

Imagine Sharon October 25, 2018 Public Meeting #2

7:00 – 9:00 PM

Sharon Community Center, 219 Massapoag Avenue

Summary

The meeting was opened by Pasqualino Pannone, co-chair of the Sharon Master Plan Steering Committee (MPSC). He introduced Shannon McLaughlin, co-chair of the MPSC, and the other MPSC members and turned the meeting over to CivicMoxie, the MPSC's planning consultant team.

Susan Silberberg from CivicMoxie, the planning consultant selected to assist the MSPC and Planning Board, introduced team members from CivicMoxie and Susan Price, DPW planner, and reviewed the purpose of the Master Plan being the opportunity to bring together the existing studies and work for different aspects of the town and creating a comprehensive vision for the town's future.

Silberberg provided highlights of existing conditions from the CivicMoxie team by the categories required by the state for comprehensive plans. She briefly covered the following categories: General Demographics, Cultural + Historic Resources, Economic Vitality, Housing, Land Use + Zoning, Transportation/ Mobility, Open Space + Natural Resources, Public Facilities + Infrastructure, and Environmental Sustainability. Silberberg emphasized that the vision, goals, and recommendations for the master plan will have more crossover and be less category-specific. (See the Imagine Sharon public meeting #2 presentation, available for download at <https://www.townofsharon.net/planning-board/master-plan-steering-committee>.)

The Fall Survey wrapped up on Monday, October 22nd, and Silberberg shared a summary of the results. There were over 840 responses to the Fall Survey with approximately 97% respondents being residents. (The full results from the Imagine Sharon Fall Survey can be downloaded from the Town's MPSC webpage.) Three of the survey questions were specifically open-ended to solicit descriptive words and responses:

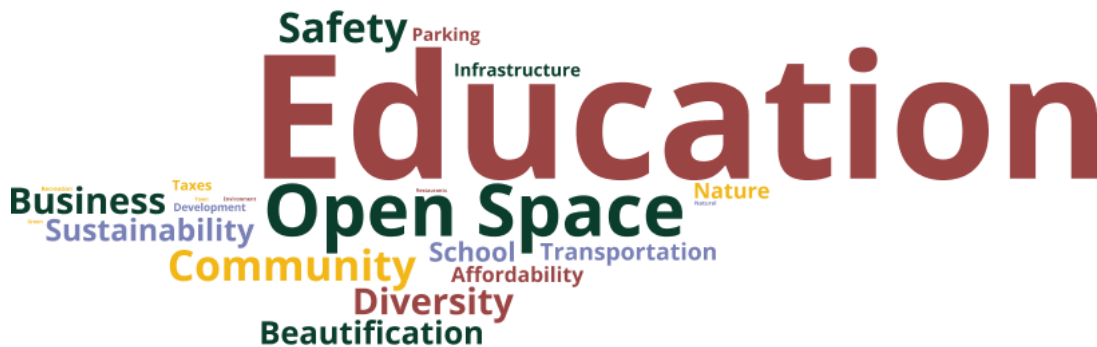
Question 1) Please tell us three (3) words that you think best describe your Town of Sharon. The most common words entered:



Question 27) What would you miss most here in Sharon if it was lost? Please give us one word. The most common themes or places entered:



Question 30) This Imagine Sharon Plan will include a community Vision Statement to guide the town's future. What three (3) words should be included? The most common words provided:



Brief Questions + Answers following the presentation:

Q – What was the percentage of Sharon residents who took the survey?

A – The 840 responses out of approximately 18,100 people is approximately 5% (including all ages). This is a respectable response rate, but it also reinforces the importance of trying to reach out to people in Sharon who generally don't or cannot attend evening meetings. The Committee and CivicMoxie have made available simple DIY Meeting kits that anyone can do with their family, friends, and neighbors at their convenience. (PDFs of the DIY Meeting Kit and a Youth/Teen DIY Meeting Kit can be downloaded from the Town [MPSC webpage](#).)

Q – Can the consultants/ MPSC look at survey results and other existing conditions/ trends by smaller age groupings for residents over 55 years old? The needs and issues can change dramatically between 55-65, 65-75, 75-85, 85+ years.

A – Yes, the needs are different and wherever possible, the distinctions should be made.

Mobile Stations

Silberberg provided a brief explanation of the Mobile Stations portion of the meeting. Three Stations with different topics and corresponding “possibilities” for discussion were located throughout the meeting room:

- Economic Development and Financial Stability
- Environmental Sustainability and Housing
- Community Connections

Participants were invited to visit any two stations for approximately 20-30 minutes each with an overview given by a CivicMoxie team member at each station with open discussion. Some attendees ended up visiting all three stations.

Station 1: Economic Development and Financial Stability

A predominant topic of discussion at the June Imagine Sharon kick-off event and noted by the Fall Survey results is the importance of the Town’s overall financial sustainability – being able to provide quality services for the residents and local businesses without continually increasing the tax burden on property owners.

ECONOMIC DEVELOPMENT AND FINANCIAL STABILITY

COMMERCIAL AND INDUSTRIAL LAND USE WITH COMMERCIAL ZONING DISTRICTS

EXISTING NO CHANGE IN POLICY, PROGRAMS, OR SERVICES

In 5 or 10 years, Sharon would see continued modest residential growth, permitted commercial development near I-95 occurs, but no other significant changes or commercial development encouraged/proposed.

| Commercial Acreage | | | |
|--|---------|-------|--------------------|
| Source | Acreage | Acres | % of Total Acreage |
| Existing Commercial Land Use* | 192 | 15% | |
| Land Zoned for Commercial Use (Business District A, B, C, D, Professional District A, B, Mixed Use District) | 109 | 9% | |

| Industrial Acreage | | | |
|-------------------------------------|---------|-------|--------------------|
| Source | Acreage | Acres | % of Total Acreage |
| Existing Industrial Land Use* | 199 | 13% | |
| Land Zoned for Light Industrial Use | 200 | 15% | |

POST OFFICE SQUARE STUDY, 2009

Land Strategies LLC completed an area plan that includes recommendations for Commercial and Residential Development within Post Office Square.

Study Area

Lead Use Categories

- Residential Single Family
- Residential Medium Density
- Commercial
- Office
- Professional
- Industrial
- Public
- Open Space
- Water
- Other

Commercial Zoning

- Business District A
- Business District B
- Business District C
- Business District D
- Professional District
- Mixed Use District

Lead Use Categories

- Residential Single Family
- Residential Medium Density
- Commercial
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- Other

Commercial Zoning

- Business District A
- Business District B
- Business District C
- Business District D
- Professional District
- Mixed Use District

ECONOMIC DEVELOPMENT AND FINANCIAL STABILITY

POSSIBILITY 1: EXPAND INDUSTRIAL AND COMMERCIAL TAX BASES

This exercise presents additional commercial and industrial development in three parts of Sharon and estimates the resulting increase in Sharon's tax base and revenue. Development assumptions and projections are intended to illustrate the potential areas, scale and fiscal impact of new business development and are not guaranteed projects or commitments. Moreover, development sites and projects may vary under actual implementation of the scenario. Implementation will depend on land owners willingness to develop or sell parcels, the fiscal feasibility of projects, addressing specific system requirements—especially in Post Office Square.

- ROUTE 1 COMMERCIAL STREET**
New office development with single story industrial/warehouse buildings at the land sites. The size of new buildings is based on approximately 25% lot coverage for each site.
- BUSINESS DISTRICT B**
2.1 A new 3-story office/retail building on the South Main Street and 2.2 Redevelopment of Sharon Heights Shopping Center with a 3 story office/retail building. The size of the new Sharon Plaza building increases lot coverage ratio of approximately 50% from the current 27%. The Sharon Heights building is based on three stories with the current lot coverage (25%).
- POST OFFICE SQUARE**
Site assembly and redevelopment at three locations (1) E. Chestnut Street and Post Street (2) South Main Street north of Oak through the Mainville. Street parking lot, and (3) South Main Street from Sharon Street to the Post Office. Redevelopment assumes new mixed used 3 story residential buildings at 50% lot coverage. Street parking arrangements and alternative transportation to the commuter lot location would allow for reduced parking requirements.

Development and fiscal outcomes from this exercise, summarized in the table below, are projected as:

- 900,000 square feet of commercial/industrial/business development
- \$5.4 million in new assessed valuation
- \$1.5 million in additional non-residential property tax revenue

| Potential Redevelopment Area | Development Type | Square Feet | Assessed Valuation | Additional Property Tax Revenue |
|---|-------------------|----------------|--------------------|---------------------------------|
| Route 1 Commercial Street (3 story office/retail) | Office/Industrial | 100,000 | \$1,000,000 | \$142,000 |
| Business District B (3 story office/retail) | Office/Industrial | 100,000 | \$1,000,000 | \$142,000 |
| Sharon Heights (3 story office/retail) | Office/Industrial | 100,000 | \$1,000,000 | \$142,000 |
| Post Office Square (3 story residential) | Residential | 100,000 | \$1,000,000 | \$142,000 |
| TOTAL | | 400,000 | \$4,000,000 | \$570,000 |

POSSIBILITY 1A: FINANCE POST OFFICE SQUARE DISTRICT AS BUSINESS AND COMMUNITY CENTER

Implement opportunities, separate from development, to strengthen Post Office Square's role as a community and business center. If the goal is to make Post Office Square an attractive, pedestrian-oriented and active district where residents would come to take part in activities, meet and socialize with friends and neighbors, enjoy parks and restaurants, and use a range of personal and business services, the increase in vitality, foot traffic, and patronage would also help sustain existing and attract new businesses and future investment.

Two approaches commonly used to bring community stakeholders together to manage and improve the commercial center are:

- Creating a committee or park for informal socializing and events.**
- Installing attractive signage, public art, and building facade suggestions.**
- Improving pedestrian safety and pathways with new sidewalks, street curb cuts, wider sidewalks, public seating.**
- Holding regular community events and activities in Post Office Square, utilizing existing businesses, parking lots, and newly created public spaces.**
- Working with property owners to fill any vacant spaces with new businesses.**
- Creating spaces for seasonal pop-up businesses, food trucks, and markets or events.**
- Forming an organization that brings together business owners, property owners, residents and the town government to actively manage and improve Post Office Square.**

Main Streets Organizations

Nonprofit organizations that employ a four point approach (Design, Promotion, Economic Development and Organization). These are locally led and funded organizations supported by the national Main Streets America, which provides information, training and technical assistance. Successful Massachusetts examples include Salem, Somerville, and Northampton Main Street districts in Boston.

Business Improvement Districts (BIDs)

Property owners organize and agree to pay a special assessment to fund specific services, physical improvements, and activities to improve, market, and maintain a business district. In order to establish a BID, owners of at least 50% of properties in a proposed district must support its formation and petition the local government. Several hundred BIDs exist nationally with Harris and Andrew being successful examples from small to mid-sized Massachusetts cities and towns.

Key Takeaways

This station offered three economic development possibilities for Sharon that could potentially increase tax revenues for the Town while lessening the tax burden on residential property owners. (Note – property owners were not contacted for this exercise, and potential development calculations were based on conceptual sites solely for discussion purposes.)

Possibility 1) Foster additional development in existing commercial centers to increase Sharon’s property tax base and revenues through encouraging infill and redevelopment in three non-residential sections of town. This possibility (based on conceptual sites not necessarily following property lines) has the potential to add over 750,000 square feet of new development and \$1.4 million in additional tax revenue.

Possibility 1A) Strengthen Post Office Square as a business and community center through physical improvements, holding more activities and events, attracting new businesses, and organizing stakeholders to promote and improve Post Office Square.

Possibility 2) Raising the commercial, industrial and personal property (CIP) tax rate to increase revenue from non-residential properties. At the maximum allowable CIP rate of \$33.90, Sharon could increase the non-residential portion of the tax levy by \$2.5 million.

ECONOMIC DEVELOPMENT AND FINANCIAL STABILITY

Existing Commercial and Industrial Properties

POSSIBILITY 2: INCREASE PROPERTY TAX REVENUE FROM EXISTING COMMERCIAL AND INDUSTRIAL TAX BASE

Massachusetts law allows communities to tax commercial, industrial and personal (CIP) property at a higher tax rate than residential property, up to a cap of CIP property paying 75% of what it pay contribute under a uniform tax rate. Under this scenario, Sharon could reduce its residential tax rate without adding new non-residential development by increasing the property tax rate for existing non-residential property owners and their business tenants.

Based on Sharon's FY2018 assessed valuations and tax rates, raising the current CIP to the maximum level would increase the non-residential tax levy by \$3.5 million and the CIP tax rate from \$16.17 to \$33.90 per thousand. If all of the additional CIP tax revenue was used to reduce the residential tax levy, Sharon's residential tax rate would decrease by 5.8% or \$116 per thousand to \$198.26.

| Town | CIP | Residential |
|----------|---------|-------------|
| Sharon | \$16.17 | \$198.27 |
| Canton | \$25.86 | \$142.42 |
| Needham | \$18.05 | \$145.57 |
| Weymouth | \$22.47 | \$109.09 |
| Weymouth | \$26.51 | \$141.81 |
| Weymouth | \$22.53 | \$161.27 |

Tax Rates if Modified Under Possibility 2

| | | |
|--------|---------|----------|
| Sharon | \$33.90 | \$182.41 |
|--------|---------|----------|

POSSIBILITY 1: EXPAND INDUSTRIAL AND COMMERCIAL TAX BASES
EXPLORE THIS POSSIBILITY FURTHER

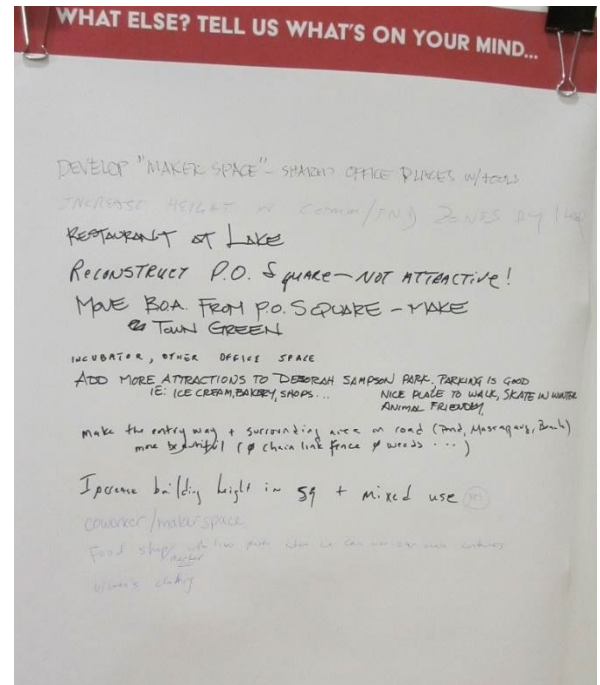
POSSIBILITY 1A: ENHANCE POST OFFICE SQUARE DISTRICT AS A BUSINESS AND COMMUNITY CENTER
EXPLORE THIS POSSIBILITY FURTHER

POSSIBILITY 2: INCREASE PROPERTY TAX REVENUE FROM EXISTING COMMERCIAL AND INDUSTRIAL TAX BASE
EXPLORE THIS POSSIBILITY FURTHER

Participants favored Possibility 1A –improving Post Office Square through physical improvements and coordinated programming and events. There is a desire for more diverse businesses in PO Square, to make it more attractive and to create a larger, more usable public space.

Several people proposed additional efforts to support and nurture new and existing businesses with several suggestions to establish a maker space, co-working space, or a business incubator.

There was more interest in growing the CIP portion of the tax base through new development rather than from large increases in the non-residential tax rate. Several participants suggested that Sharon increase height limits and density in the industrial zone along Route 1, which could encourage new higher value office development.



Station 2: Environmental Sustainability & Housing

Environmental sustainability policies and programs have been slowly introduced in Sharon both at the Town and grassroots levels. Related to the environment and open space conservation, which is critical to the town’s water supply and wildlife habitats, the impacts of housing types and locations can have significant impacts on the environment. As Sharon continues to modestly add housing each year, the types of housing units being built has a direct impact on open space, traffic, and infrastructure.

Key Takeaways

Housing

Sharon housing stock is overwhelmingly single-family homes. While single-family homes are the most commonly built new construction, there are other housing types that the community may want to consider – some of which already exist in town and others that would be new.

Housing Types

- Of the different types of housing shown on the board (to the right), *Mixed-use* was the most popular housing type, followed by *Pocket Housing* and *Accessory Dwelling Units*.
- A few participants were not supportive of any of the housing types because they associate it with residents who do not plan to stay in town long-term.

Mixed-Use/ Infill Development

- After discussing possible benefits of selective Mixed-Use Development and Infill, participants considered the idea of selective mixed-use districts.
 - Participants were more positive about the idea of a more active town center. There was some confusion about the nuanced difference between some of the different categories—particularly the historic town center and an active town center. The differences are mainly in architectural design as well as density of buildings.
 - Sharon’s town center could help to bolster the economic sector, while simultaneously allowing for increased variation in housing stock for different age groups (emerging professional [18-25] as well as empty nester/aging senior [55+] population).
 - Participants particularly noted potential to see better mixed-use design at Shaw’s Plaza and in the Heights neighborhood.

Concerns:

- There was some confusion about Zoning Categories, such as who creates these designations? What does this mean for those who live within commercially zoned areas? How can they change?
- There were concerns surrounding complementary open space being part of developments.
 - Some participants pointed out that any open space that appears is “immediately” a point of interest/contention for recreational/sports leagues and groups.
 - Similar concerns that open space as part of cluster housing/pocket neighborhoods would also be used for recreation/sports – “any size field or space is taken immediately.”

ENVIRONMENTAL SUSTAINABILITY & HOUSING

POSSIBILITY 1: EVOLVING HOUSING TRENDS IN SHARON AND THE REGION
This concept focuses on increasing and diversifying housing stock while simultaneously preserving larger areas of open space for possible public use and wildlife corridors, allowing for an increase in urban, more affordable options for urban professionals/entrepreneurs (20-40 to seniors 50+).

- POCKET NEIGHBORHOOD HOUSING**
Grouping of residences built on cottage-style single family lots. Some houses, duplexes, small town homes on a site well preserved for open space, recreational, or agricultural use. Adding this type of housing near the Town Center could increase the number of residents who could walk to goods, services, and other activities. On a parcel adjacent to the Town Center, retail or commercial use could be used as the frontage in a primary road—integrating transit use into the otherwise residential development.
- DETACHED ACCESSORY DWELLING UNITS/LAW APARTMENTS/ADUs**
A second small dwelling unit on the same property or within a single-family house, such as an underground or a carriage house, or a basement apartment, or tiny house in the backyard. Allowing for this type of housing near the Town Center could increase the number of residents who could walk to goods, services, and other activities. It can also allow larger existing properties more affordable, increase the number of affordable residential units in or near the Town Center, and preserve the historic community character.
- MIXED USE**
A commercial or retail use co-located to the level on the ground floor with residential units above. Other than mixed-use, the design of housing, residential units, and other recreation points. Parking in a separate entry, lobby, and other recreation points. The building—and different peak demand days and times—can reduce the number of total parking spaces needed.
- TWO FAMILY HOMES**
Two units or modified existing homes that share a common wall. They are often constructed in a way to create a single-family home. Similar to ADUs, this can increase the number of residents near the Town Center who could walk to the area or park, increase the number of affordable residential units in or near the Town Center, and preserve community character.
- MULTI-FAMILY NEW CONSTRUCTION**
Newly constructed multi-family (12) dwelling units.
- ADAPTIVE REUSE**
Converting an existing building to multi-family (12) dwelling units.
- TOWNHOUSES**
Grouping of similarly styled homes that share a common wall. Units can be often stacked vertically.

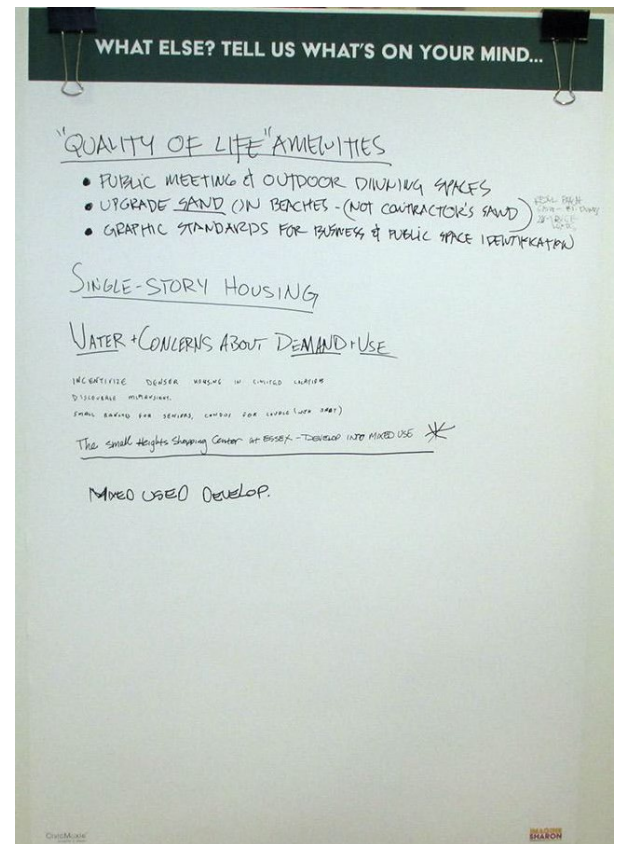
ENVIRONMENTAL SUSTAINABILITY & HOUSING

POTENTIAL MIXED USE DISTRICTS
Map showing potential mixed-use areas in Sharon, including the Historic Town Center, Active Town Center, and Newly Redeveloped Mixed-Use areas.

POSSIBILITY 3: SMART GROWTH
Encouraging mixed-use districts, encouraging pedestrian access of existing buildings, and infill development near transit and open spaces to promote growth, encourage density and protect open space.

- HISTORIC TOWN CENTER**
ALDRICH BLOCK: Commercial uses replaced by residential apartment units.
DOWNTOWN: Modern downtown streets lined with residential buildings.
- ACTIVE TOWN CENTER**
DOWNTOWN: Commercial uses replaced by residential apartment units. Can be used to create comfortable density and walkability.
ANNUAL TREE LIGHTING: Annual tree lighting events to create year-round activity downtown.
- NEWLY REDEVELOPED MIXED-USE**
BROOKSIDE SQUARE: Condominium units with complementary commercial spaces.
OPEN SPACE: The multi-family development benefits from transit allowing for balance between development and nature.
DODSON PLACE: Infill development with 2 floors of open-level residential units above street-level commercial units.
COMPLEMENTARY USES: Cafés and restaurants line the bottom level of the development allowing for active street-level use.

- Accessibility/Universal Access
 - Concerns around the omission of single-floor housing options shown on the poster. CivicMoxie team clarified that ground-floor and single-floor options can be accommodated through Accessory Dwelling Units and other housing types.
- Water Quality/Supply
 - Concern around the effect of development on town's water supply (aquifer); limits imposed by lack of sewage capacity.
- Density
 - Some participants commented that the options presented appeared "too dense." Others were more open to allowing more concentrated development in Sharon but were concerned about where it might be located or what it might look like.

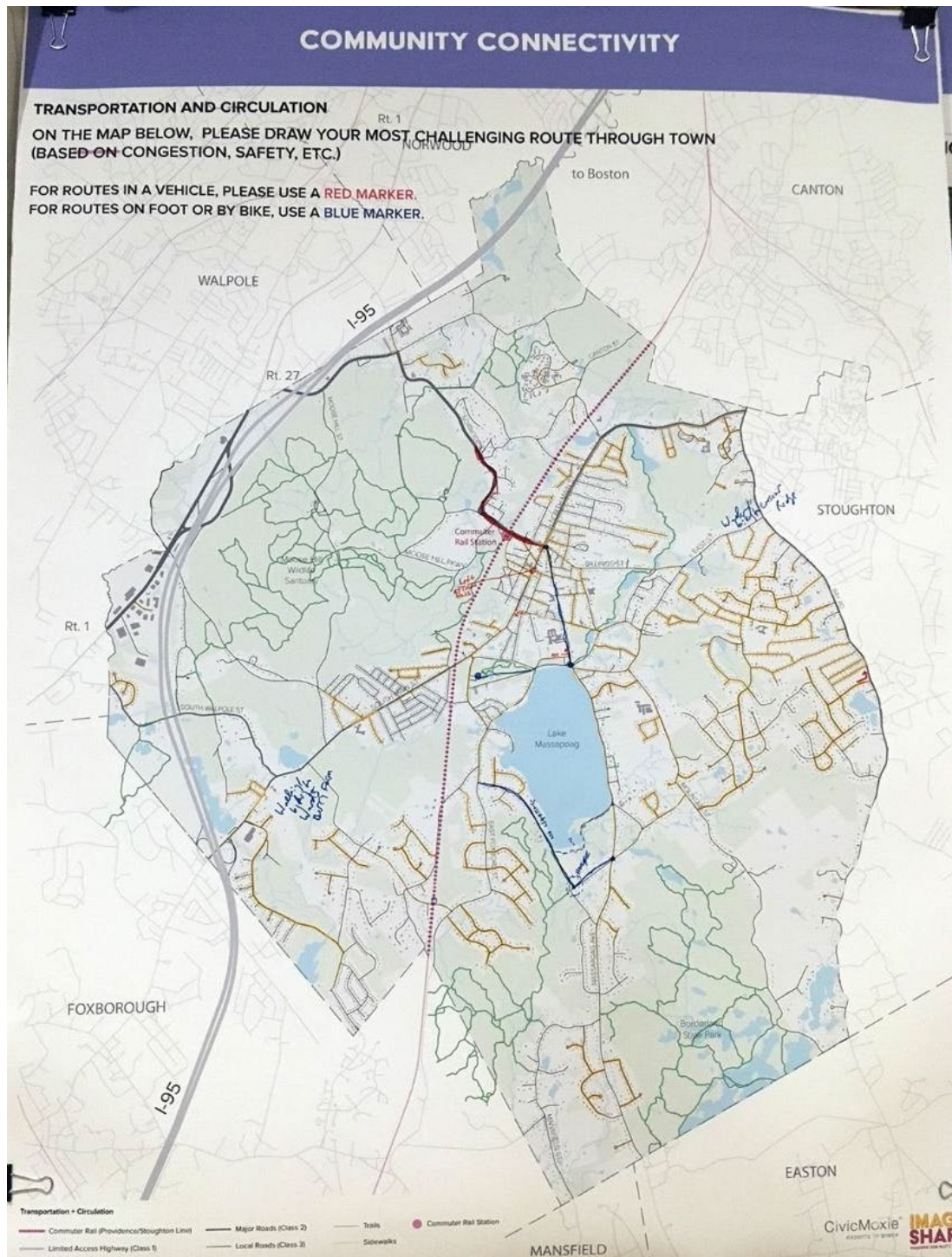


Sustainability Policies + Programs

- Town has weekly recycling, water conservation program, energy conservation and other sustainability concepts in department policies
- Non-profit initiatives – Sustainable Sharon Coalition (SSC)
 - Participants noted some frustration with a lack of federal and local efforts towards sustainability efforts across the town. There have been interested parties from a wide variety of Sharon demographics about assistance with “pet projects” that have become larger programs (i.e., composting, safe routes to school, etc.).

Station 3: Community Connectivity


“Community” is often one of the words often used to describe what people love about Sharon. A strong community requires that people can connect with one another both physically as well as socially and culturally. The first few boards at this station looked at the physical connections, including vehicular challenges for getting around town, and what mobility possibilities might improve residents’ choices for how to travel in town.




COMMUNITY CONNECTIVITY

NEIGHBORHOOD TRIPS

SIDEWALKS/PEDESTRIAN PATHS
 Sidewalks provide space for pedestrians to navigate within a site safely, as well as build connections to neighboring destinations and to transit. Shared sidewalks and paths connect to the surrounding street network. There may be opportunities to build off-road pedestrian paths to provide direct connections to other modes such as the commuter rail station.




BIKE PATHS & LANES
 Designated on-road bike lanes or off-road bike paths help connect people to destinations, as well as provide for the average rider. They allow participants have the opportunity to connect to open space and non-motorized modes.




TOWN-WIDE TRIPS & BEYOND

SHUTTLE SERVICE
 Most use development parks increased density which can make shuttle service feasible. Further, many developments in town such as the commuter rail, Lake Massena or Greater Heights Shopping Center. Making these local trips by shuttle can help reduce load above space.




ON-DEMAND RIDE SHARE
 This type of service provides door-to-door for users in a local neighborhood or around a specific location. Most use developments can offer on-demand ride share and help with users for ride share services to help connect to transit and reduce vehicle circulation around the site.




TRIP REDUCTION TOOLS


BROADWAY GARAGE
HOURS OF OPERATION
PUBLIC PARKING
 MONDAY - FRIDAY 7:00 AM TO 5:00 PM
 SATURDAY 7:00 AM TO 12:00 PM
 SUNDAY 12:00 PM TO 5:00 PM
 WESTERN-SOUTHERN ENTERPRISE
EMERGENCY SERVICES
 MONDAY - FRIDAY 7:00 AM TO 5:00 PM



SIGNAGE/WAYFINDING
 Beaded signage to feature like concept parking, bike racks, and convenient side view screen these modes easier to find and use for both residents and visitors. Wayfinding also connects to parking management by providing clear signs and walk approach in neighborhood and entrance areas.




CARPOL INCENTIVES
 Carpool incentives are available through MassDOT's Bay State Commuter program, which provides benefits such as monetary gift cards and reduced cost parking spaces or access to transit with special carpool tags. The program also helps members identify carpool partners with similar routes.




EMERGING MOBILITY/TECHNOLOGY

AUTONOMOUS VEHICLES
 As the technology for vehicles to sense its surroundings and make decisions to support navigating the technology with other modes.




CONNECTED VEHICLES
 This new technology enables vehicles to continuously share information with surrounding devices such as other vehicles, traffic signals, and smart phones to improve safety and traffic flow. Shared use design to incorporate connected vehicle infrastructure into infrastructure maintenance and upgrades.




COMMUNITY CONNECTIVITY PREFERENCE


NEIGHBORHOOD TRIPS

SIDEWALKS/PEDESTRIAN PATHS



BIKE PATHS & LANES





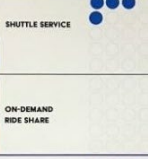
TOWN-WIDE TRIPS & BEYOND

SHUTTLE SERVICE



ON-DEMAND RIDE SHARE





TRIP REDUCTION TOOLS

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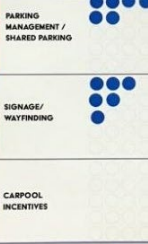


SIGNAGE/WAYFINDING



CARPOL INCENTIVES





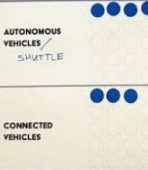
EMERGING MOBILITY/TECHNOLOGY

AUTONOMOUS VEHICLES / SHUTTLE



CONNECTED VEHICLES





Like what you're seeing? Place a sticker next to the corresponding picture.

Key Takeaways

Physical Connections/ Mobility

Vehicular Issues:

- Generally, traffic congestion is most serious during morning and evening peak commute hours and near the schools during drop-off and pick-up times.
- Location of congestion tends to be near the entrances/exits to the regional highways as well as Main Street/ Route 27.
- Areas noted on the map for difficult vehicular traffic are near the commuter rail station, in Post Office Square, and near the High School.
- Common for teens to get cars as soon as they're able to drive, including driving to/from school (and parking).
- Depending on route and schedule, participants thought a shuttle or some other on-demand shared ride service would be useful for a variety of age groups, teens, kids, and seniors. (The unsuccessful shuttle that previously ran from Crescent Ridge Dairy to the commuter rail station was noted. Further details to be researched.)
- There is interest in Autonomous Vehicles, particularly as a shuttle.
- Parking management and wayfinding were noted as areas for continued improvement.

Non-Vehicular Issues:

- Better pedestrian and biking connections marked on the map included areas near Wards Berry Farm and Crescent Ridge Dairy, as well as around Lake Massapoag, and connections from Post Office Square to the Lake.
- Consistent with previous surveys and studies, participants were interested in pedestrian and bike connection improvements, including sidewalks and lighting.

Other Physical Connectivity Issues:

- Participants noted a trend for people wanting to live on a cul-de-sac, which feels more private but less connected as a neighborhood.
- Modified school bus system, which is no longer flexible, makes it harder for kids to get to after school activities.
- The Ride cannot take passengers to nearby hospitals or clinics due to contract restrictions (there are limited towns and cities that they can transport to and from).

COMMUNITY CONNECTIVITY

PUBLIC RESOURCES/CONNECTION

SOCIAL SERVICES + PUBLIC AMENITIES
PLEASE HELP US BY FILLING IN THE CHARTS BELOW

| WHAT WE HAVE... | | |
|--|-----------------------------------|-------|
| What? | Where? | Notes |
| Church of Angels | Townhouse Square (to be restored) | |
| LIBRARY | POST OFFICE SQUARE | |
| SQUARE SAM | at beach / at Break Time Park | |
| Summer Concerts | at beach | |
| July 4th Celebration | at beach | |
| SPACE FOR TEENS (from Dr. [unclear]) | LIBRARY / UNCLE SAM'S PARADES | |
| | SBS | |
| PARK TO LAKE: POINTE ST FROM TOWNHOUSE TO LAKE | | |

POSSIBLE BIKE PATHS (VIA 2014 MAPC STUDY)

| WHAT WE WANT... | | |
|---------------------|--|----------------|
| What? | Why? | Who will do it |
| Arts & Music Center | for classes, performances, exhibits | |
| More sidewalks | for walking, stroller, baby carriage, wheelchair | |
| CONCRETE PATHWAYS | CONCRETE | |
| MALLER SPACE | INDOOR ARTS | |
| Childcare center | For the many people who work from home | |
| STREET LIGHTS | WALKING | |
| More walking paths | To allow to connect | |
| Public space | around of library space (after real library built) | |

WHAT ELSE? TELL US WHAT'S ON YOUR MIND...

SIDEWALKS + LIGHTING FOR NIGHT WALKING

I think we Sharon needs a central public place to attract many residents for community integration.

The public library and/or townhall need to be renovated or rebuilt to make the residents proud of the town and re-gather together as a community.

Also, we need to do more work to listen racial/minorities' voices. According to the survey, we people think diversity as a town's characteristic.

CAN CRA FUNDS BE USED FOR POST OFFICE SQUARE IMPROVEMENTS (SIDEWALKS) (TREES) (PARK TO LAKE)

Social and Cultural Connections

This station also looked at social and cultural connections in town and if there are events, activities, programs, or ideas for how to strengthen the changing community.

Concerns:

- There is a portion of the population that may not attend public meetings or events because they're not necessarily comfortable.
- The town says it wants to be inclusive but is not necessarily economically diverse.
- NIMBY-ism when it comes to possible new housing or businesses.

Ideas:

- For the 250th anniversary of Town of Sharon (in 2015), there were a series of monthly events/activities for the whole town that seemed to really bring everyone together. More town-wide events, such as Square Jam, 4th of July celebration, or summertime concerts, to bring out for longtime and new residents could be hosted by either the Town or combination of non-profit and private organizations and institutions, as well as religious and cultural organizations.
- Centrally-located community space for events for all age groups – whether in a new library, a makerspace, arts and music center, or other space that could be used by residents, local groups, and for town-wide events.
- Possible private co-working space that brings together individuals and local small businesses.

Next Steps:

Following brief report-backs at each station, Silberberg thanked everyone for attending and reminded people to take or download copies of the DIY Meeting Kit for themselves and for friends, family, and neighbors. To receive updates, please sign up on the Town's website, and the next public meeting is scheduled for next spring.

