tricky to strike the right balance between residential, professional offices and retail components. Putting too much emphasis on one type of use can result in unused spaces or not meeting the community's needs or excessive parking on the ground floor that beats the purpose of activating the street front. For new developments, one option is to mandate that 60% of the street-facing ground floor is commercial, with parking located at the rear of the lot. Additionally, any commercial component must have on-site employees and cannot be ATM kiosks, vending machine areas, or similar uses.

Examples:

- ▶ Everett, MA: Active Uses (office versus retail) in Everett zoning ordinance - The development must include a minimum of twelve and one half (12.5) square feet of retail, office, and/or restaurant space per residential unit. Any such commercial component must involve on-site employees and may not be comprised of ATM kiosks, vending machine areas or other similar uses. Further, rental or sales offices dedicated to marketing, leasing, or selling units within the development shall not count toward the required commercial component.
- ▶ Springfield, OR: Mixed-Use Development Standards - One hundred percent of a new mixed-use building footprint may be developed for commercial uses. A minimum of 60 percent of the ground floor area within a new building in the district shall be dedicated to commercial uses to ensure that commercial land is preserved primarily for commercial purposes. Up to 100 percent of any building may be developed for residential uses so long as 60 percent of the total ground floor area within the development area is devoted to commercial uses.

Compactness and Clustering: The district encourages walkable mixed use where developments are clustered so that they are easily accessible for pedestrians and for easy access to shared parking areas. Compact designs that create walking connections between buildings and building orientations that front the buildings are to the street are encouraged.

Mixed-Use Density: Mixed-use density is set as 8DU/AC which is a bit higher than the residential node, reflecting the characteristics of the commercial node. This also reflects the residential density around the area that includes denser development in Brockton side as shown in the figure.

Vertical and Horizontal Mixed-Use: In the district, both horizontal and vertical mixed-use development

is permitted and encouraged. This allows for buildings to incorporate a variety of uses, such as commercial on the ground floor with residential units above (vertical), or buildings with multiple uses adjacent to one another (horizontal). Emphasizing both horizontal and vertical mixed-use promotes diverse and dynamic environments, enhances walkability, and maximizes land efficiency.

Examples:

- ▶ Concord, MA: For instance, in the town of Concord, the Village Business District allows for both horizontal and vertical mixed-use development. This means that buildings in the district can contain a mix of commercial, residential, and office uses, fostering a diverse and pedestrian-friendly environment along



Use Description	Units	Parcel Acres	Density
Apartments over 8 units	871	28.13	30.97
Condominium	63	4.35	14.47
Single-family	49	58.39	0.84
Mobilehome	25	12.78	1.96
Two-family	2	0.39	5.17
Total	1,010	104	9.7

Source: Residency Tool from Mass Housing Partnership and MAPC analyses.

Concord’s historic Main Street. [Link](#)

- Newport, CA: Newport Land Use Plan Categories define vertical and horizontal mixed-uses separately identifying the density or intensity of development in each. [Link](#)
- Everett, MA: A mixed-use development may be comprised of one (1) or more buildings on one (1) or more parcels, providing such parcels abut one another and/or are directly across the street from one another, and the required commercial component, parking and other development features and amenities may be distributed among such parcels, subject to site plan review and approval. [Link](#)

Active Street Frontage: The district can require active street frontage along the commercial node for improving vitality of the area. In addition to the first-floor street-front use provisions mentioned earlier, communities influence street frontage through setbacks and other yard dimensions. According to the MAPC research, communities allow a zero minimum front yard depth in some areas, set a maximum front yard depth, and prohibit front yard parking.

Bicycle and pedestrian access: One of the key benefits of mixed-use zoning is its emphasis on walking and bicycling to reduce auto dependence. The developments in the district should promote walking and bicycling and the following provisions can be.

<i>Dimensional Standard</i>	<i>Existing</i>	<i>Proposed</i>
Min Lot Size	10,000 sq. ft	7,500 sq. ft
Maximum Building Coverage	50%	60%
Maximum Height	30' (2.5 floors)	40' (3.5 floor) whichever is lower with gabled roof
Front Yard	15'	5'
Side Yard	5'	5'
Rear Yard	30'	30'
Open Space Requirement	20%	20%

Bicycle Parking and Storage Facilities: Developments shall provide adequate bicycle parking and storage facilities to accommodate the needs of residents, employees, and visitors. These facilities shall be conveniently located and easily accessible.

Network of Walkways: Developments shall incorporate a network of walkways connecting various uses within the district. Walkways should be designed to be safe, well-lit, and accessible to pedestrians of all abilities.

Minimization of Curb Cuts: To enhance pedestrian safety and street-scape aesthetics, developments shall minimize the number of curb cuts and prioritize pedestrian access over vehicular access.

Rear Automobile Parking: Automobile parking shall be located at the rear of buildings to prioritize pedestrian and bicycle access along the street frontage. This helps create a more inviting and pedestrian-friendly environment.

A.2 Proposed Dimensional Standards

This recommendation aims to ensure the economic viability of mixed-use developments within the district by reducing prohibitive dimensional standards. This will enable more compact forms of development while maintaining the character and scale of the surrounding area. Table below shows the existing and proposed dimensional requirements.

A.3 Parking Requirements for Mixed-Use Overlay or New ‘NB2’ District

This recommendation aims to reduce parking requirements to enable more efficient use of land while still meeting the needs of residents, employees, and visitors.

By implementing flexible parking policies such as shared parking agreements and reduced parking minimums, developers will have the opportunity to allocate space more effectively, creating projects that are financially feasible. This approach aims to promote sustainable transportation options, enhance walkability, and support the vitality of the district.

Reduce parking requirements by considering peak parking demands: Reduction for mixed-use development, by demonstrating peak demands for various uses occurring at different times of day, such as residential vs office. This has been a successful strategy in many communities. Currently mixed-use parking is calculated as sum of all uses. Existing requirements include 3 spaces/DU for single and 2-family units, and multifamily developments up to 2, 3 and 4 spaces for 1, 2, and 3 bedrooms respectively. Parking requirements can be reduced and shared parking options can be established by requiring:

- Residential: 1.5 spaces per dwelling unit
- Senior Housing: 0.75 spaces per dwelling
- Commercial uses – 1 parking space per 300 sq ft. Could be shared with residential uses and include up to 30% of residential parking spaces where it’s demonstrated that hours of operations at the businesses are during daytime hours only (8am-6pm). Subject to site plan review.

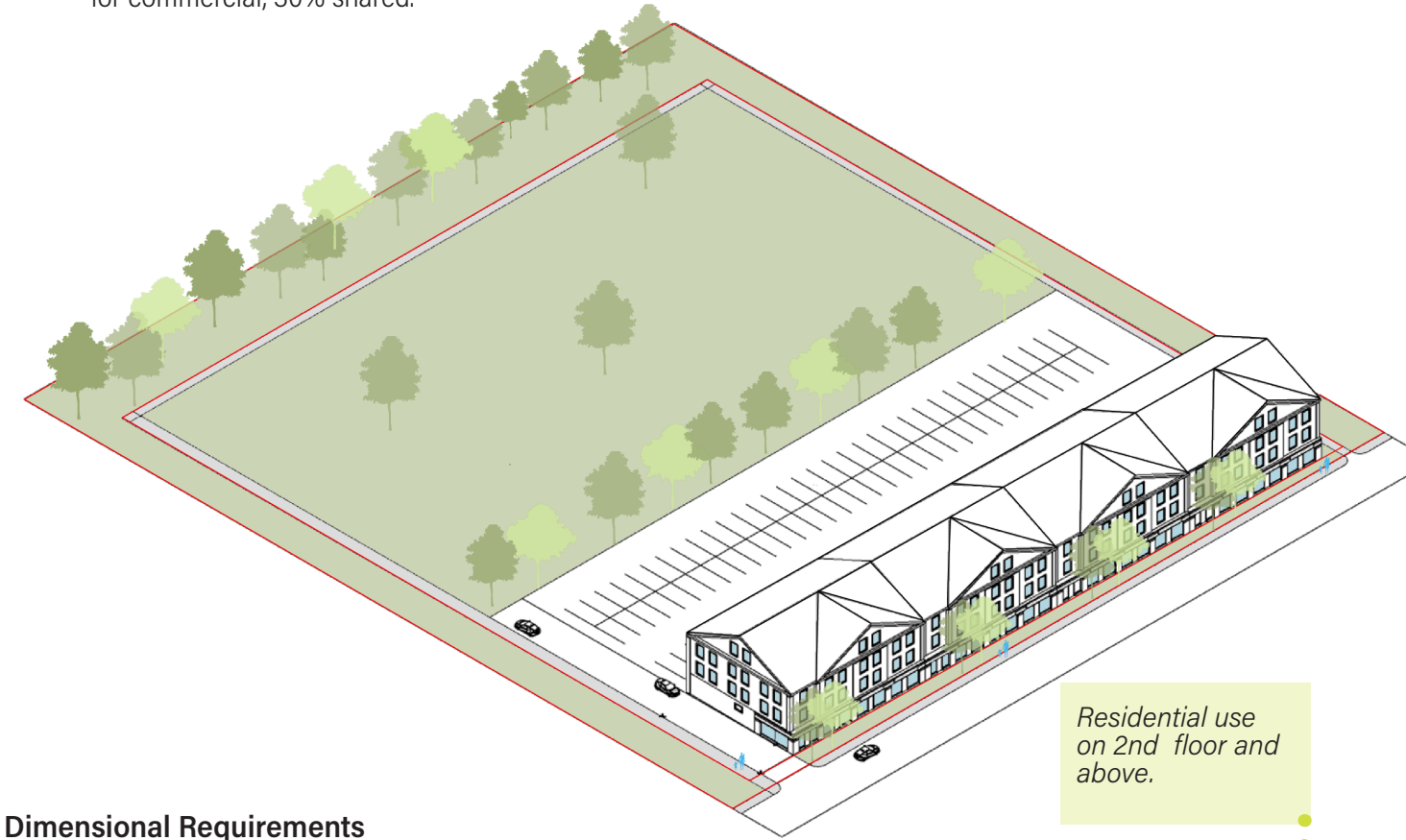
Example

- Sharon, MA : A minimum of one space per residential unit shall be provided, in addition to parking required for retail and business uses

pursuant to Subsection 3111. With the approval of the Planning Board, up to 25% of the total number of residential parking spaces for a development located within a 1/2 mile of the train station may be used to meet the required parking for retail and business uses, and up to 50% of the total number of residential parking spaces for a development located more than 1/2 mile from the train station may be used to meet the required parking for retail and business uses, where it can be demonstrated that the hours of operation for retail and business uses at the development will be during daytime hours only. Off site parking (Sharon): Off-site parking, as allowed under Subsection 3112 of the Zoning Bylaw, may not be counted toward the requirements for residential units, but may be counted toward nonresidential parking requirements. Street parking, as with other publicly owned parking spaces within 400 feet of the site, may be counted toward the nonresidential parking requirements. [Link](#)

Hypothetical visualization: Vertical Mixed-Used Development

- ▶ Type: Vertical Mixed-Use (RK Plaza Node)
- ▶ Lot Size: 4 acres
- ▶ Residential Density: 8DU/AC
- ▶ Parking: Shared parking between commercial and residential (1.5/DU for residential + 1/300 sq ft. for commercial, 30% shared).



Dimensional Requirements

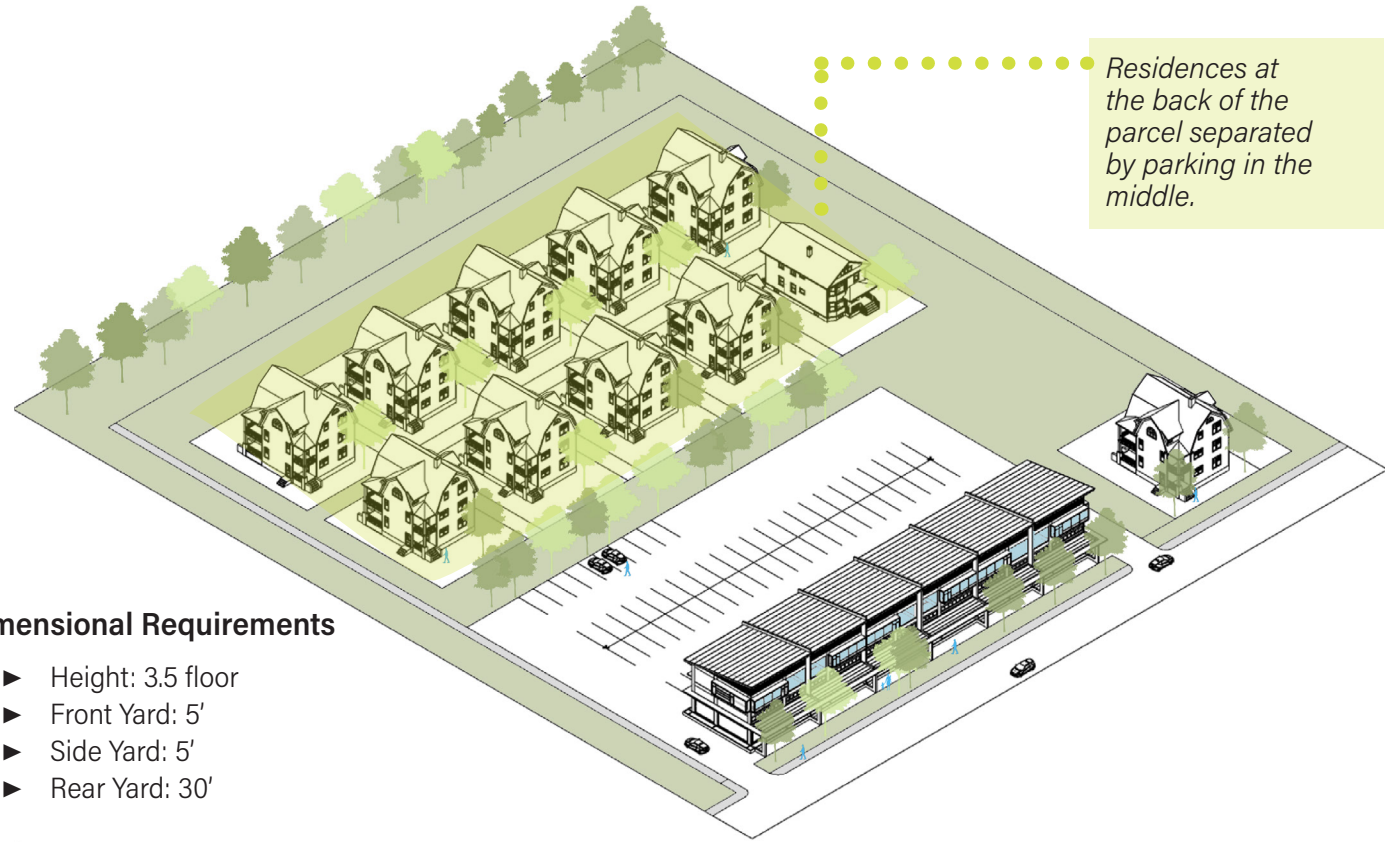
- ▶ Height: 3.5 floor
- ▶ Front Yard: 5'
- ▶ Side Yard: 5'
- ▶ Rear Yard: 30'



Building close to street with active uses. Maintaining active frontage.

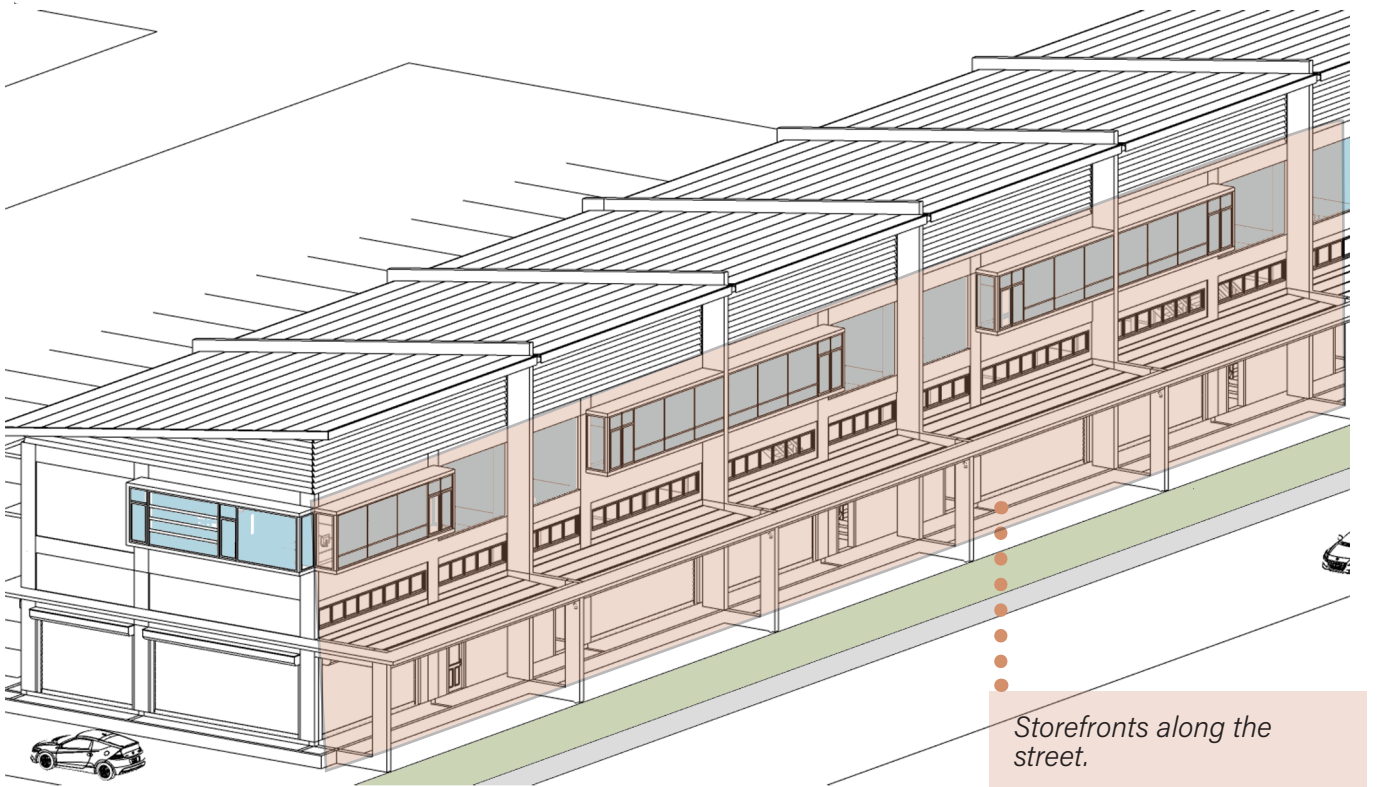
Hypothetical visualization: Horizontal Mixed-Used Development

- ▶ Type: Horizontal Mixed-Use (RK Plaza Node)
- ▶ Residential Type: Three-Family (10) + Two-Family Townhouse (1)
- ▶ Lot Size: 4 acres
- ▶ Residential Density: 8DU/AC
- ▶ Parking: Shared parking between commercial and residential (1.5/DU for residential + 1/300 sq ft. for commercial, 30% shared).



Dimensional Requirements

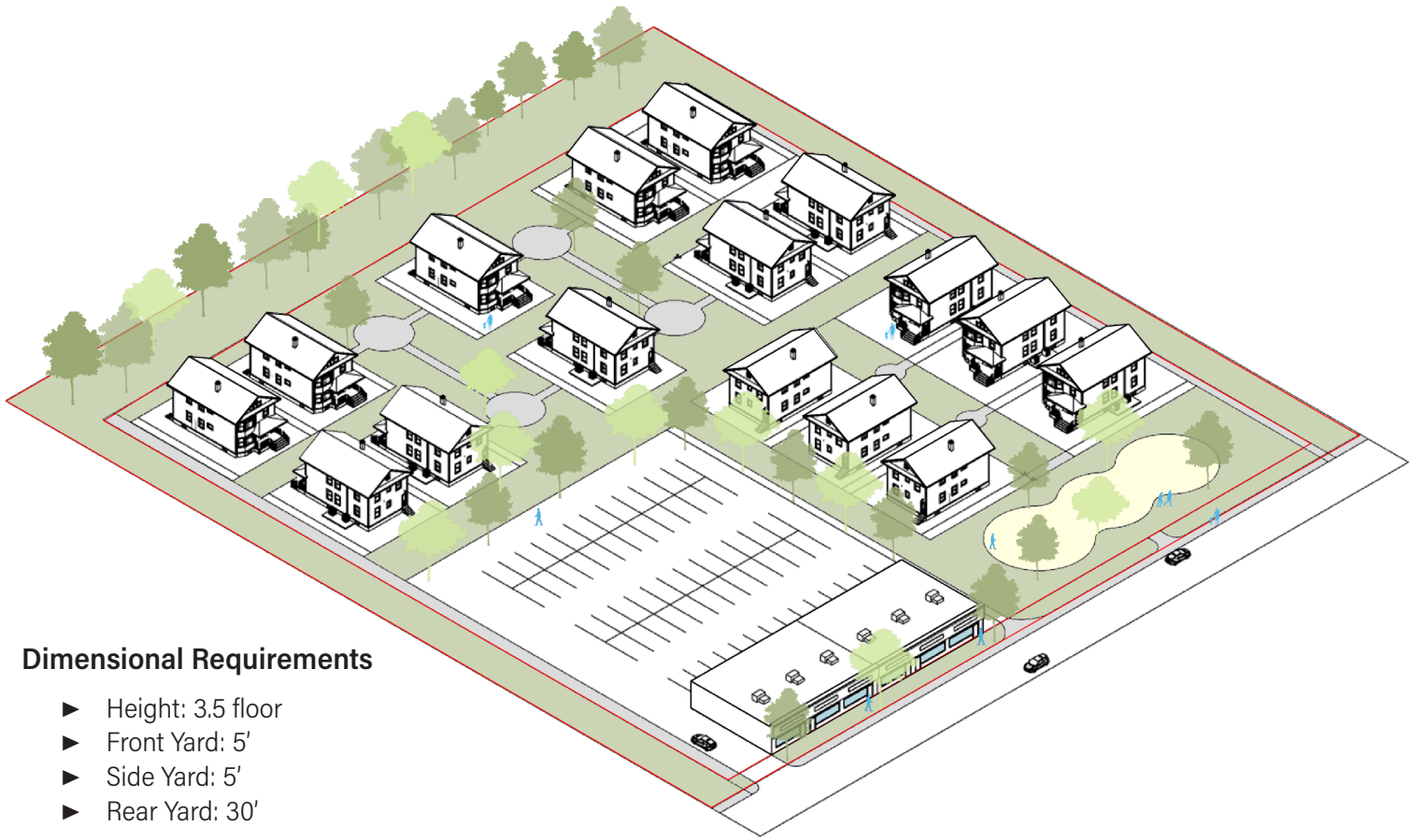
- ▶ Height: 3.5 floor
- ▶ Front Yard: 5'
- ▶ Side Yard: 5'
- ▶ Rear Yard: 30'



Storefronts along the street.

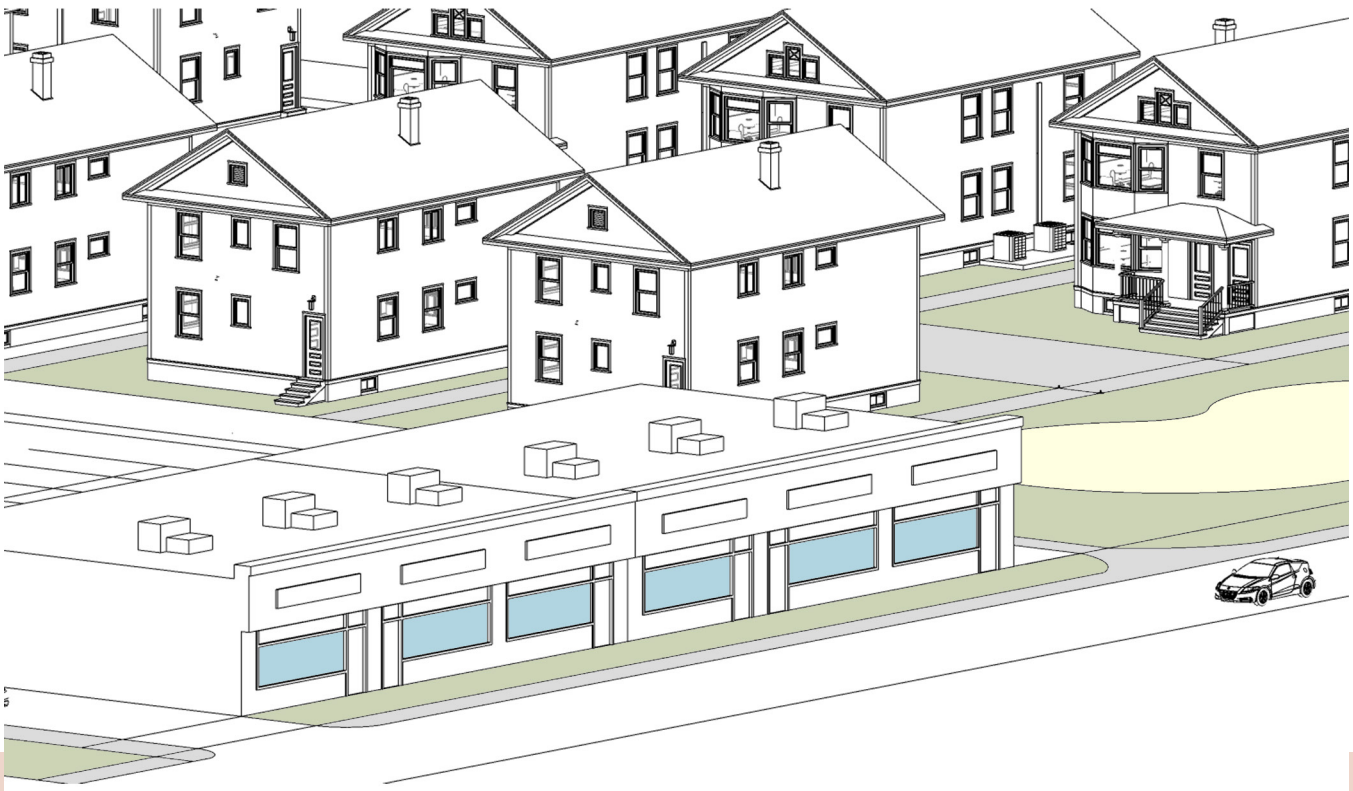
Hypothetical visualization: Horizontal Mixed-Used Development

- ▶ Type: Horizontal Mixed-Use (RK Plaza Node)
- ▶ Residential Type: Two-family townhouse (16)
- ▶ Lot Size: 4 acres
- ▶ Residential Density: 8DU/AC
- ▶ Parking: Shared parking between commercial and residential (1.5/DU for residential + 1/300 sq ft. for commercial, 30% shared).



Dimensional Requirements

- ▶ Height: 3.5 floor
- ▶ Front Yard: 5'
- ▶ Side Yard: 5'
- ▶ Rear Yard: 30'



A.4 Zoning Incentives for Developers

This recommendation aims to introduce various options for providing incentives for developers to strike a balance between promoting development that benefits the community and providing developers with the flexibility and incentives needed to undertake projects within the mixed-use district.

To encourage development that aligns with the goals of the mixed-use district, various zoning incentives can be implemented. These incentives aim to promote desirable outcomes such as increased density, improved public realm, and enhanced connectivity. By aligning regulatory requirements with desired outcomes, the district can attract high-quality development that enhances the overall livability and vitality of the area. Proposed incentives include:

Mixed-Use by Right: Developers who provide significant public realm improvements, including enhancing the gateway to Stoughton, can be granted mixed-use by-right. This incentivizes developers to invest in the improvement of public spaces and infrastructure, while also promoting mixed-use development as a preferred option within the district.

Attract Desired Neighborhood Scale Uses Through Subsidy Programs: Incentivize desired uses such as groceries (through subsidy program etc.) into the corridor. This program could provide financial assistance or tax incentives to grocery store developers, reducing their upfront costs and ongoing operational expenses. Additionally, the program could offer grants or low-interest loans to help cover the costs of fit-out and equipment installation. By providing financial support, the program encourages the establishment of grocery stores in the corridor, improving access to fresh food and enhancing the overall quality of life for residents in the area. Tip: Coordinate with Economic Development Department to create such a program.

Expedited Permitting Process or Lowered Development Fees: Streamlining the permitting process for projects that meet certain criteria, such as providing affordable housing or contributing to public realm enhancements, can reduce development costs and timelines, making projects more financially feasible for developers.

A.5 Recommendations to improve public realm and transportation infrastructure

The aim of the recommendation is to suggest plans and studies aimed at improving public realm, mobility, and transportation infrastructure within the study area.

Comprehensive studies aimed at improving public realm, mobility, and transportation infrastructure within the mixed-use district are required to complement this zoning study.

These studies will provide valuable insights and recommendations for enhancing the overall quality of the built environment, promoting pedestrian and cyclist safety, and facilitating efficient and sustainable transportation options.

Transportation Improvement are critical to the success of this corridor's vision and will greatly compliment the proposed zoning recommendations. The town is already pursuing the Park St. and Turnpike St. Intersection redesign which includes crosswalks around the intersection.

Below are recommended studies and efforts identified based on inputs from the transportation team at Old Colony Regional Planning Council (OCPC), which has led various transportation projects along the corridor. These studies can help the town progress in this direction.

- ▶ Complete Streets Plan
- ▶ ADA Retrofit for infill sidewalk along the corridor.
- ▶ Safety Audit Update
- ▶ Traffic calming study and measures such as speed counters.
- ▶ Bus stop vulnerability assessment
- ▶ Curb cut management (mitigation of low LOS for side street intersections)

4.3 Recommendations for Residential Node

This section of the report outlines the goals for the residential node, which serve as the foundation for our recommendation to achieve the vision identified through community engagement processes and technical analyses. Table X provides details on the issues and challenges identified during the study for this node, along with relevant community feedback and the strategies that can be deployed to address those challenges. Following that, this section includes detailed recommendations for implementing each strategy, citing examples wherever available.

Summary of Issues and Strategies

The table below outlines key issues and community feedback for the residential node, along with corresponding strategies and tools to address them, including revisions to zoning bylaws, infrastructure improvements, and incentives for mixed-use development, aiming to enhance economic vitality, housing options, and community connectivity in the area.

Goals for Residential Node	
1	Utilize infrastructure upgrades like expanded sewer systems to stimulate redevelopment of underutilized parcels.
2	Promote diverse land use combinations to boost economic and social vitality while addressing the Town’s housing needs.
3	Foster local business activity within neighborhoods.
4	Promote mixed-use development at moderate densities.
5	Amend dimensional requirements to improve conformity.

Category	Issues	Related Community Feedback	Strategies	Tools	Rec #
Use-related	Allow for redevelopment of lots that have access to sewer.	People mentioned that residential uses are needed in the area (34 mentions), especially senior housing, multifamily housing, and market-rate housing. It is followed by commercial uses (14 mentions) focused on retail and restaurants. People's visions around this area included the words like "pedestrian friendly," "mixture of housing and business," "mixed-use development," "more housing with connections to recreational and commercial areas," and "well maintained local business," and "greenery." The need for more senior housing was recognized as an important issue. Feedback indicated that residents would prefer a senior housing development in vacant lots on this node.	Expand housing options: Allow two-family by-right and multifamily by special permit. Provide housing density regulations. Cluster Development: Revise flexible development regulations.	Create a new Ash St. Overlay district. Overlay districts can be applied to existing zoning districts to encourage variety of uses in specific areas, providing additional guidelines or incentives.	B.1
	Vacant storefronts with businesses use that are not serving at neighborhood scale.		Mixed-use option: Allow mixed-use by special permit that integrates residential and commercial uses leading to thriving businesses, increased revenue, and job opportunities. Re-purposing vacant or underutilized properties revitalizes neighborhoods, enhancing aesthetics, property values, and overall desirability.		
	Senior multifamily housing is restricted to Town ownership and operation.		Senior Housing: Allow private developers to create senior housing by right.		
Dimensional Standards	Over three-fourth of the residential parcels are non-conforming, not meeting minimum lot size requirements, according to parcel-level analysis.	Non-conformity (5 mentions) and outdated and inconsistent zoning (6 mentions) were called out as the most surprising findings, though the meaning of "inconsistent zoning" remains obscure.	Reduce dimensional requirements: Redevelopment encounters challenges stemming from overly restrictive dimensional requirements.	Update dimensional and parking requirements for the overlay or new district.	B.2
	Parking requirements can be reduced for 2-family and multifamily, senior housing and mixed-use.		Parking requirements: Implement flexible parking policies such as shared parking agreements, reduced parking minimums, or alternative transportation incentives to alleviate parking concerns.		B.3
Redevelopment Potential	Presence of vacant or under-developed lots.	For site observations, people highlighted that the presence of the vacant properties resonated with them a lot (6 mentions), leading to the emphasis on realizing the redevelopment potential (7 mentions). The lack of sidewalks and bike infrastructure (4 mentions) was constantly mentioned.	Design Guidelines: Incorporate design guidelines to ensure cohesive and aesthetically pleasing outcomes. Guidelines can address architectural style, building setbacks, landscaping, signage, and other elements to create a sense of place and enhance the overall character of the commercial node.	Highlight design elements based on the community feedback (visual preference) to inform design guidelines. Zoning use incentive (by-right uses) and density bonus to incentive development to contribute to public realm improvement within the neighborhood.	Included in B.1
	Presence of empty storefronts.		Incentivize redevelopment of vacant lots: Develop a strategy to incentive redevelopment of vacant or underdeveloped lots through density bonuses, allowing certain uses by-right and streamlined permitting processes.		B.4
Public Realm Improvements	Large setbacks and lack of active street frontage along the commercial portion.	The lack of sidewalks and bike infrastructure (4 mentions) was constantly mentioned. People's visions around this area included the words like "pedestrian friendly," "mixture of housing and business," "mixed-use development," "more housing with connections to recreational and commercial areas," and "well maintained local business," and "greenery."	Transportation Improvements: Prioritize construction of sidewalks and crosswalks to improve pedestrian connectivity and safety, making the area more walkable and inviting.	Undertake recommended studies to improve mobility and transportation infrastructure.	Same as A.5
	Lack of sidewalks and crosswalks to access bus stops.				

Detailed Recommendations for Residential Node

B.1 Institute Ash Street Overlay District

This recommendation aims to create a vibrant and diverse built environment while ensuring compatibility with the surrounding neighborhood and addressing parking and dimensional considerations.

Below are a few considerations/sections that can be included in the zoning. Consideration should be given to implementing similar overlay districts or provisions town wide to provide consistent development standards and opportunities for diverse housing types. Additionally, the town may explore the adoption of town wide design guidelines to ensure a cohesive and attractive built environment throughout the community.

Purpose of overlay district: The purpose of this overlay district is to promote the development of residential properties at low to moderate densities while allowing flexibility for increased housing options, including two-family and multi-family dwellings, senior housing, and mixed-use developments. This overlay district aims to provide opportunities for diverse housing types that meet the needs of various demographics, including seniors, families, and individuals.

Administrative Process: In addition to single family, this district allows for two-family dwelling units by right, contingent upon site plan review by the Planning Board. The district allows senior housing, multi-family housing and mixed-use by special permit to be granted by the planning board.

Uses: Permitted Nonresidential uses - Professional office; a retail store consistent with a residential neighborhood; a café, grocery store or similar retail use. Allow two-family housing by right. Allow flexible development (Section 7.1), nursing, rest or convalescent home by special permit (BA), Multi-Family Senior Housing by special permit (BA).

Refer to appendix A for detailed list of uses.

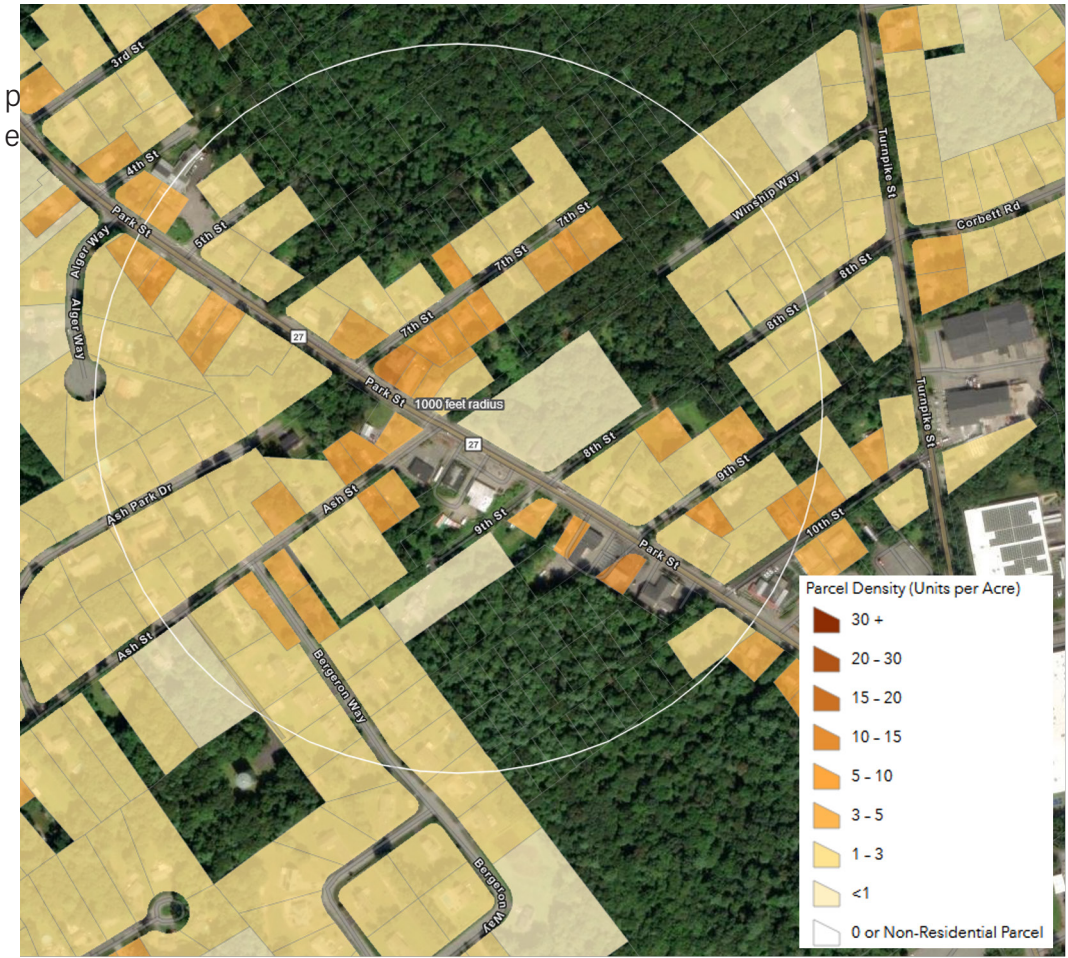
Residential Density: The density cap is established to ensure that the development within the overlay district maintains a balanced approach to growth, preserving the character of the neighborhood while accommodating increased housing options. A maximum density cap of 3 dwelling units per acre shall be imposed within the overlay district to limit the number of dwelling units per acre. This cap is determined based on the existing surrounding residential density within the immediate vicinity (0.1 miles). Additional factors include infrastructure capacity, environmental considerations, and the overall character of the area. Density shall be calculated by dividing the total number of dwelling units by the total land area within the overlay district. The density cap shall be expressed in dwelling units per acre.

Our proposal of 3 DU/Ac is based upon the existing residential density of the immediate surroundings (1000 feet radius) as shown in the figure.

Any proposed development that exceeds the density cap can be permitted through the issuance of a special permit, subject to approval by the planning board, and demonstration of mitigating measures to address potential impacts.

Density Bonus: The density bonus provision is intended to encourage the development of amenities that benefit the neighborhood. Developers may be eligible for a density bonus of up to 1 dwelling unit per acre (DU/AC), allowing for a maximum density of 4 DU/AC if they incorporate public amenities, such as parks, open spaces, or community facilities, that enhance the quality of life for residents within the development or the surrounding area including gateway improvement efforts of the town along the corridor. The bonus shall be expressed as an increase in the allowable density, subject to the discretion of the planning board.

Requests for a density bonus shall be reviewed and approved by the Planning Board through a special

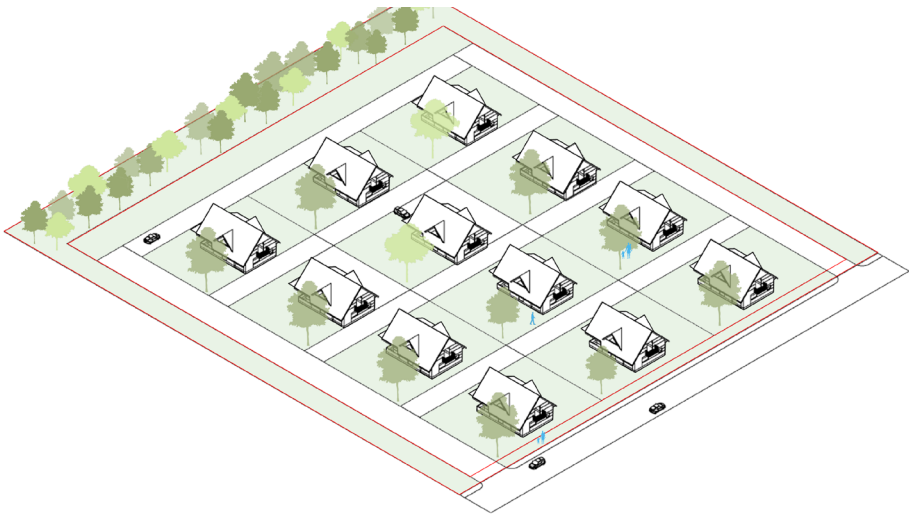


Use Description	Units	Parcel Acres	Density
Single-family	131	44.6	2.2
Two-family	7	3.1	1.5
Mixed-use--commercial with residential	3	0.2	14.7
Total	141	47.8	2.9

Source: Residency Tool from Mass Housing Partnership and MAPC analyses.

Hypothetical Visualization: Single Family Development

- ▶ The purpose of this diagram is to show the comparison of density with the previous slide. It is not part of the MAI strategic suggestions for the area.
- ▶ Type: Single Family (Ash St. Node)
- ▶ Lot Size: 4 acres
- ▶ Residential Density: 3DU/AC
- ▶ Parking: 2/DU (parking in the back of each house)



What can success look like?

Allowing mixed-use projects with adaptable layouts and redevelopment options can revitalize underused lots, boosting property values in surrounding areas. Example from Millis, MA (Economic Overlay)



B.2 Dimensional Standards for Ash Street Overlay

This recommendation aims to ensure the economic viability of development and redevelopment within the overlay district by reducing prohibitive dimensional standards. The base zoning still applies but the overlay district provides an opportunity for property owners and developers to utilize less prohibitive dimensional requirements. This will enable more compact forms of development while maintaining the character and scale of the surrounding area. Table below shows the existing and proposed dimensional requirements.

<i>Dimensional Standard</i>	<i>Existing</i>	<i>Proposed</i>
Min Lot Size	55,000 sq ft	15,000 sq ft
Maximum Building Coverage	20%	30%
Front Yard	40'	10'
Side Yard	20'	20'
Rear Yard	40'	40'
Open Space Requirement	50%	30%
Maximum Height	35'	35'

B.3 Parking Requirements for Ash Street Overlay

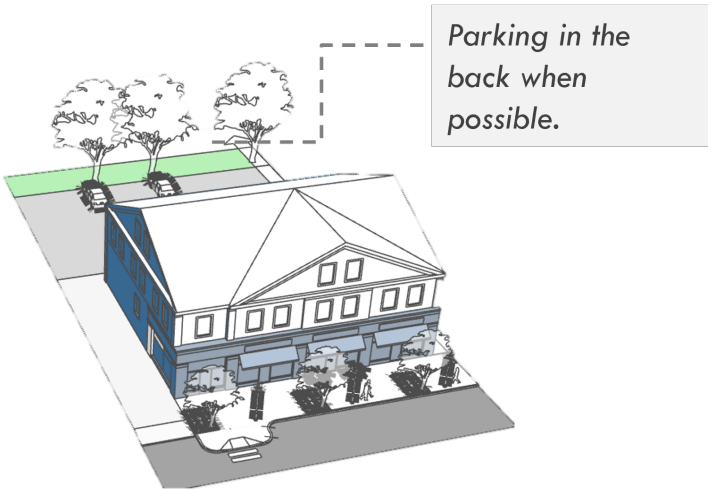
This recommendation aims to reduce parking requirements to enable more efficient use of land while still meeting the needs of residents, employees, and visitors.

By implementing flexible parking policies such as shared parking agreements and reduced parking minimums, developers will have the opportunity to allocate space more effectively, creating projects that are financially feasible. This approach aims to promote sustainable transportation options, enhance walkability, and support the vitality of the district.

Existing parking standards require 3 spaces per dwelling unit for single and two-family dwellings and 2 spaces for one bedroom, 3 for each 2-bedroom unit; 4 for each 3-or more bedroom unit in a multifamily dwelling. Reduce parking requirements to:

- ▶ Parking requirement: 2/DU
- ▶ Senior housing: 1/DU
- ▶ Mixed Use: Shared Parking per previous discussion (refer recommendation #A.3)

Reduce parking requirements by considering peak parking demands: Parking can be reassessed and shared by demonstrating peak parking demands for various uses occurring at different times of day, in various uses such as residential vs office. This has been a successful strategy in many communities. Currently commercial uses require 1 parking space per 300 sq ft. Within a mixed-use development, this parking space could be shared with residential uses where up to 30% of residential parking spaces – where it’s demonstrated that hours of operations at the businesses are during daytime hours only (8am-6pm)—can be shared with commercial uses. This is recommended to be subject to a site plan review.



B.4 Design guidelines elements based on visual preference feedback

Design guidelines are not requirements and design standards are required. Often a combination of both guidelines and standards is used to encourage the right fit for a project.

The town should create design guidelines for the study area or better yet, town-wide, with the aim to create environments that are not only aesthetically pleasing but also functional, inclusive, and sustainable. We captured some visual preference and design related feedback during the public forums and surveys which are reflected in the strategies below.

- ▶ **Compactness and Clustering:** Encourage walkable residential or mixed use where developments that are clustered so that they are easily accessible for pedestrians and for easy access to parking areas. Clustering is encouraged to allow for flexibility in lot layout and density while preserving natural features and open space. Compact designs that create walking connections between buildings and building orientations that front the buildings are to the street are encouraged.

- **Architectural Style:** Encourage townhouse style residential developments. Detached townhouse style dwelling units offer a unique blend of the privacy of single-family homes with the convenience and compactness of townhouse living. These dwellings are characterized by standalone structures, where we recommend each house two residential units, typically sharing common walls but with independent yards or outdoor spaces. It allows for diverse architectural designs and styles within a development, creating visual interest and contributing to the character of the neighborhood. Detached townhouse style developments can optimize land use by clustering units while still maintaining a sense of spaciousness and separation. This allows for higher residential densities without sacrificing the benefits of detached living.
- **Site Design and Landscaping:** Require site design elements such as landscaping, screening, and buffering to enhance the visual appeal of developments and mitigate impacts on adjacent properties. Mandate the inclusion of green space, pedestrian amenities, and outdoor gathering areas to promote social interaction and community wellbeing. Encourage the preservation of existing trees and natural features where feasible and require the planting of new trees to enhance the urban canopy.
- **Environmental and Sustainability Standards:** Incorporate environmental sustainability standards into the guidelines, such as requirements for energy efficiency, water conservation, and storm-water management. Encourage the use of green building practices, renewable energy systems, and sustainable materials to reduce the environmental footprint of development.



Illustrative Example

- **Accessibility and Universal Design:** Ensure that developments are accessible to all individuals, regardless of age, ability, or mobility. Require barrier-free access to buildings, parking areas, and public spaces, including ramps, curb cuts, and accessible entrances. Promote universal design principles that accommodate a diverse range of users and contribute to a more inclusive built environment.

Hypothetical visualization: Residential Development

- Type: Detached Townhouse (Ash St. Node)
- Lot Size: 4 acres
- Residential Density: 3DU/AC
- Parking: 2/DU



Dimensional Requirements

- Height: 2.5 floor
- Front Yard: 10'
- Side Yard: 20'
- Rear Yard: 40'



4.4 Other Recommendations

This section provides recommendations for town wide implementation based on observations from the study.

Amend Flexible Development Regulations

Flexible development regulations have largely remained unused both in the study area and throughout the town. Overly restrictive requirements can make new developments difficult to justify financially. According to the zoning bylaw, these regulations aim to provide an alternative to standard subdivision development and to promote housing for low, moderate, and median-income families, as well as seniors.

Existing regulations include:

- ▶ Administrative procedure requires Special Permit by Planning board.
- ▶ Single-family, two-family and multifamily (up to 3 DU) permitted with 10% affordability requirement.
- ▶ Parcel(s) should be contiguous with more than ten acres held in common ownership.
- ▶ Parking: 2 spaces/DU and 20% Open space requirement with 50 feet buffer to abutting residential use.

Proposed changes to incentivize use of this underutilized regulation:

- ▶ Reduce minimum area requirement of 10 acres to 5 acres.
- ▶ Allow for multifamily housing with densities of 3DU/Acre and allow mixed-use.
- ▶ Allow senior multi-family use to be developed by private developers.
- ▶ Reduce parking requirements to 2 spaces/DU.
- ▶ Consider adding a density bonus granted in

exchange for fulfillment of certain community goals such as designation of affordable units, age-restrictions on units, gateway enhancement and public realm contributions or set-asides of additional open space.

Dimensional standards for multi-family developments within this regulation:

- ▶ Front yard – 20' (reduced by 20' from existing regulations)
- ▶ Side yard – 20' (same as existing regulations)
- ▶ Rear yard – 50' if abutting residential; 40' (same as existing regulations)
- ▶ Max Height – 3 floors (40 feet) (increased by 0.5 story from existing regulations)
- ▶ Max building area – 30% (increased by 10% from existing regulations)
- ▶ Open Space – 20% (same as existing regulations)

Administrative Process: In addition to single family, this district allows for two-family dwelling units by right, contingent upon site plan review by the Planning Board. The district allows senior housing, multi-family housing and mixed-use by special permit to be granted by the planning board.

Uses: Permitted Nonresidential uses - Professional office; a retail store consistent with a residential neighborhood; a café, grocery store or similar retail use. Allow two-family housing by right. Allow flexible development (Section 7.1), nursing, rest or convalescent home by special permit (BA), Multi-Family Senior Housing by special permit (BA).

5. Appendices

A. Use Regulations

Principal Uses	Current GB	Current RA	Current RB	Proposed Residential (Ash Street) Overlay	Proposed Commercial Overlay or new "NB2" District
A. RESIDENTIAL					
1. One-family detached dwelling	N	Y	Y	Y	N
2. Two-family dwelling	N	N	N	Y	N
3. Multifamily dwelling provided that no more than 10% of the total number of units at any one time be units of three or more bedrooms	N	N	N	PB	N
4. Flexible development (See Section 7.1)	N	PB	PB	PB	BA
5. Conversion of existing (as of September 8, 1970) dwelling structure to multifamily dwelling provided the total number of units in the converted dwelling structure shall not exceed four dwelling units	BA	N	N	PB	BA
6. Planned multifamily development provided that no more than 10% of the total number of units at any one time be units of three or more bedrooms	N	N	N	PB	N
7. Conversion of existing nonresident structures to multifamily structures containing five or more dwelling units (See Section 7.3)	N	N	N	PB	N
8. Nursing, rest or convalescent home	N	BA	BA	BA	BA
9. Bed and Breakfast Establishment	N	PB	PB	PB	N
10. Mixed Use Building	PB	N	N	PB	Y
11. Housing for the Elderly and Congregate Housing Constructed under the provisions of Chapter 667, Acts of 1954, and Chapter 689, Acts of 1974 and amendments thereto, of the Commonwealth of Massachusetts	BA	N	N	Y	BA
B. COMMUNITY AND EXEMPT FACILITIES					
1. Use of land or structures for religious purposes	Y	Y	Y	Y	Y
2. Use of land or structures for educational purposes on land owned or leased by the commonwealth or any of its agencies, subdivisions or bodies politic or by a religious sect or denomination, or by a nonprofit educational corporation	Y	Y	Y	Y	Y
3. Public park, conservation area and preserved open spaces including areas for passive recreation, but not including active recreational facilities	Y	Y	Y	Y	Y
4. Nonprofit recreational facility, not including a membership club	N	Y	Y	Y	N
5. Nonprofit country, hunting, fishing, tennis, or golf club without a liquor license; a nonprofit golf club with or without a liquor license	N	BA	BA	N	N
6. Nonprofit day camp or other nonprofit camp	N	BA	BA	N	N
7. Town building except equipment garage	Y	Y	Y	Y	Y
8. Town cemetery, including any crematory therein	Y	Y	Y	Y	Y
9. Town equipment garage	Y	N	N	N	N
10. Town Refuse Transfer Station provided that it not be located within an Aquifer Protection Area	N	N	N	N	N
11. Historical association or society	Y	Y	Y	Y	Y
12. Hospital	N	BA	BA	BA	N
13. Child care center or school aged child care program	Y	Y	Y	Y	Y
14. Sewerage treatment plant provided that it not be located within an Aquifer Protection Area	N	N	N	N	N
15. Essential Services	BA	BA	BA	BA	BA
16. Power plant	N	N	N	N	N
17. Multi-Family Senior Housing	N	BA	BA	BA	BA

Principal Uses	Current GB	Current RA	Current RB	Proposed Residential (Ash Street) Overlay	Proposed Commercial Overlay or new "NB2" District
C. AGRICULTURAL * (See Note)					
1. Agriculture, horticulture, and floriculture except for a greenhouse or stand for retail sale	Y	Y	Y	Y	Y
2. Year-round greenhouse or stand for wholesale and retail sale of agricultural or farm products	BA	N	N	N	BA
3. Temporary (not to exceed erection or use for a period exceeding 3 months in any one year) greenhouse or stand for retail sale of agricultural or farm products raised primarily on the same premises	BA	BA	BA	BA	BA
4. Raising and for keeping of livestock, horses, and poultry, not including the raising of swine or fur animals, with the approval of the Board of Health under Chapter 111 of Section 155 of the General Laws	N	BA	BA	N	N
5. Commercial stables, commercial kennels, veterinary hospital or other commercial establishments in which all animals, fowl or other forms of life are completely enclosed in pens or other structures	BA	N	N	N	BA
D. RETAIL , TRADE, AND RESTAURANT					
1. Retail, small	Y	N	N	Y	Y
2. Retail, large	BA	N	N	N	BA
3. Eating and drinking places (including alcoholic beverages) not including drive-in establishments or fast order food establishments	Y	N	N	N	Y
4. Drive in fast order food establishments	BA	N	N	N	N
5. All other drive in or drive-through facilities, provided the principal use is allowed	PB	N	N	N	N
6. Fast order food establishments	BA	N	N	N	BA
7. Sales by vending machines as a principal use	N	N	N	N	N
8. Establishment selling new or new and used motor vehicles, new tires and other accessories, aircraft, boats, motorcycles and household trailers	N	N	N	N	N
9. ZIP car or similar facility for short term leasing of vehicles	Y	N	N	N	BA*
10. Hotels and motels	N	N	N	N	N
11. Lodging House	BA	N	N	N	BA*
12. Personal and consumer service establishment	Y	N	N	N	Y
13. Funeral establishment	Y	N	N	N	Y
14. Membership Club	Y	N	N	N	Y
15. Professional and business offices and services	Y	N	N	N	Y
16. Motor vehicle repair	BA	N	N	N	BA*
17. Motor vehicle light service station including the sale of gasoline (not including junkyard or open storage of abandoned automobiles or other vehicles) provided that it not be located within an Aquifer Protection Area	N	N	N	N	N
18. Temporary business use of trailer during time of construction	Y	Y	Y	Y	Y
19. General service establishment	Y	N	N	N	Y
20. 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 feet in height or by natural or topographic features and provided that it not be located within an Aquifer Protection Area	N	N	N	N	N

Principal Uses	Current GB	Current RA	Current RB	Proposed Residential (Ash Street) Overlay	Proposed Commercial Overlay or new "NB2" District
D. RETAIL , TRADE, AND RESTAURANT					
20. 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 feet in height or by natural or topographic features and provided that it not be located within an Aquifer Protection Area	N	N	N	N	N
21. Motion picture establishment, outdoor	N	N	N	N	N
22. Motion picture establishment, indoor	Y	N	N	N	Y
23. Other amusement and recreation service, outdoor	N	N	N	N	N
24. Other amusement and recreation service, indoor	BA	N	N	N	BA
25. Communications and television tower	BA	BA	BA	BA	BA
26. Commercial parking lot or structure	BA	N	N	N	BA
27. Planned business development (See Section 8.4)	BA	N	N	N	BA
28. Trade, professional or other school conducted as a private gainful business excluding noisy accessory uses and animals	Y	N	N	N	Y
29. Adult Entertainment Establishments(See Section 8.1)	N	N	N	N	N
30. Body Piercing, Massage, except in the case of massage, as an accessory use in association with a Gym or Sports facility, or Medical Practice, or weight room or training facility or swimming pool	N	N	N	N	BA
31. Physicians, surgeons, chiropractors, osteopaths, physical therapists or massage therapists who are duly licensed to practice within the Commonwealth of Massachusetts	Y	N	N	N	Y
32. Tattoo Parlors	N	N	N	N	Y
E. WHOLESALE, TRANSPORTATION AND INDUSTRIAL					
1. Removal of sand, gravel, quarry, or other raw material (See Section 8.3)	N	BA	N	N	N
2. Processing and treating of raw materials including operations appurtenant to the taking, such as grading, drying, sorting, crushing, grinding, and milling operations	N	N	N	N	N
3. Construction industry including suppliers	N	N	N	N	N
4. Manufacturing or light manufacturing	N	N	N	N	N
5. Laundry or dry cleaning plant	N	N	N	N	N
6. Bakery, including the sale of bakery products on the same premises	Y	N	N	N	Y
7. Railway express service	Y	N	N	N	N
8. Truck terminal, with or without warehousing of freight	N	N	N	N	N
9. Bus or railroad passenger terminal	Y	N	N	N	N

Principal Uses	Current GB	Current RA	Current RB	Proposed Residential (Ash Street) Overlay	Proposed Commercial Overlay or new "NB2" District
E. WHOLESALE, TRANSPORTATION AND INDUSTRIAL					
1. Removal of sand, gravel, quarry, or other raw material (See Section 8.3)	N	BA	N	N	N
2. Processing and treating of raw materials including operations appurtenant to the taking, such as grading, drying, sorting, crushing, grinding, and milling operations	N	N	N	N	N
3. Construction industry including suppliers	N	N	N	N	N
4. Manufacturing or light manufacturing	N	N	N	N	N
5. Laundry or dry cleaning plant	N	N	N	N	N
6. Bakery, including the sale of bakery products on the same premises	Y	N	N	N	Y
7. Railway express service	Y	N	N	N	N
8. Truck terminal, with or without warehousing of freight	N	N	N	N	N
9. Bus or railroad passenger terminal	Y	N	N	N	N
10. Heliport, subject to the design criteria and standards of the Federal Aviation Administration as published in "Heliport Design Guide" November 1969, or any later revision thereto	N	N	N	N	N
11. Other transportation service	BA	N	N	N	BA
12. Wholesale trade and distribution including lumber, fuel, feed, and ice and accessory storage of products	N	N	N	N	N
13. Open storage of raw materials, finished goods, or construction equipment and structures for storing such equipment, provided it shall be screened outside by an enclosed solid fence and gate at least 10 ft. in height, or a solid wall of evergreens of vertical habit when planted not more than 3 ft. apart and at least 6 ft. in height, and a solid gate at least 10 ft. in height and not more than 20 ft. in width	BA	N	N	N	N
14. Research offices or establishments devoted to research and development activities	N	N	N	N	N
15. Planned industrial development(See Section 8.5)	N	N	N	N	N
16. Printing and publishing provided the gross floor area does not exceed 6,000 sq. ft.	Y	N	N	N	Y
17. Printing and publishing with the gross floor area in excess of 6,000 sq. ft.	N	N	N	N	N
18. Waste Disposal Facilities including incinerators, transfer stations and resource recovery facilities	N	N	N	N	N
19. Hazardous Waste Facilities for the storage, treatment, dewatering, refining, incinerating, reclamation, stabilization, solidification, disposal of hazardous wastes	N	N	N	N	N
20. Chemical Plant for Manufacturing, Combining, Storage or Distribution of Chemicals	N	N	N	N	N
21. Radioactive Waste Disposal for the collection, treatment, storage, burial, incineration, or disposal of radioactive waste, including but not limited to wastes classified as low-level radioactive waste	N	N	N	N	N

Principal Uses	Current GB	Current RA	Current RB	Proposed Residential (Ash Street) Overlay	Proposed Commercial Overlay or new "NB2" District
F. ACCESSORY USES					
1. Home occupation (See Section 3.2.2)	Y	BA	Y	Y	Y
2. Telephone Use for Business	Y	Y	Y	Y	Y
3. Family day care home, small	N	Y	Y	Y	Y
4. Family day care home, large	N	BA	BA	Y	BA
5. Accessory building such as a private garage, playhouse, greenhouse, tool shed, private swimming pool, or similar accessory structure. Subject to provisions of Section VI.	Y	Y	Y	Y	Y
6. Accessory private garage for not more than 3 noncommercial motor vehicles. Except on a farm, not more than one noncommercial motor vehicle may be 3/4 ton or more rated in size.	Y	Y	Y	Y	Y
7. Accessory storage of commercial vehicles which are more than 3/4 ton rated in size	BA	N	N	N	BA
8. 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 ft. from any front line or within the side yards and it shall not be used for dwelling or sleeping purposes, and further, provided the number stored at any one time shall be limited to two trailers, one unregistered automobile and two boats	Y	Y	Y	Y	Y
9. 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	Y	N	N	N	Y
10. Accessory outside storage clearly necessary to the operation and conduct of a permitted principal wholesale, transportation, industrial and/or commercial use provided: it shall be screened from outside view by an enclosed solid fence or wall and gate at least 10 ft. in height or a solid wall of evergreens when planted not more than 3 ft. apart and at least 6 ft. in height and a solid gate at least 10 ft. in height and not more than 20 ft. in width	BA	N	N	N	BA
11. Accessory manufacturing use provided: it shall not occupy more than twenty-five (25) percent of the gross floor area of the building: and it shall not be located within one hundred (100) feet of any "R" District or within fifty (50) feet of any street lot line	N	N	N	N	N
12. 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	Y	N	N	N	Y
13. Up to three lodging units in an existing dwelling	BA	N	N	N	BA
14. Accessory gas storage and pumping facilities for use by the principal use and not as a separate business but not in the Aquifer Protection District	BA	N	N	N	BA

Principal Uses	Current GB	Current RA	Current RB	Proposed Residential (Ash Street) Overlay	Proposed Commercial Overlay or new "NB2" District
F. ACCESSORY USES					
15. The raising of livestock, horses and poultry as an accessory use not including the raising of swine or fur animals with the approval of the Board of Health under Chapter 111 of Section 155	BA	BA	BA	BA	BA
16. Removal of gravel, sand, or other earth material incidental to and in connection with the construction of a building on a lot (See Section 8.3)	BA	BA	BA	BA	BA
17. Accessory Retail Store in an Industrial or Warehouse Building, providing it is selling their own products	N	N	N	N	N
18. Temporary additional living areas (See Section 7.2)	N	Y	Y	Y	N
19. Accessory professional offices within one hundred (100) feet of a hospital provided it not be located within fifty (50) feet of any abutter's lot line	N	Y	Y	Y	N
20. Educational purposes, not otherwise exempt, expressly: swimming lessons, horseback riding lessons, ceramic lessons, or knitting lessons	N	BA	BA	BA	N
21. Electric charging station, Level Two	Y	Y	Y	Y	Y
22. Donation Box	BA	N	N	N	BA

B. Survey Questions from Public Forum I



Route 27 Zoning Study

Q1. What word or phrase would you use to describe your experience living, visiting, or passing through the study area?

Q2. What do you think should be considered as priority to improve Route27?
Please rank 1 to 4 (Rank 1 means it is your top priority.)

Expand housing types and mixed-use options at moderate densities.	
Optimize use of vacant and/or publicly owned land.	
Improve transportation and multi-modal mobility options.	
Safeguard the environment while fostering sustainability and resilience.	

Q3. Which recommendations from previous plans resonate with you the most?
Rank them 1-8, 1 being least and 8 being the most.

Promote mixed-use neighborhoods providing mix of uses and activities located close together.	
Support a mix of housing types at a range of price points through zoning revisions.	
Adopt adequate design standards to enable quality developments.	
Enhance the gateways to Stoughton on Route27.	
Enhance the image of Stoughton’s corridors with the adoption of design guidance.	
Office and industrial areas should incorporate multi-modal access and sidewalks.	
Preserve undeveloped land through private restrictions, donations, and purchases.	
Provide adequate access to safe, well-maintained open space and recreational resources for all residents.	



Route 27 Zoning Study

Q4. Are these uses in alignment to your vision for the area?

- ☐ Yes
- ☐ Not at all
- ☐ Mostly

Q5. Which additional uses would you like to see in the study area in the future?

Q6. Share, in one or two words, the most surprising finding for you so far.

Q7. The year is 2029. You are writing a postcard from your future self to your current self. What improvement do you see in the study area?



Route 27 Zoning Study

About You

In this section, we are trying to understand your background. Knowing who participated in the survey is critical to see how the result represents the Town’s demographics. So please take some time to fill out this part.

Q1. What is your relationship to Route 27? (Check the options that apply to you)

I live on Route27.	
I own a business on Route 27/Park Street.	
I frequently travel along the Route27/Park Street for work, school, shopping, and others.	
I am looking for a home here.	
I am looking for a business opportunity here.	
I am a Stoughton resident interested in the project.	
Others	

Q2. What is your age group? (Optional)

Under 18	
18-24	
25-34	
35-44	
45-54	
55-64	
65 or over	



Route 27 Zoning Study

Q3. What is your annual household income? (Optional)

Under \$10,000	
\$10,000 to \$14,999	
\$15,000 to \$24,999	
\$25,000 to \$34,999	
\$35,000 to \$49,999	
\$50,000 to \$74,999	
\$75,000 to \$99,999	
\$100,000 to \$149,999	
\$150,000 to \$199,999	
Over \$200,000	

Q4. How do you identify your race and ethnicity? Select all that apply. (Optional)

Asian	
Black or African American	
American Indian or Alaska Native	
Native Hawaiian or Other Pacific Islander	
White	
Hispanic and Latinx	
Some other races	

Q5. What is your current housing status? (Optional)

I own.	
I rent.	
I live with my parents or other family/friends, but do not pay rent.	
Others	

C. Survey Results from Public Forum I

Survey Responses from Public Forum I (Online + In-person)

Responses collected from January 24th to February 14th, 2024

Total Unique Responses: 57

Were there any observations that particularly resonate with you?

21 Responses

Were there any observations that particularly resonate with you?

- this is an older neighborhood with plenty of potential
- lack of enforcement regarding blighted properties
- Improving the gateway to Stoughton is a benefit to the community. There are multiple opportunities for mixed use and residential developments. Removing abandon properties with projects that will generate tax revenue for the town is advantageous
- Lack of cohesive development along the identity stretch of Rt27.
- Lack of new development , existing is unsightly mishmash of product types ,
- Seems like a very exciting opportunities up and down Rt 27 for development.
- old buildings
- The vacant lots with access to sewer seem like low hanging fruit when it comes to redevelopment. Seems like these should be prioritized
- The thought of any rezoning, adding sewer even though that will be phase 2. We need more conservation of land and natural spaces
- The area is automobile oriented.
- Vacant properties should be redeveloped to maximize their potential.
- Yes, underused real property located on state highway between Brockton and Stoughton.
- Area is prime for rezoning to expand tax base
- Yes, 850 Park Street
- Spot zoning
- I would love to see some more tax generating business enter the town
- The vacant properties and properties on the market. Some of these have been vacant for almost 20 years or more.
- Sidewalk issues
- No sewer in this end of town. That means no housing or commercial development., or mixed will happen
- Lack of sidewalks and bike infrastructure

What word or phrase would you use to describe your experience living, visiting, passing through the study area?

30 Responses

What word or phrase would you use to describe your experience living, visiting, passing through the study area?

- can do better
- downtrodden, disappointing that town allows buildings to fall apart
- very unimpressive. Needs improvement to better represent the gateway to Stoughton
- Underutilized and lack of any vision.
- For a town this size lack of vision disappointing.- esp opportunity cost of tax generation
- I think we can do better!
- Potential
- Missed opportunities
- Yes there are some areas that need attention. Use the existing areas. Sidewalk would be nice but I don't think a bike lane is necessary and not needed.
- auto oriented
- Depressing
- A messy conglomeration of underdeveloped and poorly developed real estate with potential as a commercial tax enhancer for town of Stoughton and State.
- Easy ingress and egress

Need lots of work + sidewalks. any updates on sewer to be finished between 10th st and Borckton line on Park St.

Traffic at Turnpike and Park St. have always been of great concern! Questions about a traffic signal have been discussed for years.

Depressing, dank and unkempt.

Depressing

Its home for 25+ years.

Increasingly congestive - more traffic since old central st & resevoir st (brockton) were improved 2 years ago. Improve that rather than improving traffic flow.

Better roads attract more vehicles to the area.

Fine.

What do you think should be considered as priority to improve Route27? Plea...

29 Responses

Field	Min	Max	Mean	Standard Deviation	Variance	Responses	Sum
Expand housing types and mixed-use options at moderate densities.	1	4	3	1	1	29	77
Optimize use of vacant and/or publicly owned land.	1	4	2	1	1	29	59
Improve transportation and multi-modal mobility options.	1	4	3	1	1	29	74
Safeguard the environment while fostering sustainability and resilience.	1	4	3	1	2	29	80

Please rank the recommendations from the previous plans based on your asses...

29 Responses

Field	Min	Max	Mean	Standard Deviation	Variance	Responses	Sum
Promote mixed-use neighborhoods providing mix of uses and activities (live, work, learn and participate in the civic life) located close together.	1	8	4	3	8	29	112
Support a mix of housing types at a range of price points through zoning revisions.	1	8	4	3	7	29	118
Adopt adequate design standards to enable quality developments.	2	8	4	2	3	29	129
Enhance the gateways to Stoughton on Route27.	1	8	4	2	4	29	122
Enhance the image of Stoughton's corridors with the adoption of design guidance.	2	8	5	1	2	29	152
Office and industrial areas should incorporate multi-modal access and sidewalks.	1	8	4	2	3	29	122
Preserve undeveloped land through private conservation restrictions, donations, and purchases.	1	8	5	3	8	29	142
Provide adequate access to safe, well-maintained open space and recreational resources for all residents.	1	8	5	3	6	29	147

What kind of uses would you like to see in the study area in the future? (e.g., business type such as grocery store or housing types such as townhouses)

27 Responses

What kind of uses would you like to see in the study area in the future? (e.g., business type such as grocery store or housing types such as townhouses)
Multifamily, market rate apartments and market rate senior housing
no more businesses. large retail areas down the street within easy access already

senior living housing

More market rate driven housing. Including senior and assisted living types of residences.

Market rate housing is needed in the state and the town

Multi family with affordable element..+55 housing, retail is not a good option

Multi Family market rate senior housing

Retail and mixed use

Open spaces for people to walk, leave it to nature.

Mixed use commercial and residential, apartments and condos for residential.

Senior Housing, Multi-Family projects at market rates. Five stories same as downtown.

see need for senior housing, a I understand there is a long waiting list for such housing.

Nursing homes, retirement community

Sewer expansion, sidewalks and crosswalks with lights.

Development of public interest needs like retail for food + public needs - laundromat - gym type businesses.

Single family homes, RA RB.

Zoning overlay that would allow independent managed senior housing or market rate apartments that would maximize land use.

Its zoned RB/RA. please leave it alone. Its still a neighborhood.

Light development.

Senior housing developments, mixed uses with design guidelines.

Share, in one/two words, the most surprising finding for you so far?

25 Responses

Share, in one/two words, the most surprising finding for you so far?
inconsistent zoning along the route no continuity
Why is there a drive to develop this part of town? Disappointing to see that this area is being targeted when the abutters (whom i am not a part of) also dont want it. i want to add to their voice as it should concern all of us.
zoning that needs to change
Restrictive zoning.
The fact we're now moving faster on this
inconsistent zoning
Bad zoning
Great potential
why houses zoned as industrial was never done before.
There is a bus service along the corridor.
Residential lot sizes.
non conforming uses
Slow moving
Ownership of land.
No actual design or actionable items in foreseeable future.
Chateau/Nocera's sewer issues may be addressed.
Outdated and inconsistent zoning
Willingness to work with abutters.
Future opportunities for targeted developments.
Spot zoning

Were there any findings that particularly surprised you?

16 Responses

Were there any findings that particularly surprised you?
--

Zoning is antiquated

Sewer infrastructure has made future development possible. There is limited wetland restrictions that would impede development.

The volume of motor vehicles using this stretch of Rt27

Lack of public /private partnerships

lack of new development especailly houssing with an affordable element

Lack of sidewalks

No

No

Lack of new development

Lack of progress on updated/expanded zoning on ripe area

Very discouraging to develop in Stoughton with inconsistent zoning.

no

Traffic calming needs

Cedar Hill Gc is probably going to be low income house project....great. Im moving.

Sewer at Brockton town line goes to Brockton, who will not allow new/ more hook ups. Stoughton best investment for long term economic stability and development and new housing is to install Stoughton sewer the entire length of RT 27

That so much is town owned.

The year is 2027. You are writing a postcard from your future self to your current self in 2020. What changes have we made in the Route27 to make this the best for you?

24 Responses

The year is 2027. You are writing a postcard from your future self to your current self in 2020. What changes have we made in the Route27 to make this the best for you?

The new market rate multifamily housing is a welcome addition to the Rte 27 corridor

Additional housing and mixed use development has revitalized the entrance to Stoughton

The major changes are the new housing options available that previously were non existent.

Adding more to the constrained housing stock, town improvements from the increased revenue and corporate investment coming into the town as a result

Our new apartments look beautiful

Stoughton looks great

No sewer, open spaces !

There has been a growth in affordable housing in this area with connections to recreational areas and commercial areas for pedestrians and bicyclists.

New multi-family housing

I see that you have made maximum use of location at 850 Park St. by permitting senior housing to be built on the property. My Thinking is. that there is so much benefit for allowing such a use of the propetry. 1. the town increases the tax base. from an empty lot with a rundown, uninhabited home. to a. vital living center 2. provides housing, much needed for the elderly. 3. does not increase the traffic as much as much as commercial development might along route 27. (Seniors generally use bus transportation more than individual cars. (there is a bus stop across from the property.) stopuch as others. citizens.

Great tax revenue and exciting new facilities

More of a mess.

Sewers finished. Vacant lots cleared or upgraded.

Finally, the area is visually satisfying after years if concerns. State/town coordination FINALLY ACHIEVED?

Cleaner well maintained local business and residential homes with more more greenery.

We are living in an apartment and taking the bus to the train and working in the city.

Sell your home and leave.

Light residential, sidewalks

I am observing landscaping with a heavy emphasis on design with pedestrian friendly sidewalks. The mixture of housing and business leands itself to a neighborhood business community. I am thrilled to see more public transportation for the community residents.

side walks and residential use increased

Do you have any final comments or feedback?

21 Responses

Do you have any final comments or feedback?

avoid low density or single family housing since that does not help the local economy

survey the residents of the area and ensure it is what they want because if i lived in this area i would not want this shoved down my throat

We have a good opportunity to improve this section of Stoughton. The downtown area has been a disaster for years with abandoned buildings and partially constructed buildings (that hole in the ground is a disgrace!). Don't do the same thing to the entrance to Stoughton.

Hoping the town increases the amount of housing options.

Offer a completion bonus to the winning team to complete it the fastest

finally the town has the opportunity to maximize rt 27 by having developed vancant lands.

NO

No

Excellent presentation

Lot sizes, density, height, open space, and amount of development need to be addressed. Lack of senior housing. It took ten years to get the sewer down Route 27 and into the industrial park. Need to maximize the return. Town needs taxes.

Yes, I. think that your study is very necessary, very timely, and very important. This route 27 corridor is a mishmash of zoning, underused and underutilized. land. and I hope that your study will move forward. to provide very important changes to the route. 27 corridor

Get moving! We need the revenue and new job opportunities

Keep wetlands the same, no rezoning for residential or commercial areas.

Fire station should be at 850 Park St. I cannot get an answer of the budget of 27M dollars for 400 Prospect St. Have asked Gitto, Cavvara, Cavey. Credit to you all for " trying" to do the right thing for Stoughton. Contact me anytime - pe51821@verizon.net ; cell - 781-454-7267. Peter Banis, 41 Walnit St. Precint 2; town meeting member.

Do not want more industrial in this area.

This was a route 27 vision yet a planning board member spent the majority of time talking about a sidewalk for turnpike street. Very frustrating when non abutors are strong arming the agenda.

Please leave 850 Park St. RB. There is a common owner of 4 properties with over 230000 sf.ft. Please keep that area zoned residential.

Dont increase the density of the lots. Upto 3 family, single family. 1/2 acre house lots desirable on south st.

improve park and turnpike intersection and add side walks. Make spot zones residential

Build it (sewer) and the rest will come !

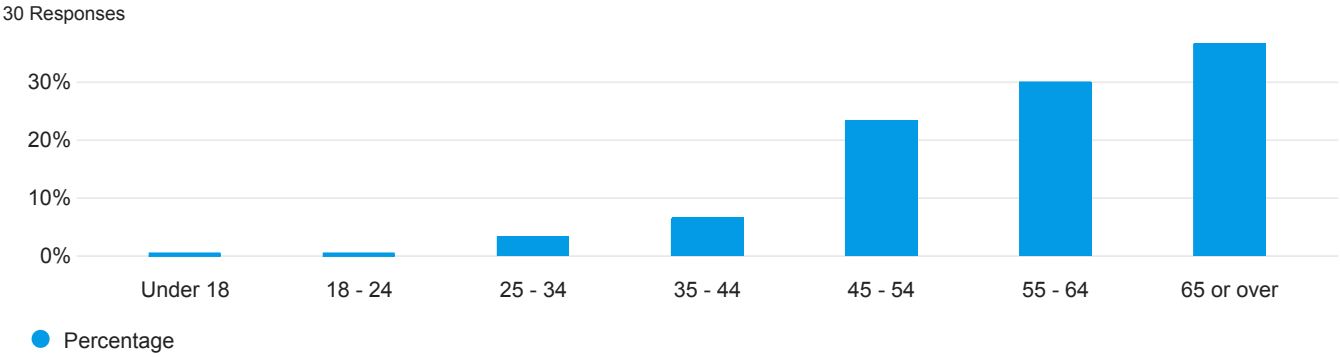
What is your relationship to the Route27?

30 Responses

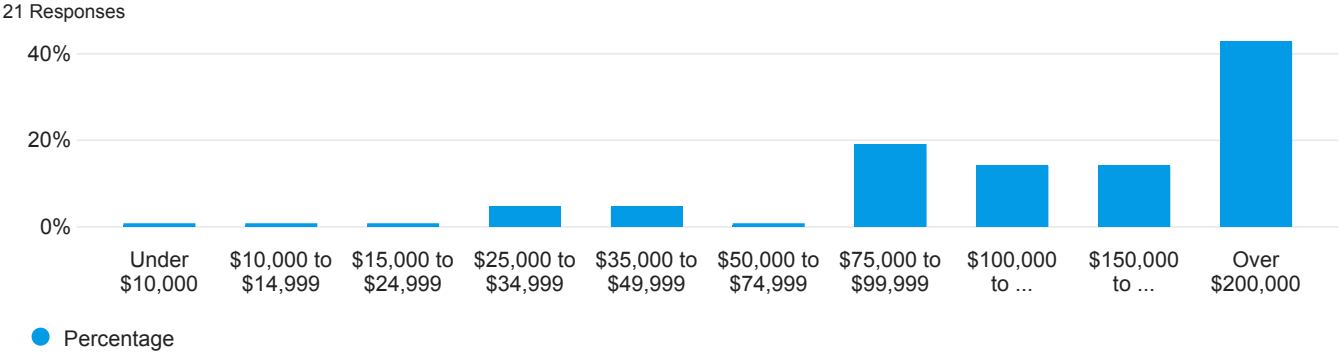


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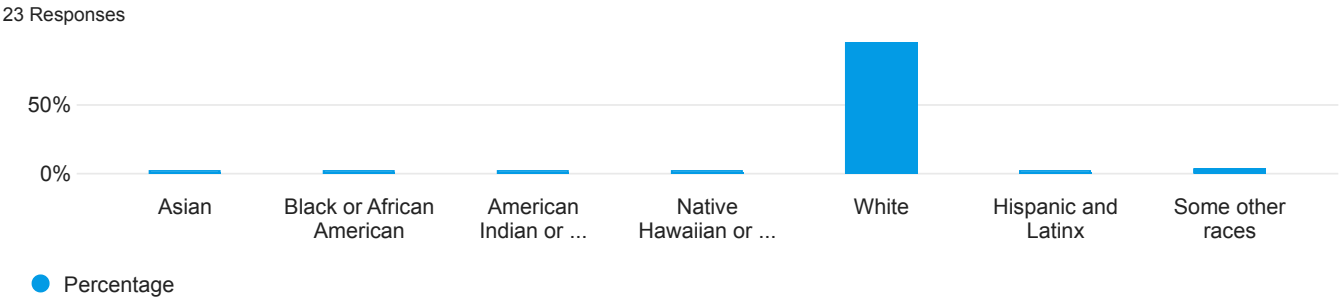
Age - What is your age group? (Optional)



Income - What is your annual household income? (Optional)

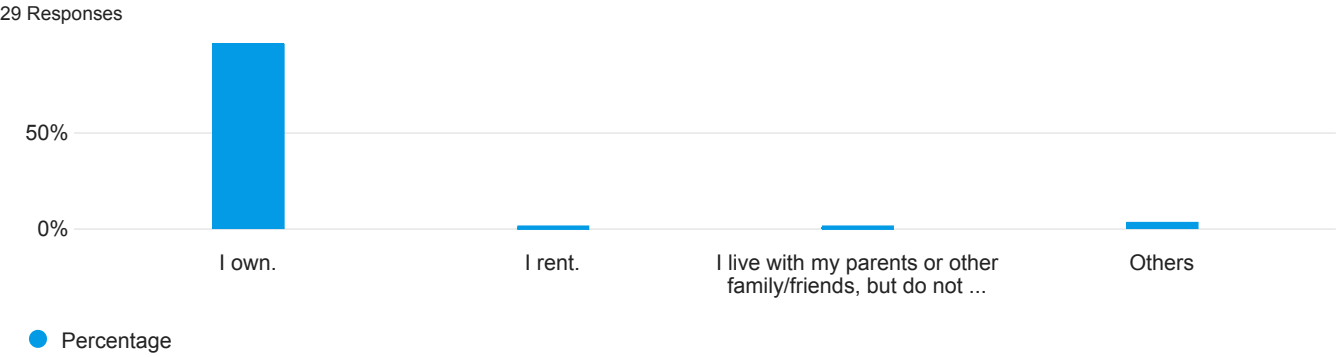


Identity - How do you identify your race and ethnicity? Select all that apply. (Optional)

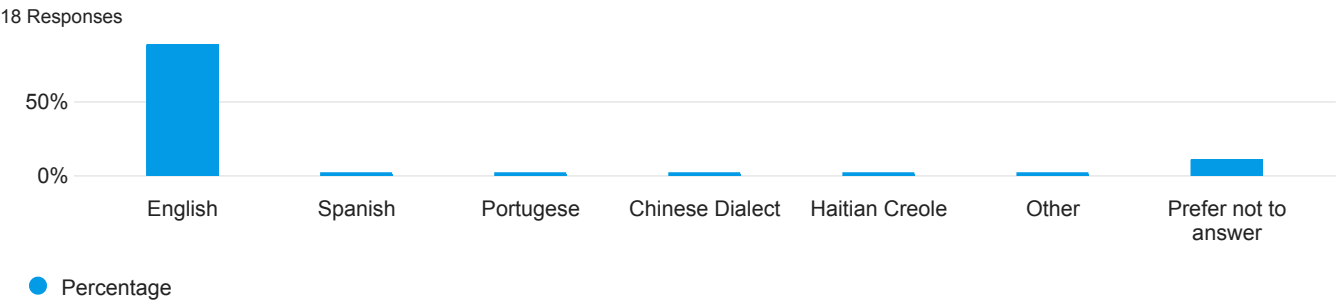


7

Homeownership - What is your current housing status? (Optional)



Language - What is the primary language that you speak at home? (Optional) - Selected Choice



D. Survey Questions from Public Forum II



Route 27 Zoning Study

Q1. Do the goals and focus areas align with your vision?

- ☐ Yes
- ☐ Mostly
- ☐ Not at all

Additional comment

Q2. Are there any specific goals you strongly agree or disagree with? If so, which ones and why? Please elaborate.

- ☐ Yes
- ☐ No

Comment:

Q3. Are there additional strategies that you would like to see? Please share those below.

Comment:

Q4. Do you have any concerns regarding the proposed dimensional regulations? If yes, please elaborate. (RK Plaza Node)

- ☐ Yes, I have concerns
- ☐ Mostly agree
- ☐ No concerns

Comment:



Route 27 Zoning Study

Q5. These are the mixed-use examples for RK Plaza Node (Vision). Rank in order of preference, from most preferred to least.

Mixed Use Examples for RK Plaza Node (Vision)

Rank in order of preference, from most preferred to least.

Rank:

Q6. These are the mixed-use examples for Ash St. Node (Vision). Rank in order of preference, from most preferred to least.

Mixed Use Examples for Ash St. Node (Vision)

Rank in order of preference, from most preferred to least.

Rank:



Route 27 Zoning Study

Q7. Do you have any concerns regarding the proposed dimensional regulations? If yes, please elaborate. (Ash St. Node)

- ☐ Yes, I have concerns
- ☐ Mostly agree
- ☐ No concerns

Comment:

Q8. Are any of the strategies and recommendations unclear to you? If yes, please specify which ones.

- ☐ Yes
- Comment:

- ☐ Mostly agree.
- ☐ All strategies are clear.

Q9. Please share any overall comments, concerns, or questions below.

Comment:



Route 27 Zoning Study

About You

In this section, we are trying to understand your background. Knowing who participated in the survey is critical to see how the result represents the Town’s demographics. So please take some time to fill out this part.

Q1. What is your relationship to Route 27? (Check the options that apply to you)

I live on Route27.	
I own a business on Route 27/Park Street.	
I frequently travel along the Route27/Park Street for work, school, shopping, and others.	
I am looking for a home here.	
I am looking for a business opportunity here.	
I am a Stoughton resident interested in the project.	
Others	

Q2. What is your age group? (Optional)

Under 18	
18-24	
25-34	
35-44	
45-54	
55-64	
65 or over	

Q3. What is your annual household income? (Optional)

Under \$10,000	
\$10,000 to \$14,999	
\$15,000 to \$24,999	
\$25,000 to \$34,999	



Route 27 Zoning Study

\$35,000 to \$49,999	
\$50,000 to \$74,999	
\$75,000 to \$99,999	
\$100,000 to \$149,999	
\$150,000 to \$199,999	
Over \$200,000	

Q4. How do you identify your race and ethnicity? Select all that apply. (Optional)

Asian	
Black or African American	
American Indian or Alaska Native	
Native Hawaiian or Other Pacific Islander	
White	
Hispanic and Latinx	
Some other races	

Q5. What is your current housing status? (Optional)

I own.	
I rent.	
I live with my parents or other family/friends, but do not pay rent.	
Others	

E. Survey Results from Public Forum II

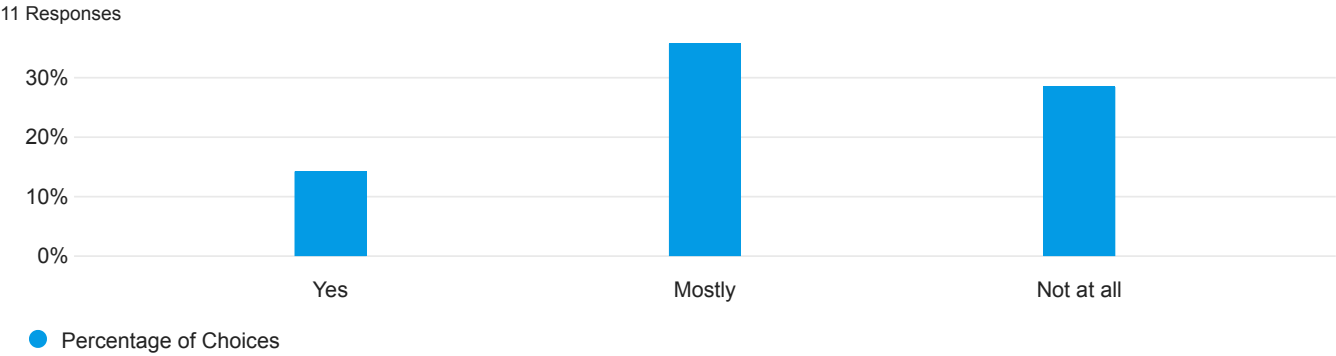
1

Survey Responses from Public Forum II (Online + In-person)

Responses collected from March 12th to April 13th, 2024

Total Unique Responses: 14

Block - Do the goals and focus areas align with your vision? - Selected Choice



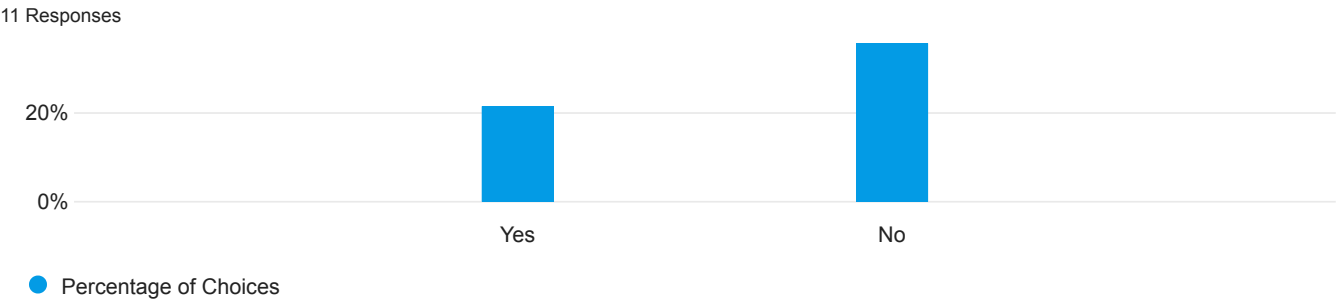
Comments

3 Responses

Comments - Text

- Should be more density to the development on Ash Street and RK Plaza.
- Why not make it a beautiful over 55 community with affordable living for our seniors. It would have a positive effect on the local economy and wouldn't burden our schools.
- Parking and housing density suggestions are problematic

Are there any specific goals you strongly agree or disagree with? If so, which ones and why? Please elaborate.



Comments

6 Responses

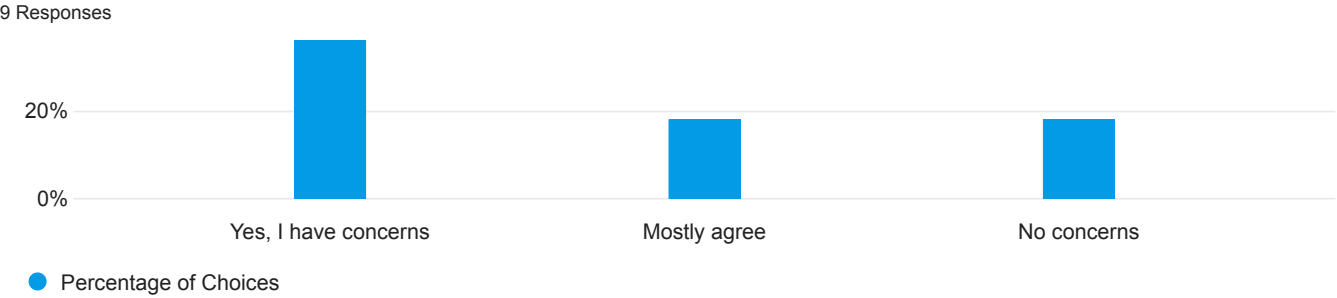
Comments - Text

- lack of density height
- Housing and development given the previous clear indication that people want open space to be maintained
- Too much housing in this area already
- Stop adding more people snd traffic and testing g apart more wooded areas.

All new housing projects are being rented by the state and being filled with illegal visitors to our country. Our town can't afford to increase the burden they cause.

Mixed use is fine but the parking suggestions and dense housing plans will be detrimental for stoughton

Do you have any concerns regarding the proposed dimensional regulations? If yes, please elaborate. (RK Plaza Node) - Selected Choice



Comments

3 Responses

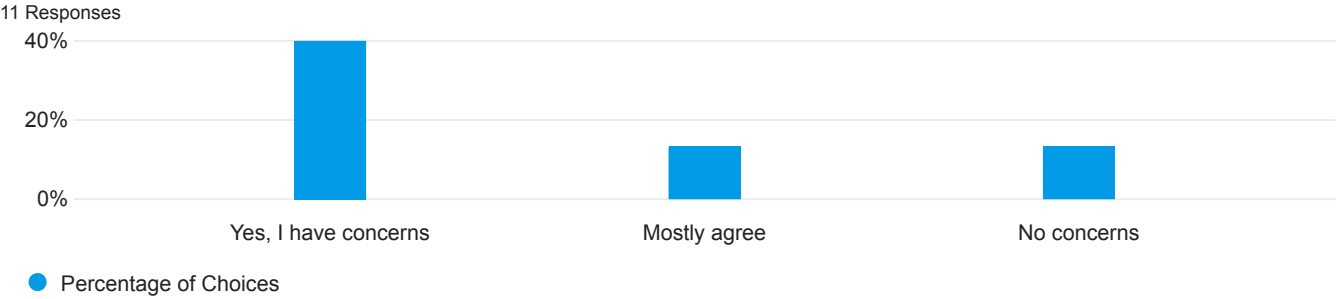
Comments - Text

Letting the owner on South Street demand the zoning he wants is ridiculous.

I think adding dense housing will impact the residential nature of Ash area and increase traffic and students in town that's budget and school system is already overwhelmed.

See above

Do you have any concerns regarding the proposed dimensional regulations? If yes, please elaborate. (Ash St. Node) - Selected Choice



Comments

4 Responses

Comments - Text

Nobody is building senior or multi family house at 6 units an acre.

What is the reason we would lessen dimensions . It would have an esthetic impact in both areas and would change the vibe of the suburb to a more city like area which no one is asking for.

See above

It appears based on the new restrictions any new senior housing or multi-family would have minimal impact.

These are the mixed-use examples for RK Plaza Node (Vision). Rank in order.

10 Responses

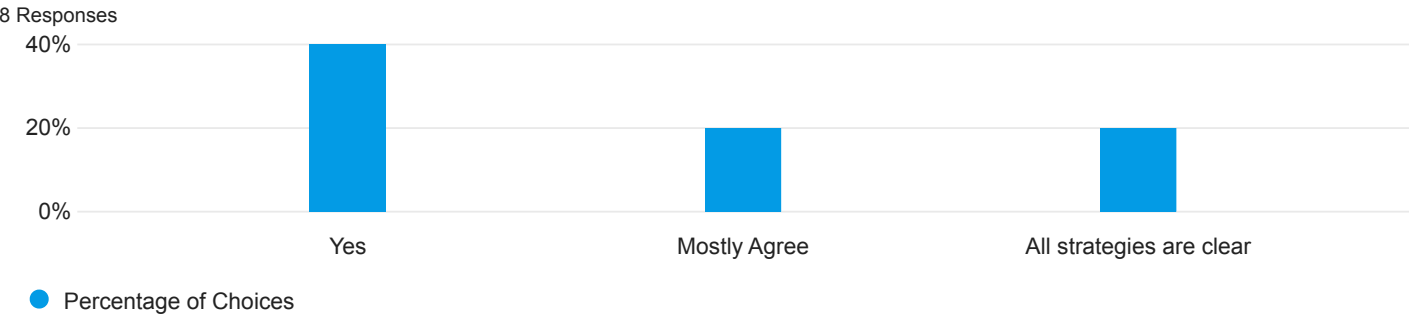
Field	Min	Max	Mean	Standard Deviation	Variance	Responses	Sum
A	1	4	3	1	1	10	25
B	1	4	2	1	1	10	23
C	1	3	2	1	1	10	22
D	1	4	3	1	1	10	30

These are the mixed-use examples for Ash St. Node (Vision). Rank in order.

9 Responses

Field	Min	Max	Mean	Standard Deviation	Variance	Responses	Sum
A	1	4	1	1	1	9	13
B	2	4	3	1	1	9	24
C	1	4	3	1	1	9	25
D	2	4	3	1	1	9	28

Are any of the strategies and recommendations unclear to you? If yes, please specify which ones. - Selected Choice



Comments

2 Responses

Comments - Text

Who is asking for this and is this what the citizens want or what developers want? Does all of Stoughton want this in their neighborhoods?is this a long term strategy for the whole town?

Would be nice to see an overall layout implementing the planned changes, traffic impact, tax revenue impact, and impact on services infrastructure like police fire and schooling. Also cost of sewer upgrades and impact on taxes.

Please share any overall comments, concerns, or question below.

1 Responses

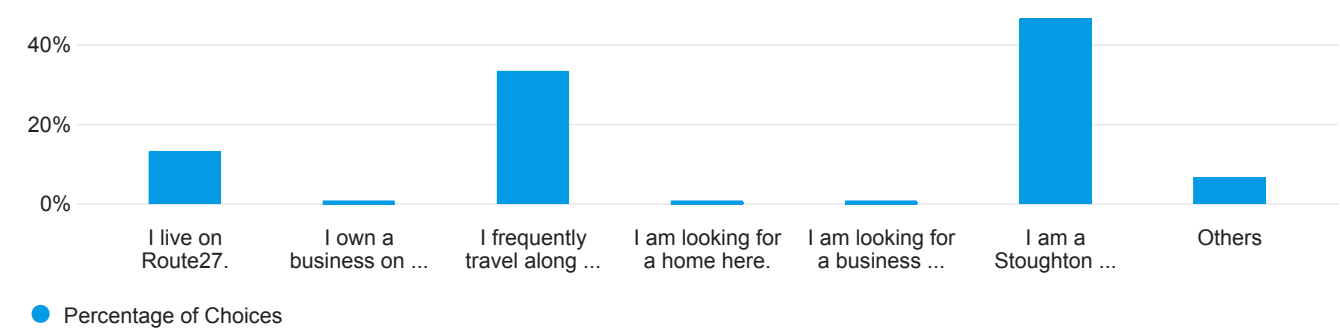
Please share any overall comments, concerns, or question below.

How can Hebrew Senior build 200 units on 5 buildable acres?

4

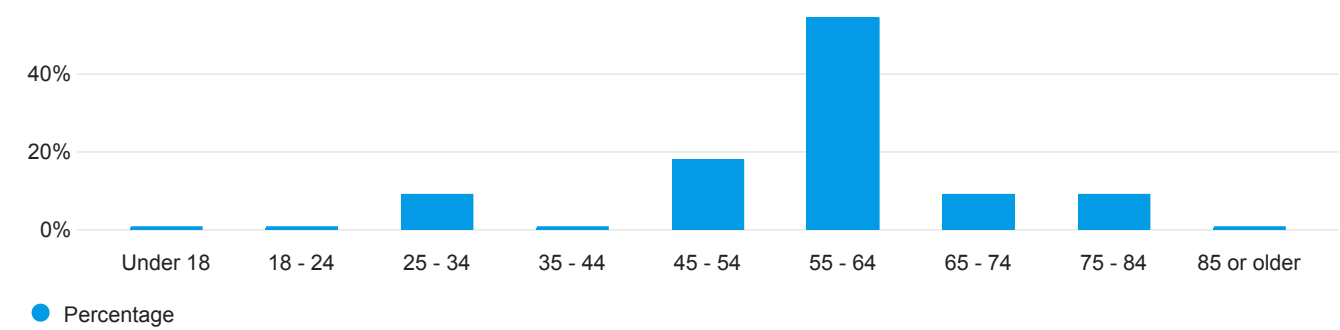
What is your relationship to Route 27? (Check the options that apply to you).

11 Responses



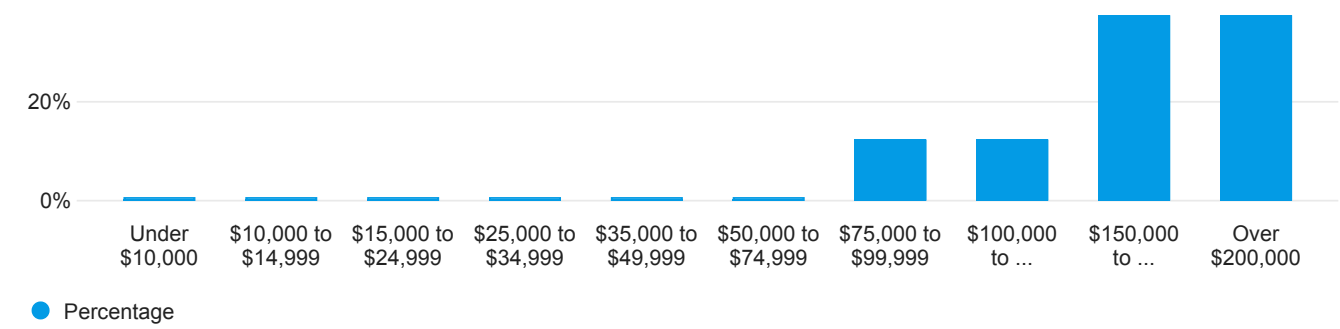
What is your age group? (Optional)

11 Responses



What is your annual household income? (Optional)

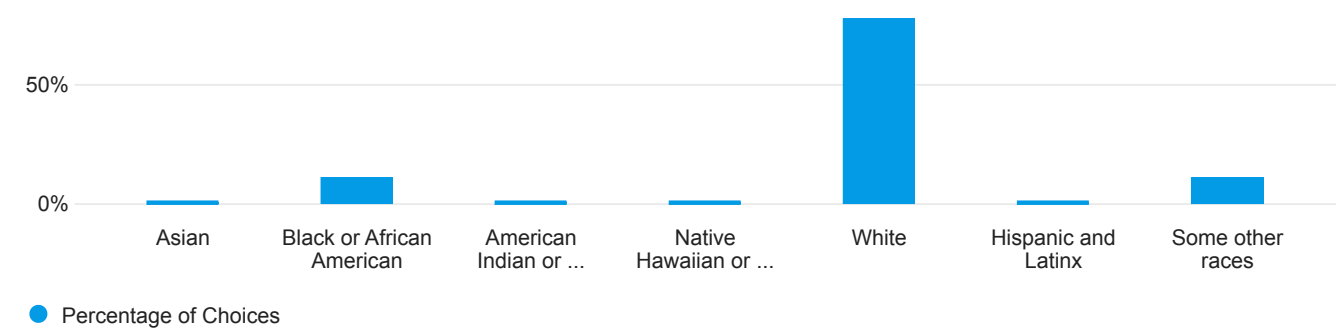
8 Responses



5

How do you identify your race and ethnicity? Select all that apply. (Optional)

9 Responses



What is your current housing status? (Optional)

11 Responses

