Community-driven process

Help implement Master Plan + develop a vision for the area
- Land uses
- Building form
- Public space

Draft recommendations reflective of the vision and grounded in reality
- Fiscal impact analysis, financial feasibility (MBTA site)
- Zoning
- Connectivity
Public process

- Focus groups
- Community forums (2)
- Electronic surveys (2)
- Zoning Working Group

The first forum featured interactive table exercises to gain community input.
Study area location

Town of Canton

Study Area (shaded)
Study area boundaries

Chapman Street
Jackson Street
Neponset Street

Study Area Sub-Area 1
Study Area Sub-Area 2

Paul Revere Heritage site
Land Use

- Commercial (office)
- Commercial (retail)
- Industrial
- Residential (2+)
- Residential (single)
Existing Conditions Summary

• Area has strong opportunities for revitalization and growth
  • Currently very low density for a transit-oriented location
  • High percentage of impervious surfaces
• Opportunities to improve “feel” of neighborhood
  • Current hodgepodge of building design of varying quality
  • Autocentric development hinders walkability
• Opportunities for better connections to Paul Revere Heritage Site and Canton Center
Public process – what we heard

Elements from Vision Statement exercise:
• Canton Junction area represents a future opportunity for revitalization
• Key node to accommodate the Town’s future growth with a mix of uses
• Different parts of Canton Junction should have different uses and building types
• Need for more cohesive “feel” to the area
• Accompanying any future development is the critical need to:
  • Incorporate pedestrian-bicycle connectivity (both within and to the study area)
  • Include presence of open space
  • Develop high quality urban design + architecture

Examples of highly rated buildings from Visual Preference exercise / survey
Vision - Concept

- Transitions from single family districts
- "Missing middle" housing
- Existing commercial

- Mix of uses, skewing more towards residential
- Appropriate for greater height

Mix of uses, including commercial-only

Maintain existing uses / long-term residential
Illustrative plan represents synthesis of community input (illustrative development in blue)

- **Not specific development proposals**
- Shows one way development could occur in some parcels over the medium to long term
Vision Statement

Over time, Canton Junction will become a neighborhood that fully takes advantage of its location in the Town – centered around a commuter rail station, adjacent to the Paul Revere Heritage Site, and walkable to the downtown. The neighborhood will have a mix of uses that serve residents and commuters, including cafes, restaurants, shops, and services. A variety of housing choices at various price points will provide opportunities for residents who will regularly commute by train, older residents looking to “age in place,” and younger residents seeking “starter home” opportunities. At the same time the neighborhood will continue to provide employment opportunities. The train station will be state-of-the-art, accessible to people of all abilities. High quality open spaces will be available to all residents and visitors. The neighborhood will have a cohesive feel with high quality architecture reflective of the Town and at a scale appropriate to its location. While adhering to many of the principles of the downtown, it will have its own distinct feel. It will be easy to get around the neighborhood in a variety ways with comfortable sidewalks, multi-use paths, safe crossings, and to the extent possible accommodations for safe bicycle travel. It will connect seamlessly to the Paul Revere Heritage site, the downtown, and other parts of Canton.
**Vision - Principles**

**Principles that support the vision**
1. Transitional area from existing single family residential districts
2. A mix of uses that balance commercial, residential, and retail options
3. Higher scale close to the station
4. A cohesive feel to the neighborhood based on traditional New England downtown principles
5. Focus on walkability, including comfort, safety, and a pleasant experience (e.g., pedestrian-scale lighting, parking located behind buildings)
Vision – Building Types

The illustrative plan introduces a number of typologies to the Canton Junction neighborhood, in addition to what exists today. Cottage clusters and townhomes are more appropriate in the “transitional zone.” Mixed-use and multifamily can complement commercial properties closer to the station and along Neponset Street. Considerations include the scale, use, and building form.

*Cottage Clusters
*Townhomes
*Mixed-Use
*Mixed-Use / Multifamily*
*Multifamily

*The site at the station was tested as primarily a multi-family building with some space for ground-floor retail. The typology could work equally well as fully multi-family or containing more ground-floor retail, depending on market conditions.
Zoning

Mixed-Use Village Framework
To achieve zoning goals of both Master Plan and Canton Junction Plan in a holistic and simplified manner, proposal is to create a mixed-use village zoning that provides common framework with ability to tailor by district and sub-district.

Mixed-Use Village
- Overarching purpose
- Development and design standards
- Affordable housing requirements

Districts
- Canton Junction
- Rt 138 Nodes
- Etc.
  - District principles
  - Regulating Plan

Sub-Districts
- Transitional Zone
- Station Area
- Neponset St Area
  - Uses
  - Lot standards
  - Dimensional standards
  - Open space %
  - Glazing %
  - Building activation encroachments
Zoning

Design and Development Standards

• Building placement and orientation
• High level design guidelines that foster walkability
Zoning

Example of Sub-District Standards format

<table>
<thead>
<tr>
<th>PROPERTY USE</th>
<th>OUTDOOR AMENITY SPACE STANDARDS</th>
<th>PARKING STANDARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>BUILDING ACTIVATION ENCOREACHMENTS</td>
<td></td>
<td>SIGNS</td>
</tr>
<tr>
<td>See Section 9.1.5.3</td>
<td></td>
<td>See Section 9.1.5.4</td>
</tr>
<tr>
<td>A. Sidewalk Dining Terrace</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B. Storefront Display</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C. Sandwich Board Sign</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D. Projecting Signs and Banners</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E. Awning</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F. Balcony</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G. Bay Window</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H. Arcade</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I. Other Approved by Planning Board</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Industrial District (Existing Zoning)</td>
<td>Proposed District (Transitional Zone</td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>--------------------------------------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>Zoning format</td>
<td>Base zoning</td>
<td>Base Zoning comprised of two or three sub-districts*</td>
</tr>
<tr>
<td>Height</td>
<td>40’</td>
<td>2.5-3 stories</td>
</tr>
<tr>
<td>Setbacks (Front, Side, Rear)</td>
<td>60’, 20’, 10’</td>
<td>0’-20’ in both sub-districts for front setbacks. This space should be used for seating or landscaping, not parking. The mixed-use zone may consider allowing 0’ side setbacks if a common wall with an adjacent building.</td>
</tr>
<tr>
<td>Min. Lot Size</td>
<td>N/A</td>
<td>N/A or potentially a specified minimum lot size that errs on the side of flexibility (i.e., a low minimum)</td>
</tr>
<tr>
<td>Max Lot Coverage</td>
<td>50%</td>
<td>N/A or something that errs on the side of flexibility (i.e., high max), especially for the mixed-use zone. Open space and parking requirements will help drive the effective maximum lot coverage.</td>
</tr>
<tr>
<td>Selected Uses</td>
<td>Research, manufacturing, light manufacturing, warehouse, etc.</td>
<td>Transitional zone: cottage clusters, townhomes, potential commercial, potential mixed use, community uses. Mixed-use zone: mixed-use, multifamily, various commercial uses, community uses.</td>
</tr>
<tr>
<td>Density</td>
<td>N/A</td>
<td>N/A or min. 20 units per acre for multi-family, 12 UPA for townhomes, and 8 UPA for cottage clusters</td>
</tr>
<tr>
<td>Parking</td>
<td>Varies by use</td>
<td>The base district should have lower parking requirements than the existing General Off-Street Parking Regulations. For example, 2 spaces per unit for multi-family is likely too high for this area. The district should also allow for shared parking and other innovative ways to reduce parking.</td>
</tr>
<tr>
<td>Affordable Housing</td>
<td>None required</td>
<td>It is critical that affordable housing be a component of future zoning. A starting point for discussion could be 15% at 80% of Area Median Income for projects of 8+ units</td>
</tr>
<tr>
<td>Design Standards</td>
<td>None</td>
<td>Potential inclusion of standards to better ensure high quality design</td>
</tr>
</tbody>
</table>