



Town of Arlington, MA Redevelopment Board

Agenda & Meeting Notice September 11, 2023

Per Board Rules and Regulations, public comments will be accepted during the public comment periods designated on the agenda. Written comments may be provided by email to cricker@town.arlington.ma.us by Monday, September 11, 2023 at 3:00 pm. The Board requests that correspondence that includes visual information should be provided by Friday, September 8, 2023 at 12:00 pm.

The Arlington Redevelopment Board will meet Monday, September 11, 2023 at 7:30 PM in the **Town Hall Auditorium, 730 Massachusetts Avenue, Arlington, MA 02476**

1. Review Meeting Minutes

7:30 pm Board will review and vote to approve meeting minutes for August 28, 2023.

2. Public Hearing: Docket #3766, 315 Broadway

7:35 pm Board will vote on a continuance of the hearing for Docket #3766 to September 18, 2023.

3. Public Hearing: Warrant Article for Fall 2023 Special Town Meeting

7:40 pm The ARB will deliberate on the proposed zoning amendment.

ARTICLE A (tentatively scheduled, subject to change) ZONING BYLAW AMENDMENT / MBTA COMMUNITIES OVERLAY DISTRICT

To see if the Town will vote to amend the Zoning Bylaw to approve an MBTA COMMUNITIES OVERLAY DISTRICT of reasonable size where multi-family housing may be constructed as of right per the terms of MGL Chapter 40A Section 3A.

- **7:40-8:00 pm – Working Group Presentation**
- **8:00-8:30 pm – Board Discussion**
- **8:30-10:00 pm – Open Forum**
- **10:00-10:30 pm – Board Discussion**

Reference Materials:

- Proposed Article – MBTA Communities Zoning Amendment
- MBTA Communities Working Group Report to ARB and Town Meeting
- MBTA Communities Compliance Alternative 1 data
- MBTA Communities Compliance Alternative 1 maps
- MBTA Communities Compliance Alternative 2 data

- MBTA Communities Compliance Alternative 2 maps

4. Adjourn

10:30 pm (Estimated)

5. Correspondence

Correspondence Received



Town of Arlington, Massachusetts

Review Meeting Minutes

Summary:

7:30 pm Board will review and vote to approve meeting minutes for August 28, 2023.

ATTACHMENTS:

Type	File Name	Description
▢ Reference Material	08282023_DRAFT_AMENDED_Minutes_Redevelopment_Board.pdf	08282023 DRAFT Redevelopment Board minutes

Arlington Redevelopment Board
Monday, August 28, 2023, at 7:30 PM
Select Board Chambers, Town Hall
730 Massachusetts Avenue, Arlington, MA 02476
Meeting Minutes

This meeting was recorded by ACMi.

PRESENT: Rachel Zsembery (Chair), Eugene Benson (joining remotely), Kin Lau, Stephen Revilak (joining remotely)

STAFF: Claire Ricker, Director, Planning and Community Development

The Chair called the meeting of the Board to order.

The Chair opened with **Agenda Item 1 – Review Meeting Minutes.**

July 10, 2023 – The Board had no comments on the minutes. The Chair requested a motion to approve the July 10 minutes. Mr. Lau so moved, Mr. Benson seconded, and the Board voted unanimously in favor.

July 24, 2023 – Mr. Lau had one minor correction. The Board had no further comments on the minutes. The Chair requested a motion to approve the July 24 minutes as amended. Mr. Lau so moved, Mr. Benson seconded, and the Board voted unanimously in favor.

The Chair moved to **Agenda Item 2 – Public Hearing: Docket #3760, 1306-1308 Massachusetts Avenue.**

Natalia Quirino, the designer for the project, and the applicant, Ricardo Bautista, were both present. Ms. Quirino said that the proposed design consists of interior renovation for existing retail space and office space. 1306 Mass Ave is currently an office space, and 1308 Mass Ave is currently a retail space; the applicant's plan is to switch them. The office space would be for RB Farina Roofing Company, a company serving the area for the past 40 years. They wish to expand their offices and include a showroom for customers. They are not proposing any change to the size of the footprint or to the exterior of the building, except for a new sign. No structural work will be done. The building will be ADA compliant.

Ms. Ricker said that Docket #3760 is an application for a Special Permit for a change of use from retail to commercial office of greater than 3,000 square feet in the B3 Village Business District. Some signage is associated with the project. DPCD received a drawing showing the dimensions of the signs, but no detail or section and no indication of whether the sign will be internally illuminated. The Board will need to decide whether to have the applicant submit detailed drawings of signage to DPCD for review, or whether they need to come back before the Board. Ms. Ricker said that no parking spaces are associated with this property, but that is typical for the area. They did not submit a parking plan. A new office would typically require 7 parking spaces with 2 short-term bicycle spaces and 2 long-term bicycle spaces. The Board may be interested in considering requiring some interior bicycle parking and/or storage on the site.

Mr. Lau asked if the applicant owns or is leasing the building. Ms. Quirino replied that they purchased the building in December 2022. Mr. Lau said that the back courtyard of the building is a mess; it has improper drainage and is always swampy, and it is strewn with debris. It is an eyesore and a breeding ground for insects. He asked if the applicant plans to clean up and drain that space. Ms. Quirino said that they are planning to clean it up and make sure that the area looks good.

Mr. Lau pointed out that there is currently an exterior door that exits to the driveway to Citizens Bank, which the plans indicate will be filled in. Mr. Lau said that if they have an easement there, they could use it as access to two long-term bicycle parking spots for employees. That would enable employees to park on the side without having to drag a bike all the way through the showroom and office. He also asked about means of egress, because other than the front door, the side door they're planning to fill in is their only other means of egress. Ms. Quirino replied that there is also a back door, but Mr. Lau pointed out that the back door only leads to the back courtyard, which is fully enclosed and would not enable someone to safely leave the building in an emergency. Ms. Quirino said that they could keep the side door open. Mr. Lau said that even if they keep the door, it's not an acceptable means of egress because it's not 3 feet wide and has

a curb. The Chair said that the applicant will have to work that through with the Building Department. Mr. Lau pointed out that in order to create a second compliant means of egress, they will probably have to change their interior plans and sacrifice some of the space to create a corridor to a second exit.

Mr. Lau asked where the work trucks for the roofing company would park. Ms. Quirino replied that they have a parking lot in Malden, where their Operations Department is located. The Arlington location will have only their sales team and management.

Mr. Lau is supportive of this project. The storefront has been empty for a long time, and putting something there is good.

Mr. Benson said that he also thinks this a good project and is happy to see the space be used. He asked if they would be able to fit two indoor bicycle parking spaces into the office area. Ms. Quirino replied that they would. Mr. Benson noted that they don't have their own property outside, but they should work with the Town to see if there's a place for additional outdoor bicycle parking. Ms. Quirino agreed.

Mr. Benson asked about their plans for the retail space. Ms. Quirino said that they have no current prospective tenants.

Mr. Benson asked if they plan to have exterior lighting. Ms. Quirino said that they do not. Their only plan for the exterior is a sign, without illumination.

Mr. Revilak is also pleased that this building has a new owner willing to invest in it. He asked about the blue bicycle rack in the northeast corner of the property, and Ms. Quirino said that they plan to keep it.

Mr. Revilak pointed out that the current rendering of the sign does not leave the required space at the top and bottom of the sign (20% of the sign band or 12 inches on the top and bottom, whichever is less). He suggested centering the sign.

The Chair also commented on the sign. She would be comfortable moving for an administrative approval, which means that a detailed signage package must be submitted to DPCD for approval, as long as it falls within the Board's guidelines as to the spacing at the sides and top and bottom. If they're looking for relief from those guidelines, they would need to come back before the Board. She also noted that the building sign band is at a slight pitch, and she would like to see a more detailed rendering that would allow the Board to understand how the sign will be mounted so that it's easily legible. She noted that the black text shown in the current rendering on the dark background is difficult to read. She would encourage them to think about the legibility of the sign as they're working through the final details.

The Board had no further comments, so the Chair opened the floor to public comment. No one responded, so the Chair closed public comment for Docket #3760.

The Chair summarized the potential conditions for approval:

- To submit an application for a sign permit, including a complete sign package. DPCD will determine whether it can be administratively approved because it meets the signage bylaws in the zoning bylaw, or whether the applicant needs to come before the Board again for signage approval.
- To include two interior bicycle parking spaces. Through DPCD, they can also request the Board's bike parking standards, which includes requirements about the types of interior racks that have been approved.
- To work with the Town to locate a space for exterior bike parking.
- To work with the Building Department for all required reviews, which would include a review of the location of a second means of egress.
- To clean and maintain and ensure proper drainage of the rear courtyard.

Mr. Benson noted that the Board would need to both approve the change of use and waive the parking requirements, both of which should be noted in the final decision.

Mr. Benson also commented that the Required Submittal Checklist includes Sustainable Building and Site Design Elements. Applicants are required to either do a solar energy systems assessment or give a detailed explanation of why the project meets an exemption. That was not done in this case. Mr. Benson believes they meet the exemption as a

change of use, so he will not raise it as an issue for this applicant, but in the future, applicants should be told that they must fulfill that requirement on the checklist, or they cannot go before the Board.

The Chair noted for the record that the Board is waiving the requirement for parking on-site that is relative to Section 6.1.5 of the Zoning Bylaws.

Mr. Revilak noted that the property already has a bicycle rack installed, which they are planning to keep, so the condition that they work with the Town to install bike parking is unnecessary. Mr. Lau said the currently existing four-bicycle rack is not the property of the applicant. Mr. Revilak retracted his suggestion.

The Chair asked for a motion to approve Docket #3760, for 1306-1308 Massachusetts Avenue, with the previously stated conditions, noting that approval would involve approving the change of use and waiving the parking requirement. Mr. Lau so moved, and Mr. Benson seconded. The Board voted unanimously.

The Chair moved to **Agenda Item 3 – Public Hearing: Docket #3759, 355 Massachusetts Avenue.**

Seth Morrissey, the architect for the project, represented Sarah Courtney and Matt Owens. Dr. Courtney currently runs her business out of the first floor and wishes to renovate the residential unit above that for the use of herself and her family. This project involves no change of use; there has been a business on the first floor for around 50 years. The bulk of the work is focused on the second and third floor. In order to make the space safer and more livable, they have determined a need to renovate much of the exterior. The building has had multiple additions and renovations over the years, resulting in different levels and heights, some of which has led to water damage. The plan is to add space to the second floor and clean up the rooflines on the rear of the building. The height of the main roof ridge will remain the same but will be extended to the back of the building, simplifying the massing. Replacing the windows is part of the renovation of the second and third floors, and they decided to replace them on the first floor as well to match the upper floors. They're replacing the vinyl siding with new four-inch clapboards typical of the residential neighborhood surrounding the property. They plan to add a porch cover over the existing stone porch to add character and make the entrance more inviting. They plan to leave the main gable in the front and replace the existing windows with traditional double-hung windows. They plan to add paneling detail to all the bay windows, because it is a typical detail with a hardy blank clapboard. They plan to add another covered porch on the rear of the building, which will be the client's main access into the residential space. They plan to add dormers on the third floor to give the client more space. Overall, the goal is to simplify the structure and make it more appealing.

Ms. Ricker said that Docket #3759 is an application by Matt DeMello of DeMello Fine Building and Woodworking for a Special Permit under the jurisdiction of the Board. The applicant seeks approval of significant exterior renovation and addition of a covered porch in a mixed-use building on Mass Ave. She commented that no bicycle parking is included as this is also a residence, and the building driveway serves as the residential driveway. She is not sure if the driveway will also serve the business, but there is ample parking on Mass Ave, which has successfully been used by this business for years. She did speak with Mr. Morrissey about solar; the roof will be solar-ready. The owner is looking into what it will cost to install solar. This is not a historic building, and the use has been in place since at least 1980. In terms of LEED standards, they'll be using Energy Star-certified appliances, mechanical systems, etc.

Mr. Lau said that he has no questions, and he supports the project.

Mr. Benson said that he did not think that the Board would require a bike rack, but he asked if Dr. Courtney would be open to installing one for the use of her clients. Mr. Morrissey said that they did discuss the possibility of a bike rack. However, the site has a retaining wall and would require a significant amount of work to create space for a bike rack. They would prefer not to add a bike rack to the driveway, because that is Dr. Courtney's private residence.

The Board had no further comments, so the Chair opened the floor to public comment. No one responded, so the Chair closed public comment for Docket #3759.

The Chair asked if any Board members had special conditions to be met by the project; they did not.

Mr. Morrissey stated that Dr. Courtney has had to move out of her residence and has been unable to work in the office space because of the work being done. In order to expedite the process and enable Dr. Courtney to more quickly return to her home and work, he asked for a waiver of the 20-day appeals period after the Board's decision. The Chair replied

that the Board cannot waive the appeals period. Mr. Lau said that the applicant can proceed at their own risk. If they do so and the project is challenged during the appeals period, the applicant may have to undo work that's already been done. Other projects have proceeded at their own risk in the past. The Chair noted that they would still need to pull a building permit.

The Chair asked for a motion to approve Docket #3759, for 355 Massachusetts Avenue. Mr. Lau so moved, and Mr. Benson seconded. The Board voted unanimously.

The Chair moved to **Agenda Item 4 – Public Hearing Docket #3752, Calyx Peak, 251 Summer Street.**

The applicant was not present. Ms. Ricker stated that at 10:35 this morning, she received an email from the applicant asking that this hearing be continued at least until October 2. The current plan for the project is that the property will be divided into two parts. The property owner would maintain an automobile sales business on a portion of the property, and Calyx Peak would operate a cannabis dispensary on the other portion. The property owner and the applicant have both asked the Board if they would be willing to evaluate the Calyx Peak project separately from the auto sales business, even though they will be on the same property. The owner does not wish to make improvements to the auto sales side of the property, while Calyx Peak would be making improvements to the portion of the property with the cannabis dispensary. According to Town Counsel Doug Heim, it is at the discretion of the Board whether they are willing to evaluate the project in this way. The project as it is currently proposed, with the two uses on the same site, has not been reviewed by the Select Board, the Department of Health and Human Services, or the Arlington Police Department. The original project as presented to those entities to secure the host agreement showed Calyx Peak operating the cannabis dispensary as a single business, without co-location of the auto sales.

The Chair said that there are two points on which the Board needs to come to consensus:

- Does the project need to go back in front of the Select Board, HHS, and APD before the Board reviews it? Are the proposed changes substantial enough that it must be re-reviewed in terms of the host agreement?
- If the Board determines that the project does not need re-review, is the Board willing to continue the hearing to October 2?

Mr. Lau said that he thinks the project has changed enough that the applicant needs to go back to the other entities, and only return to the ARB once the host agreement has been reviewed.

Mr. Benson said he thinks that the question of whether the applicant needs to go back to the Select Board is not up to the Redevelopment Board. If the Select Board, HHS, and APD are comfortable with the new proposal and do not think that they need to review it again, he would be comfortable reviewing a new proposal from Calyx Peak, but not the current proposal. He would need to understand exactly how they plan to deal with the shared site. He also noted that the Board does not have a traffic study in its record. The Board cannot make a decision based on a traffic study that was only shared with the Select Board. In addition, the traffic study is a few years old and was based only on the presence of the cannabis dispensary, not the auto sales location. The Board should require an entirely new traffic study based on the two businesses co-locating and on current traffic conditions.

Mr. Revilak would also defer to the Select Board, HHS, and APD about whether they felt another review was necessary. If they did not, he would be comfortable reviewing the project on its merits.

The Chair agreed and said that the Board should ask the applicant to approach the other three entities to determine whether a new review would be required. She also asked if the Board feels that the project has changed enough that rather than continue the hearing, it should ask the applicant to reapply, because it is a substantially different project at this point. She leans toward asking the applicant to reapply.

Mr. Lau said that he would like to close this hearing for Docket #3752, and to ask the applicant to approach the Select Board, HHS, and APD. Once the applicant has approval from those entities, they can reapply to the Redevelopment Board. He also noted that Calyx Peak has cancelled hearings three times now.

Mr. Benson said that he would be fine with the applicant submitting a revised proposal under their current application.

Mr. Revilak agrees with Mr. Lau that this Docket should be closed. He asked if the Board can close the Docket or if the applicant would have to withdraw. Ms. Ricker said that she thinks the applicant would have to withdraw, and she can convey that request to the applicant.

The Chair asked for a motion to request that the applicant withdraw the current application, that they approach the Select Board, the Arlington Police Department, and the Department of Health and Human Services to determine whether a new host community agreement would be required, and that they reapply to the Redevelopment Board when a host community agreement is confirmed to be in place and their materials about their plans are fully compiled. Mr. Lau so moved, and Mr. Revilak seconded. The Board approved unanimously.

The Chair stated that at a future Board meeting, they will either vote to accept the applicant's withdrawal, or they will vote against the current application as it stands, either of which will close Docket #3752. She proposed giving the applicant until October 2 to formally withdraw.

The Chair moved to **Agenda Item 5 – Open Forum.**

The Chair invited anyone attending the meeting to address the Board. She said that each speaker would be allowed three minutes.

- Jim Doherty, 68 Brantwood Road – In December 2020, the Board granted approval to the Lexington Hotel. The hearing started prior to COVID, which substantially impacted the hospitality industry. He has tried to communicate with DPCD but has had minimal dialogue. He would like to request getting on the Board's agenda to request a continuation of the approval previously granted. The Chair replied that she and Ms. Ricker have spoken about this, and the Board's intention is to include this issue on the agenda for the Board's October 2 meeting.

The Chair moved to **Agenda Item 6 – New Business**

Ms. Ricker stated that DPCD has received updated guidelines from the Commonwealth with regard to MBTA Communities, as it relates to commercial development. She and Sanjay Newton, the Chair of the MBTA Communities Working Group, are developing a memo in response to the updated guidelines. They think that the work done thus far is solid, and the bonuses and incentives for commercial development go further than the updated guidelines. The fact that the MBTA Communities zoning district has stayed out of all commercial zones means that the updated guidelines have a minimal effect on the current MBTA Communities plan. The memo is not yet available, but Ms. Ricker and Mr. Newton will distribute the memo at the MBTA Communities Working Group tomorrow (August 29, 2023).

Mr. Benson said that his initial response to the updated guidelines is that they probably wouldn't be very helpful for Arlington. However, because he has been out of the country, he hasn't seen the latest map and all the current details of the MBTA Communities plan, so he doesn't have the context to really judge how the updated guidelines will affect it. His thinking up to this point has been that if a developer opts into the bonuses, it becomes a Special Permit process. He thinks that this is a better way to evaluate mixed-use developments than creating a Site Plan Review which does not give the Board as much authority and leeway as putting it in Special Permit Review. He also thinks that this is a better way to approach the situation than what the updated guidelines suggest.

Mr. Revilak said that he does not think that it is necessary to adopt the updated guidelines. The decision to go with bonuses to encourage ground-floor commercial development will achieve the same effect. Because they're not using any parcels in the business or industrial districts, there's no reason to mandate the inclusion of commercial development. He said that he would have to give some additional thought to Mr. Benson's suggestion.

Mr. Lau said that he thinks that the MBTA Communities Working Group will not like Mr. Benson's suggestion. The Working Group has been talking about the bonuses as being by right and therefore not requiring a Special Permit. Mr. Benson's suggestion would mean that for a developer to get any bonuses, they would have to go through the Special Permit process, which might not give them approval. As a result, they will have less of an incentive to do the kinds of mixed-use developments the Board is trying to encourage in order to get the bonuses.

The Chair said that she thinks that the Board needs to see what is being planned for Site Plan Review, because at this point they don't know what exactly will be included in that process. Mr. Benson replied that no matter what is proposed, its criteria will not be as significant and far-reaching as the Special Permit criteria.

Mr. Revilak said that the Working Group is discussing three different bonuses: one for the inclusion of ground-floor commercial space, one for the inclusion of additional affordable units, and one for a project that is certifiable as SITES Gold. He asked Mr. Benson if he would want the Special Permit process to be required for all three of those, or only for the ground-floor commercial bonus. Mr. Benson replied that the Board would need to decide if it likes all three of those bonuses and would want to put them all into the same package. He would probably be okay with Site Plan Review for affordable housing, but he would need to better understand the incentives involved. The Chair said that the Board really needs to see the whole package before they can make such decisions.

Mr. Benson stated that he had heard that the current MBTA Communities plan would not require full SITES certification but only a lesser standard. If that is the case, he is very concerned about taking a standard that took years of the Green Building Council to come up with and stripping things out of it, while still giving people credit for meeting a reduced standard.

The Chair said that the agenda for the Board meeting on September 11 is to review the full MBTA Communities package. September 11 is also the day that the Warrant opens and closes. The Board has several articles outside of MBTA Communities that they have already reviewed and voted on, which were put on the Spring Town Meeting agenda but postponed. Those can easily be put onto the Warrant. They are:

- Modify requirements for landscaped and usable open space in the business districts.
- Reduce rear yard setbacks in business districts.
- Clarify and adjust stepback requirements in business districts.
- Eliminate or reduce the reduced height buffer area.
- Modify corner lot requirements.
- Adjust height and story minimums in business districts and add minimum height requirement.

In addition to the above, the Board will need language around the MBTA Communities zoning proposal, which will need to be broad, because it will encompass multiple sections of the zoning code and create an overlay. The Site Plan Review process will be included within that. Ms. Ricker said that in the current plan, the Board will use the Environmental Design Review process as Site Plan Review. Ms. Ricker sent an MBTA Communities package to EOHLC (the Executive Office of Housing and Livable Communities) for pre-adoption review. She will share that package with the Board to be a reference prior to the September 11 meeting.

Because the warrant opens and closes before the September 11 Board meeting, some members of the Board will need to work with Ms. Ricker to write the warrant article language. It must be written such that the Board does not need to review and vote on the language of the warrant (which is not the same as the full language of the article, which they will review and vote on).

The other warrant articles that the Board identified as things they would like on the Town Meeting Warrant are:

- Rezone the St. Camillus parcel. The Board is not currently in a position to pursue that article, so it will be removed from the list for Fall Town Meeting and possibly revisited for Spring Town Meeting.
- Remove single and duplex/two-family by right in the business districts.
- Add street tree requirements for every 25 feet of street frontage for all developments.

The Chair proposed that she work with Ms. Ricker and perhaps Mr. Benson to make sure that appropriate language is submitted in the open warrant article period. This would not affect the Board's hearing process. They would still need to develop the full language for the article. Mr. Lau said he is fine with that proposal. Mr. Benson said that he would like to review the language before the articles are submitted. He thinks that all the warrant articles except the one for MBTA Communities will be simple. He is very concerned about the exact wording of the MBTA Communities warrant article. The Board has at times failed to use the right wording in warrant articles and as a result been unable to do what they wanted to do. Neither he nor the Chair have yet the map or the final proposal from the Working Group, and it is possible

that they will want changes, so the language for the warrant needs to be broad enough to allow for flexibility. Mr. Revilak is comfortable with delegating the drafting of the warrant to the Chair and Ms. Ricker.

Mr. Benson said he would like to include another article with a minor change to one of the zoning bylaw sections. The reference in it is to the wrong section, which needs to be corrected. It should be possible to include that in the warrant as well.

The Chair reported that the Zoning Board of Appeals requested that the Redevelopment Board include two articles. She asked if they would be willing to postpone them until the spring, and they agreed.

Mr. Benson thanked everyone involved in the MBTA Communities process. It's been a long and difficult process that has angered many people, and he knows that everyone involved with it has been getting a lot of feedback, some of it negative. He appreciates how hard they have all worked. The Chair said she wanted to extend that thanks to all the members of the public who have attended meetings and commented there or in other forums, as their feedback has been helpful to the process.

Ms. Ricker informed the Board that the Community Outreach team of the MBTA Communities Working Group has created a postcard to be mailed out to all residents of Arlington. It includes a QR code for the MBTA Communities webpage and encourages people to provide comment at the September 11 meeting. The postcard was sent out this afternoon. A separate postcard with a legal notice about the MBTA Communities hearing at the September 11 meeting will also be going out to approximately 4500 property owners whose properties are in the zone or abut it. Mr. Benson asked what happens if the map changes, and it includes or abuts property owners who didn't receive the first legal notice. Will new notifications be sent to them? Ms. Ricker responded that it is a legal requirement to send out a notice in advance of a hearing to anyone within 300 feet of the edge overlay. She does not anticipate changes to the map that are significant enough to require notifications to a different group of property owners. If that happens, they will be notified.

The Chair asked for a motion to adjourn. Mr. Lau so moved, and Mr. Benson seconded. The board voted and approved unanimously.

Meeting **Adjourned** at 9:00 pm.



Town of Arlington, Massachusetts

Public Hearing: Docket #3766, 315 Broadway

Summary:

7:35 pm Board will vote on a continuance of the hearing for Docket #3766 to September 18, 2023.

ATTACHMENTS:

	Type	File Name	Description
▢	Reference Material	Docket_#3766_continuance.pdf	Docket #3766 continuance

From: Stuart Pitchel <stuart@srpsigns.com>
Sent: Thursday, September 7, 2023 9:25 AM
To: Claire Ricker <cricker@town.arlington.ma.us>
Cc: Adam Knauer <adam@srpsigns.com>; Mary Finigan <mary@srpsigns.com>
Subject: RE: Continue 9/11 sign hearing to 9/18

Hi Claire.

Thank you for the heads up and yes, we're fine with the new date of the 18th

Stuart



stuart pitchel . srp sign corporation

o 617.623.6222 c 781.953.8477 www.srpsigns.com

From: Claire Ricker <cricker@town.arlington.ma.us>
Sent: Thursday, September 07, 2023 9:21 AM
To: Stuart Pitchel <stuart@srpsigns.com>
Cc: Adam Knauer <adam@srpsigns.com>; Jennifer Joslyn-Siemiatkoski <jenniferJS@town.arlington.ma.us>
Subject: Continue 9/11 sign hearing to 9/18

Hi Stuart –

Per our phone conversation earlier this week – we'd like to continue the Thai Moon sign hearing from the 11th to the 18th as we anticipate a full house in attendance for the MBTA Communities hearing the same night. If you or Adam could respond to this email and let me know you've received it and approve the continuance, I'd be much obliged.

Thanks!

Claire V. Ricker, AICP
Director
Department of Planning and Community Development
Town of Arlington
cell: 978.656.1325
desk: 781.316.3090
cricker@town.arlington.ma.us

Arlington values equity, diversity, and inclusion. We are committed to building a community where everyone is heard, respected, and protected.



Town of Arlington, Massachusetts

Public Hearing: Warrant Article for Fall 2023 Special Town Meeting

Summary:

7:40 pm The ARB will deliberate on the proposed zoning amendment.

ARTICLE A (tentatively scheduled, subject to change)

ZONING BYLAW AMENDMENT / MBTA COMMUNITIES OVERLAY DISTRICT

To see if the Town will vote to amend the Zoning Bylaw to approve an MBTA COMMUNITIES OVERLAY DISTRICT of reasonable size where multi-family housing may be constructed as of right per the terms of MGL Chapter 40A Section 3A.

- **7:40-8:00 pm – Working Group Presentation**
- **8:00-8:30 pm – Board Discussion**
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- MBTA Communities Compliance Alternative 2 maps

ATTACHMENTS:

Type	File Name	Description
▢ Reference Material	230906_MBTA-C_zoning_articles.pdf	Proposed Article - MBTA-C Zoning Amendment
▢ Reference Material	MBTA_Communities_Final_Report_Fall_2023.pdf	MBTA Communities Working Group Final Report

Draft Zoning Regulations
MBTA Communities
August 17, 2023; edited September 6, 2023

MOTION:

That the Zoning Bylaw of the Town of Arlington, Chapter 5. DISTRICT REGULATIONS be amended by adding Section 9 Multi-Family Residential Overlay Districts under MGL Chapter 40 Section 3(A), renumbering existing Section 9, and amending the Zoning Map as follows, and further that non-substantive changes to the numbering of this bylaw be permitted to comply with the numbering format of the Zoning Bylaw of the Town of Arlington:

- 1) In SECTION 2 DEFINITION/s, add a new definition as follows:

EXECUTIVE OFFICE OF HOUSING AND LIVABLE COMMUNITIES (EOHLC)

The Massachusetts Executive Office of Housing and Livable Communities.

- 2) Add Section 5.9 Multi-Family Residential Overlay Districts under MGL Chapter 40 Section 3(A) as follows:

The Multi-Family Residential Districts under MGL Chapter 40 Section 3(A) consist of two districts, the **Mass Ave/Broadway Multi-Family (MBMF) and Neighborhood Multi-Family (NMF) Overlay Districts**. The purposes of the Multi-Family Residential Districts are:

1. To respond to the local and regional need for housing by enabling development of a variety of housing types;
 2. To promote multi-family housing near retail services, offices, civic, and personal service uses;
 3. To reduce dependency on automobiles by providing opportunities for upper-story and multi-family housing near public transportation such as the Alewife rapid transit station, bus stops, the Minuteman Commuter Bikeway, and major transportation routes;
 4. To ensure pedestrian-friendly development by permitting higher density housing in areas that are walkable to public transportation, shopping, and local services;
 5. To respond to the local and regional need for affordable housing by allowing for a variety of housing types with affordable housing requirements;
 6. To encourage economic investment in the redevelopment of properties;
 7. To encourage residential uses to provide a customer base for local businesses; and
 8. To ensure compliance with MGL c. 40A § 3A.
- 3) Overlay District. The Mass Ave/Broadway Multi-Family (MBMF) and Neighborhood Multi-Family (NMF) Overlay Districts shall not replace existing zoning districts but shall be superimposed over them. The provisions of this section apply to developments on lots located within the Mass Ave/Broadway Multi-Family and Neighborhood Multi Family Overlay Districts where the property owner has elected to comply with the requirements of the Mass Ave/Broadway Multi-Family or Neighborhood Multi Family Districts, rather than complying with those of the underlying zoning district. If a proposed project is located on parcels within both the Mass Ave/Broadway Multi-Family and the Neighborhood Multi-Family Districts, the provisions of the Mass Ave/Broadway Multi-Family District shall govern.

- 4) Procedures and Regulations. Development under this section requires Site Plan Review by the Arlington Redevelopment Board (ARB) acting in its role as the Planning Board and Special Permit Granting Authority (SPGA) as under section 3.3.1 of this ZBL and the Town Manager Act of the Town of Arlington, Massachusetts. The ARB shall provide site plan review administratively for projects via the existing Environmental Design Review (EDR) standard and the Residential Design Guidelines for site layout including lighting, landscaping and buffers, architectural style, outdoor amenities, and open spaces. All site plan review standards applicable to developments under this section shall be consistent with the purposes of this section and EOHLIC's current *Compliance Guidelines for Multi-family Zoning Districts Under Section 3A of the Zoning Act* as amended.

A. Site Plan Review

1. § 3.4.2 does not apply
2. § 3.4.3.D. and E. do not apply

B. Permitted Uses.

1. All developments under this section shall include multi-family housing.
2. Developments in MBMF District may also include nonresidential uses permitted in an underlying zoning district or in B2 districts, by right or by Special Permit. Non-residential uses are not permitted in the NMF District.
3. Accessory uses for residential uses are permitted to the same extent they would be permitted in the underlying district.

C. Dimensional controls. The dimensional controls are modified as follows for developments under this section:

1. § 5.3.1 Lot Area Per Dwelling Unit does not apply.
2. § 5.3.3 Spacing of Residential and Other Buildings on One Lot does not apply.
3. § 5.3.8 Corner Lots and Through Lots does not apply.
4. § 5.3.11 Dimensional Requirements for Courts does not apply.
5. § 5.3.12(A) Traffic Visibility Across Street Corners does not apply in the MBMF district.
6. § 5.3.14 Townhouse Structures does not apply
7. § 5.3.1.7 Upper-Story Building Step Backs are required on all street frontages. Step Backs shall be 7.5' from the property line, starting on the fifth floor.
8. § 5.3.19 Height Buffer Area shall not apply.
9. There shall be no requirements for minimum lot size, lot area per dwelling unit, lot frontage, landscaped or usable open space, Floor Area Ratio, or lot coverage.
10. The minimum required front yard is 15 feet, except that in the MBMF district where the ground floor façade facing the public way is occupied by nonresidential uses, no front yard is required. Minimum required front yard areas shall be available for uses such as trees, landscaping, benches, tables, chairs, play areas, public art, or similar features. Parking spaces are not permitted in the minimum required front yard.
11. § 5.3.10, Average Setback Exception to Minimum Front Yard: All R Districts, may be applied in the NMF District.

12. Except as noted below, in *Section a. Bonuses*, the dimensional regulations are as follows:

District	MBMF – Mass. Ave	MBMF – Broadway	NMF
Max. Height in Stories	4	4	4
Max. Height in Feet	52'	52'	46'
Front Setback	15'	15'	15'
Side Setback	5'	5'	10'
Rear Setback	20'	20'	20'

- a. Bonuses: In the MBMF District, for properties abutting Massachusetts Avenue, where the ground floor at street level is at least 60% occupied by business uses, and the frontage is at least 80% occupied by business uses, the maximum height is 6 stories and 78 feet, and the front yard setback requirement is reduced to 0 feet. In the MBMF District, for properties abutting Broadway, where the ground floor at street level is at least 60% occupied by business uses, and the frontage is at least 80% occupied by business uses, the maximum height is 5 stories and 65 feet, and the front yard setback requirement is reduced to 0 feet.
 - i. In the MBMF District, one additional story may be added if the total percentage of affordable units exceeds the requirements in Section 8.2.3 Requirements by 7.5%, for a total of 22.5% of all units. In the MBMF District for properties facing Massachusetts Avenue, an additional story above that may be added if the development's total affordable housing units exceeds the required percentage by an additional 2.5%, for a total of 25%.
 - ii. In the MBMF District, one additional story is allowed for projects that are SITES certifiable, which encourages high quality design, construction, and maintenance of outdoor spaces.
 - iii. The height with all bonuses shall not exceed 6 stories, 78 feet in the MBMF District on Massachusetts Avenue, 5 stories, 65 feet in the MBMF District on Broadway, and 4 stories, 46 feet in the NMF District.

D. Off-Street Parking and Bicycle Parking.

1. The minimum parking requirement for dwelling and rooming units is 0 parking spaces per unit, and the maximum parking allowed is one parking space per dwelling or rooming unit. For business uses, no off-street parking is required for the non-residential space.
2. Up to 50% of parking spaces may be sized for compact cars (8 feet by 16 feet, per Section 6.1.11 Parking and Loading Space Standards).
3. Bicycle parking requirements as set forth in Section 6.1.12 shall apply.
4. Developments under this section may provide fewer parking spaces under the provisions of S.6.1.5 Parking Reduction in Business, Industrial, and Multi-Family Residential Zones.
5. All other parking provisions in Section 6.1 OFF STREET PARKING shall apply.

E. Affordable Housing.

1. In any development containing six (6) or more dwelling units, at least 15% of the dwelling units shall be Affordable Units as defined in Section 2. DEFINITIONS, and shall conform to all of the affordable housing requirements in Section 8.2.3 Requirements and Section 8.2.5 Administration, and must be eligible for inclusion on the EOHLC's Subsidized Housing Inventory. Where a fraction of a dwelling unit is required for this calculation, the amount of required dwelling units shall be rounded up. If EOHLC determines in writing that the Town has not shown this 15% requirement to be feasible, at least 10% of the dwelling units in any development containing ten (10) or more units shall be Affordable Units conforming with Section 8.2 of the Zoning Bylaw, and eligible for inclusion on the Subsidized Housing Inventory. Bonuses as described in Section 5.9.x.x shall be applicable over and above the allowed affordable housing percentage.
- 5) Amend the Zoning Map to add the following areas shown on maps on file with the Town Clerk to be known as MBMF and NMF Overlay Districts: [\[VIEW MAPS HERE\]](#).

TOWN OF ARLINGTON MASSACHUSETTS

REPORT OF THE
MBTA COMMUNITIES WORKING GROUP



TO THE ARLINGTON REDEVELOPMENT BOARD
and TOWN MEETING

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Letter from the Director of the Department of Planning and Community Development and the Chair of the MBTA Communities Working Group

Dear Members of the Redevelopment Board and Town Meeting Members,

We are pleased to present to you this report of the MBTA Communities Working Group (Working Group).

This report sets forth the rationale for the Working Group's proposal for an overlay zoning district to allow by-right multi-family housing in Arlington in accordance with Section 3a of M.G.L. Chapter 40A and guidelines released by the Executive Office of Housing and Livable Communities (EOHLC), formerly known as the Department of Housing and Community Development (DHCD).

The Working Group's recommendations are the product of eight months of public engagement, research, and deliberation with support from the Department of Planning and Community Development (DPCD) and the Diversity, Equity, and Inclusion Division. The timeline for this project was challenging, but the Working Group has crafted a thoughtful proposal that reflects the needs and values of the Arlington community.

A particular highlight for both of us was the June 8th public forum, which had overflow capacity, and featured community members sitting around tables with maps discussing where and how to allow multi-family housing in Arlington. The positive energy and conversations from that evening have continued to influence us through the many long meetings required to complete the Working Group's proposal.

The Working Group has created a proposal that over time will result in new multi-family housing and helps Arlington make progress on the goals we share as a community: to be welcoming and inclusive, to be climate leaders, to give access to our open spaces, and to support vibrant businesses.

We hope that you will give careful and serious consideration to the Working Group's proposal for an overlay zoning district to allow by-right multi-family housing in Arlington and we respectfully request that you vote to support this proposal.

Sincerely,

Claire Ricker

Director of Planning and Community Development

Sanjay Newton

Chair, MBTA Communities Working Group

Executive Summary

Arlington and the greater Boston region need more housing in a variety of sizes and at a variety of price points. Our region is experiencing a well-documented housing crisis because we have not built enough new homes to keep up with economic and population growth in recent decades. Massachusetts has among the highest, and fastest growing, home prices and rents of any state in the nation, and Arlington is part of this trend. The State's Future of Work study estimated a shortage of up to 200,000 homes. The relentless demand for homeownership opportunities in the Boston Metro Area's high-cost market has contributed to a gradual drop in Arlington's rental supply, with continued conversions of older two-family dwellings from rental housing to condominiums and consolidating most rental properties in East Arlington along Massachusetts Avenue.

The multi-family housing requirements for MBTA Communities come from Massachusetts General Law Chapter 40A Section 3A ("Section 3A"), which was enacted in 2021. The law requires each of the 177 MBTA Communities (as defined in General Law 161A, Section 1) to provide at least one zoning district where multi-family housing (three or more dwellings) is allowed by right. The zoning must allow at least 15 dwelling units per gross acre, not be age restricted, and allow housing that is suitable for families with children.

Today in Arlington, multi-family housing (3+ homes) requires a Special Permit. The districts that allow multi-family housing are located in pockets, mostly in the places where multi-family housing existed in 1975. Much of our current zoning dates to a major rewrite of our master plan, zoning map and zoning bylaw completed in 1975, which followed a moratorium on the construction

of apartment buildings. Other cities and towns around Boston enacted similar restrictions during this period. With the notable exception of allowing mixed-use in the B1-B5 districts in 2016, the 1975 limits and requirements placed on the creation of multi-family housing in Arlington remain largely in place today.

Arlington's Fair Housing Action Plan¹, adopted in July 2021, notes that our current zoning bylaw is "in many areas, more restrictive than Arlington's historic development patterns" and the action plan includes recommendations to "allow three-family, townhouse, and multi-family housing options by right in districts nominally meant for them" and to "amend restrictive

More housing in a variety of sizes benefits:

- seniors having trouble finding appropriate housing to downsize into
- municipal workers who want to live in the community they serve
- young adults who grew up in Arlington but can't afford to return
- young families just starting out, and
- people who need housing with accessibility features

¹ <https://www.arlingtonma.gov/home/showpublisheddocument/57214/637620332766000000>

dimensional and parking requirements for multi-family uses that make development infeasible in districts where those uses are appropriate.”

The 2022 Town of Arlington Equity Audit included 12 recommendations, one of which was related to zoning. It recommends that Arlington “address restrictive policies for residential zoning districts in order to allow for desegregation.” The equity audit specifies three strategies for doing so: removing the requirement for a special permit to develop multi-family housing; allowing the development of multi-family housing in the R0 and R1 zones; and allowing for an inclusionary zoning bonus in high-density residential zoning districts.

The Working Group has heard from community members who would benefit from a wider variety in our housing stock. They included: seniors having trouble finding appropriate housing to downsize into; municipal workers who want to live in the community they serve; young families just starting out; people who need housing with accessibility features; and young adults who grew up in Arlington but can’t afford to return. Encouraging more housing in a variety of sizes and price points gives more options to these groups who are so vital to the fabric of our community.

Adopting an MBTA Communities Overlay allows Arlington to:

- make progress implementing Arlington’s Community Equity Audit, Master Plan, Fair Housing Action Plan, Housing Production Plan, Sustainable Transportation Plan, and Net Zero Action Plan,
- remain eligible for millions of dollars in MassWorks infrastructure funding,
- participate in the state’s Fossil Fuel Free Demonstration Program,
- remain eligible for a number of other State grant programs

While the Town of Arlington, an “adjacent” community, is not compelled to comply with MBTA Communities Zoning until the end of 2024, Town Meeting has indicated its eagerness to participate in another state-supported program, the Fossil Fuel Free Demonstration Project. MBTA Communities zoning must be adopted, and the proposed district determined to be “compliant” per the terms of EOHLC by the end of 2023 for the Town to participate in the Fossil Fuel Demonstration Program.

In November 2022, the Arlington Redevelopment Board (ARB) voted to establish a working group to determine the location of Arlington’s MBTA Communities zoning district via rigorous community outreach, stakeholder engagement, and iterative mapping. While the Town is compelled to comply with the state law, or risk running afoul of Federal Fair Housing and Massachusetts anti-discrimination laws, establishment of new housing districts and development of new housing is supported in several of Arlington’s planning documents including: the Master Plan (2015), the Fair Housing Plan (2021), the Net Zero Action Plan (2021), the Community Equity Audit (2023), and the Housing Production Plan (2022). Since last January, the Working Group has met regularly to strategize outreach to community members and develop Arlington’s MBTA Communities district iteratively and in response to public comments collected via survey, in

stakeholder meetings, at community wide public meetings, and via engagement opportunities such as at the Arlington Farmer’s Market, Arlington EATS and the Senior Center.

Using public comments, stakeholder outreach, and in consultation with Utile, an urban design firm, the Working Group developed our proposal and recommendations based on the following principles:

Guiding Principles

- Encourage more housing in a variety of sizes and price points,
- Encourage housing located near public transit,
- Encourage housing to provide a customer base in support of local businesses,
- Encourage multi-family housing spread across Arlington, and
- Ensure compliance with MGL c. 40A § 3A (The MBTA Communities Act)

The proposal follows our highest frequency bus lines from Arlington Heights to East Arlington, allowing by-right construction up to four stories along the Massachusetts Avenue and Broadway corridors. The proposal avoids our flood plains and historic districts. And the proposal is in proximity to, but not in, our existing commercial areas. This provides customers in proximity to our business districts, but leaves rezoning of these areas to separate study in the future.

The properties included in the proposed map can be described in three subdistricts:

1. Mass Ave: properties with frontage on Mass Ave
2. Broadway: properties with frontage on Broadway
3. Neighborhood: properties without frontage on Mass Ave or Broadway

Each of these subdistricts has distinct setback requirements and height limits. In the neighborhood subdistrict, the side setbacks are larger, and the height limit is lower. The Working Group choosing to allow by-right residential to be 4 stories tall in all subdistricts because the Building Code requires that buildings that are 4 stories or taller have an elevator and meet other accessibility requirements. We have heard from many community members that a lack of housing with elevators and other accessibility features is a barrier to residents with different abilities finding housing, and a barrier for seniors looking to downsize and stay in Arlington. The full details of these dimensional controls can be found in the “MBTA Communities Proposal” section of this report.

The stated purpose of Section 3A is to encourage the production of multi-family housing; the law limits the ability of communities to impose other restrictions that might (intentionally or not) defeat the primary purpose of the law. However, the Working Group also heard strongly from the community that the plan needed to do more to respond to Arlington’s needs and values that we address with incentive programs.

Incentive Programs

The proposal includes incentive programs that:

- Preserve commercial uses and encourage new mixed-use buildings
- Respond to the need for affordable housing
- Encourage high-quality open space

In response to these needs and values, the Working Group and the Department of Planning and Community Development have developed a set of incentives. These allow for additional stories (one on Broadway, up to two on Mass. Ave) or reduced setbacks for buildings that meet certain criteria. These incentives do not apply to the Neighborhood Multi-Family District.

For parcels directly abutting Mass. Ave and Broadway, the proposal includes a height and setback bonus for providing commercial space on the ground floor. Buildings that meet this requirement may do one or both of the following:

1. Come up to the front lot line. This is in keeping with the current zoning requirements for commercial and mixed-use buildings in Business Zones (except B1). Moreover, it is simply good urban design: shops and restaurants that come up to the sidewalk provide an interesting pedestrian experience and discourage parking in the front yard.
2. Add additional stories: one on Broadway, up to two on Mass. Ave., to encourage the creation of new commercial spaces that would not otherwise be financially feasible.

The proposal includes a height bonus for providing additional affordable units, up to one story along Broadway and 2 stories along Mass. Ave. One additional story raises the affordable housing requirement by 7.5%, to 22.5% of units. A second additional story (on Mass. Ave. only) raises the affordable housing requirement by another 2.5% to 25%.

The Department of Planning and Community Development explored various options to incentivize enhanced open spaces and found the SITES rating system by the Sustainable SITES Initiative to be the best framework to apply in the context of an MBTA Communities. The proposed bonus is of one additional floor for a Gold-level certifiable development on the SITES scale.

More detail and discussion of each of these programs can be found in the “Incentive Programs” section of this report.

Over the next fifty years the proposal by the Working Group to the ARB will result in new multifamily housing that is available, achievable, and affordable and progresses goals shared by the community: to be welcoming and inclusive, to be climate leaders, to give access to Arlington’s open spaces, and to support vibrant businesses.

What is Section 3A (MBTA Communities Legislation)

The multi-family housing requirements for MBTA Communities come from Massachusetts General Law Chapter 40A Section 3A ("Section 3A"), which was enacted in 2021. The law requires each of the 177 MBTA Communities (as defined in General Law 161A, Section 1) to provide at least one zoning district where multi-family housing (three or more dwellings) is allowed by right. The zoning must allow at least 15 dwelling units per gross acre, not be age restricted, and allow housing that is suitable for families with children.

The law was created because the greater Boston region, for some time now, has been in a housing cost spiral, brought on by a lack of housing production that does not meet the growth in jobs and population. The State's Future of Work study estimated a shortage of up to 200,000 housing units. Municipalities play a key role through zoning and permitting in determining whether housing is built. To begin addressing the housing crisis, the law requires communities to amend their zoning and permitting process to encourage greater housing production. Additionally, the State notes that:

Key Requirements:

All 177 MBTA Communities must provide at least one zoning district where:

- multi-family housing (three or more dwellings) is allowed by right,
- housing is permitted with at least 15 dwelling units per gross acre,
- housing cannot be age restricted, and
- the district allows housing that's suitable for families with children.

- Before COVID-19, Massachusetts faced a core challenge in creating enough housing to support young families, workers, and an aging population. The pandemic has further highlighted these needs.
- Massachusetts has among the highest, and fastest growing, home prices and rents of any state in the nation.
- Rising costs have dramatically increased financial pressures on low- and middle-income families, forcing them to sacrifice other priorities to pay housing costs. High housing costs are a primary driver of homelessness.
- The lack of housing production is an impediment to community development.
- These high costs are a disadvantage as we compete economically against peer states. The risk of future job growth moving outside Massachusetts is rising due to the high costs of living.²

Every community in Massachusetts is responsible for addressing this problem. The law ensures that we, along with 176 other communities, are working to address it together.

² <https://www.mass.gov/doc/mbta-communities-summary-deck-feb-2022/download>

In August 2022 the Massachusetts Department of Housing and Community Development (now known as the Executive Office of Housing and Livable Communities, or EOHLC) released their final guidance governing Section 3A, which contained specific requirements for each of the 177 MBTA Communities in Massachusetts, including Arlington.³ The Arlington-specific minimum requirements are:

- a minimum district capacity of 2,046 dwelling units (see “Key Concepts” to learn more),
- a minimum district size of 32 acres, and
- no constraints that the district (or districts) be located a certain distance from transit stations.

The guidelines are based on *capacity, not housing to be created in addition to what currently exists*. The minimum capacity of 2,046 units is measured as if there were nothing currently on the land within the zoning district. While the intent of the law was to have districts located near transit, Arlington has little developable land in the vicinity of the Alewife T station, and the governing regulations take this fact into consideration.

In August 2023, EOHLC released additional revisions to their guidance to allow a mixed-use district to count for a portion of compliance with Section 3A. The Working Group reviewed these updated guidelines and concluded that it did not make sense in the areas that were chosen for the proposed multi-family districts. The Working Group felt that its incentive-based approach – whose 60% requirement for ground-floor commercial floor area is double the threshold allowed by the State guidelines – would lead to more and higher-quality commercial spaces.

Compliance Ensures:

- progress implementing Arlington’s DEI Audit, Master Plan, Fair Housing Action Plan, Housing Production Plan, Sustainable Transportation Plan, and Net Zero Action Plan,
- eligibility for millions of dollars in MassWorks infrastructure funding,
- participation in the state’s Fossil Fuel Free Demonstration Program,
- eligibility for a number of other State grant programs

What does this mean for Arlington?

Implementing a meaningful MBTA Communities zoning district will allow Arlington to make progress on recommendations in our recent Community Equity Audit, as well as the **Master Plan, Fair Housing Action Plan, Housing Production Plan, Sustainable Transportation Plan, and Net Zero Action Plan**. Compliance ensures Arlington’s eligibility for millions of dollars in infrastructure funding from the State’s MassWorks program.

³ <https://www.mass.gov/info-details/multi-family-zoning-requirement-for-mbta-communities>

The Attorney General issued an advisory concerning enforcement of the law in March 2023; “opting out” is not an option.⁴ Both the Select Board and the Arlington Redevelopment Board (ARB) have indicated that the Town should work to achieve compliance with the law.

In August 2023, EOHLC listed an additional thirteen grant programs that will take compliance with MBTA Communities into consideration. These include the Executive Office of Energy & Environmental Affairs (EOEEA) Municipal Vulnerability Preparedness (MVP) Planning and Project Grants and the EOHLC Community Planning Grant, through which the Town has secured and hopes to continue securing tens of thousands of dollars for climate resilience, housing, and economic development initiatives. Having a compliant MBTA Communities district is also a requirement for participation in the state’s Fossil Fuel Free Demonstration Program. In 2020 92% of Town Meeting voted to approve a fossil-fuel free, or “clean heat,” bylaw and Home Rule Petition requesting local authority to prevent the installation of fossil fuel infrastructure in new construction and major renovations. In 2021, Arlington became the first community in the state to file a Home Rule Petition for this purpose. That Home Rule Petition was not approved. Instead, the State Legislature authorized the creation of a Fossil Fuel Free Demonstration Program. Arlington is first on the list of ten communities prioritized for participation in the pilot. If we do not have an approved MBTA Communities District by early 2024, Arlington will forfeit its place in the Program to another community; there is currently not opportunity to enter this program later. Arlington is a leader on climate action and would be an ideal pilot community to develop and scale this program. Furthermore, participating ensures that the Town carries out the will of Town Meeting and stays on track to meet its goals of achieving net zero greenhouse gas emissions by 2050.

⁴Andrea Joy Campbell, Massachusetts Attorney General; Advisory Concerning Enforcement of the MBTA Communities Zoning Act:
<https://www.arlingtonma.gov/home/showpublisheddocument/64380/638144981082117352>

The MBTA Communities Working Group

The Arlington Redevelopment Board (ARB) voted to create an MBTA Communities Working Group on November 7, 2022. The Working Group was created to work with the Department of Planning and Community Development to understand town priorities for implementing the law and to develop a proposal for a Town Meeting in Fall of 2023.

Arlington's Department of Planning and Community Development held an initial public forum in November 2022, and solicited interest in the Working Group following that initial forum. Seven community members, plus two members of the ARB, began meeting as the MBTA Communities Working Group on February 2nd, 2023. The charge of the Working Group was to craft a proposal for by-right multi-family housing in Arlington to be considered by the ARB and Town Meeting, using the community's expressed values and goals.

The members of the Working Group are:

- Kin Lau, ARB Representative
- Stephen Revilak, ARB Representative
- Ramie Schneider, Resident
- Mette Aamodt, Resident
- Shaina Korman-Houston, Resident
- Sanjay Newton, Resident
- Laura Wiener, Resident
- Vincent Baudoin, Resident
- Rebecca Gruber, Resident

The Working Group worked in conjunction with staff from the Department of Planning and Community Development and the Diversity, Equity, and Inclusion Division.

The size of the undertaking, and the schedule to do so, were formidable. The Working Group met four times in February and March and 15 times – nearly every week – from the first week of May through the first week of September. All the Working Group's meetings were open to the public and attracted a number of attendees from the community.

The Working Group also held three larger public forums designed to solicit public input. The first, in March, was held on Zoom and was an introduction to our Community Visioning Survey. The second, on June 8th, was held in person at the Community Center, where participants held table discussions about an early concept map. The third, in July, featured a panel who answered questions from the public. The Working Group also conducted a thorough outreach plan to both educate and listen to the community in a number of ways. This work is outlined in the next section of the report.

Outreach and Public Engagement

From the very beginning of Arlington's response to the MBTA Communities Act, outreach has been a primary and essential component of the Town's effort. Starting with the first Town-wide meeting on November 17, 2022, and the call for community members to volunteer to serve on the MBTA Communities Working Group and continuing through the delivery of the Working Group's final report to the Redevelopment Board and the on-going delivery of education and information sharing to the community and Town Meeting Members in advance of the Special Town Meeting opening on October 17, 2023.

There is a wide and growing body of research showing that not all voices in a community are equally likely to be represented at a traditional public meeting. Hearing from, and speaking to, the community requires multiple forms of engagement, because different community members can be found in different places and prefer to engage in different ways. The Working Group has taken this knowledge seriously, and was fortunate to partner with Teresa Marzilli, the Town's Community Outreach and Engagement Coordinator, who works in the Diversity, Equity & Inclusion Division. Mx. Marzilli's expertise helped the Working Group craft and execute an extensive outreach plan.

Here is a list of some of the highlights of the outreach efforts (video recording of events and supporting slide decks as well as comprehensive survey reports can be found on the MBTA Communities page of the Town's website):

- Arlington and MBTA Communities Zoning Virtual Public Meeting (November 17, 2022)
- Multi-family Housing in Arlington: A Community Visioning Session regarding MBTA Communities Virtual Public Meeting (March 9, 2023)
- Community Survey, over 1,000 responses received. (March - April 2023)

The survey listed thirteen general strategies, and residents were asked whether they felt each strategy was important to include, important but secondary to other options, whether they felt neutral, or whether they opposed. Along with these rating questions, respondents were given the opportunity to provide detailed comments and feedback. This public feedback helped shape the first iteration of district maps, along with noting topics for further consideration.

- MBTA Communities Public Meeting and Presentation of Draft Map (June 8, 2023)

The meeting was attended by more than 125 residents in-person. It was also live streamed by ACMi. Participants worked in small groups and provided valuable additional input in the iteration of the draft map as well as guidance for the overlay zone's dimensional requirements and priorities for bonus incentives.

- Community Survey and Meeting in a Box sessions (June – July 2023)

Asking the same questions as the June 8th public meeting, a survey and a meeting in a box were made available to the community to broaden the diversity of voices heard.

- MBTA Communities Working Group Public Meeting (July 25, 2023)

After presenting the latest version of the draft overlay district map and proposed dimensional requirements, the Working Group heard comments from over sixty community members, who provided feedback and input for the creation of the Working Group's final recommendations to the Arlington Redevelopment Board. The event was also live streamed by ACMi.

- “Office Hours” at Robbins Library (July – August 2023)
- Information table in the foyer of Robbins Library (July 2023)
- “Pop-Ups” at The Arlington Farmers Market, Arlington Eats, and the Senior Center (July – August 2023)
- Town-wide mailing to all Arlington residents to raise awareness about the Town's response to the requirements of the MBTA Communities Act and to encourage community members to join the conversation (August 2023).
- Presentations and conversations with many community groups, Town departments, and Town boards and committees, including the Chamber of Commerce, the Housing Corporation of Arlington, the Historic Districts Commission, the Affordable Housing Trust Board, the Open Space Committee, the School Department, and the Town's DEI commissions. (July 2023 - Present)
- The Working Group will continue to make members available to speak and answer questions at upcoming Precinct Meetings and other events in the lead up to Town Meeting. (Present through Town Meeting)

Community Visioning Survey

The MBTA Communities Working Group and the Department of Planning and Community Development created a survey to gather public input on how Arlington should go about meeting the requirements of the new law. The survey listed thirteen general strategies. Residents were asked whether they felt each strategy was important to include, important but secondary to other options, whether they felt neutral, or whether they opposed. Residents were not asked to prioritize among the strategies. Along with these rating questions, respondents were given the opportunity to provide detailed comments and feedback. The survey was the subject of a well-attended public meeting, publicized on the Town website, in Town email notices, and on the Town’s social media. During the months of March and April 2023, 1,033 people responded to the survey, including 2,325 comments from 506 distinct respondents. This public feedback⁵ helped shape the first iteration of district maps, along with noting topics for consideration as we moved through the process.

Community Visioning Survey

Residents were asked whether they felt each of 13 general strategies was important to include, important but secondary to other options, whether they felt neutral, or whether they opposed. Residents were not asked to prioritize among the strategies.

Along with these rating questions, respondents were given the opportunity to provide detailed comments and feedback.

There are several ways to look at the results of the survey’s multi-choice questions, and this section will provide three. The first is to look at the strategies that respondents felt were **important** to include. These are:

% Important	Strategy
64.74%	Integrating sustainable principles
62.29%	Encouraging multi-family housing that includes affordable units
59.88%	Encouraging multi-family housing near public transit
59.24%	Promoting development and vitality of commercial centers
56.91%	Providing access to shared community spaces
52.45%	Avoiding flood-prone areas
50.84%	Encouraging multi-family housing in walkable and bikeable locations
45.45%	Encouraging multi-family housing that includes mixed uses
39.48%	Encouraging multi-family housing near commercial corridors
37.45%	Encouraging multi-family housing in all neighborhoods
36.46%	Encouraging multi-family housing along commercial corridors
35.12%	Encouraging multi-family housing in commercial centers
24.13%	Encouraging multi-family housing on existing large parcels

⁵ <https://www.arlingtonma.gov/home/showpublisheddocument/65987/638236619962500000>

A second way is to view the strategies with **support** (i.e., where the respondent answered "important", or "important but secondary to other goals"). These are:

% Support	Strategy
87.11%	Integrating sustainable principles
82.23%	Promoting development and vitality of commercial centers
79.79%	Providing access to shared community spaces
76.85%	Encouraging multi-family housing that includes affordable units
76.44%	Encouraging multi-family housing near public transit
72.95%	Encouraging multi-family housing in walkable and bikeable locations
71.34%	Encouraging multi-family housing that includes mixed uses
67.67%	Avoiding flood-prone areas
62.51%	Encouraging multi-family housing near commercial corridors
60.27%	Encouraging multi-family housing in commercial centers
59.85%	Encouraging multi-family housing along commercial corridors
55.17%	Encouraging multi-family housing in all neighborhoods
46.47%	Encouraging multi-family housing on existing large parcels

A third way is to view the strategies according to what was **acceptable** (i.e., where the respondent answered "important", "important, but secondary to other goals", or "neutral"). These are:

% Acceptable	Strategy
94.43%	Integrating sustainable principles
92.40%	Promoting development and vitality of commercial centers
90.10%	Providing access to shared community spaces
89.25%	Encouraging multi-family housing that includes mixed uses
85.34%	Encouraging multi-family housing that includes affordable units
84.62%	Encouraging multi-family housing near public transit
84.62%	Encouraging multi-family housing along commercial corridors
84.36%	Avoiding flood-prone areas
84.11%	Encouraging multi-family housing in walkable and bikeable locations
82.72%	Encouraging multi-family housing near commercial corridors
82.60%	Encouraging multi-family housing in commercial centers
75.24%	Encouraging multi-family housing on existing large parcels
69.41%	Encouraging multi-family housing in all neighborhoods

Sustainability

No matter which lens one uses to view the results, there is a clear preference for integrating sustainable principles in planning for new multi-family housing. Sustainable principles can be applied at all scales of planning and development. Sustainable development meets our current

needs while protecting our planet for future generations by balancing economic development, social equity and environmental protection. Many of the questions in the survey addressed sustainable development more specifically, like housing near public transit, walkable and bikeable locations and avoiding flood-prone areas. The survey results show that all of these are widely supported in Arlington. Related to sustainable development is the concept of “Smart Growth” that encourages compact, transit-oriented, walkable and bikeable communities including neighborhood schools, complete streets, and mixed-use development with a range of housing types. Smart Growth embodies Arlington’s goals and values and is a framework that can be used to plan future development. The Town’s Net Zero Action Plan,⁶ adopted in 2021, directly connects sustainability and MBTA Communities by explicitly prioritizing higher density, transit oriented housing. Finally, the responses support the idea that participation in the state’s Fossil Fuel Free Demonstration Program is a community priority.

Commercial Vitality

The general goal of promoting the development and vitality of Arlington's commercial centers gathered high support. There are a number of ways this can be done particularly with a “Smart Growth” mindset. A subset of questions like (a) encouraging multi-family housing in commercial centers, (b) encouraging multi-family housing along commercial corridors, (c) encouraging multi-family housing near commercial corridors, and (d) encouraging multi-family housing that includes mixed-use drew the support of approximately 60% or more of respondents. The rationale of these strategies is to locate multi-family housing where it can provide more customers, foot traffic, and patronage to Arlington's restaurants, shops, and services. Our consultants from Utile provided the following as a rough guideline: it generally takes one household to support 30 square feet of retail space. This equates to needing 100 households to support a 3000 square foot store. Allowing more residents to live within walking distance of our businesses creates the potential for more commercial vitality.

Affordable Housing

A number of survey respondents expressed a desire to see multi-family housing with a larger percentage of affordable (i.e., subsidized) dwellings, or affordable dwellings priced for lower income households. However, Section 3A's multi-family requirements only provides a limited opportunity to do so. Any community that wishes to implement more than a 10% affordability requirement must provide an economic feasibility analysis showing that a variety of multi-family housing types can be feasibly developed under the requirements it proposes. Arlington currently requires 15% (one in six) affordable units in developments of six dwelling units or more, priced for 60% of the area median income. The Department of Planning and Community Development has contracted for the necessary feasibility analysis showing that our current 15% rate is economically viable, and we expect that our 15% inclusionary zone will be acceptable to the State.

⁶ <https://www.arlingtonma.gov/home/showpublisheddocument/55139/637885684739670000>

Multi-family Zoning in Arlington Today

Today in Arlington, multi-family housing (3+ homes) requires a Special Permit. The districts that allow multi-family housing are located in pockets, mostly in the places where multi-family housing existed in 1975. Much of our current zoning dates to a major rewrite of our master plan, zoning map and zoning bylaw completed in 1975. The changes to the bylaw made in 1975 required a Special Permit for all multi-family housing and generally increased minimum lot sizes, reduced maximum heights, and increased parking requirements for multi-family housing. These changes to Arlington's zoning followed a moratorium on the construction of apartment buildings and were designed to limit multi-family housing development in Arlington. Other cities and towns around Boston enacted similar restrictions during this period. With the notable exception of allowing mixed-use in the B1-B5 districts in 2016, the 1975 limits and requirements placed on the creation of multi-family housing in Arlington remain largely in place today.

Arlington's Fair Housing Action Plan, adopted in 2021:

"As segregation in greater Boston was challenged and integration became a real prospect across the region, Arlington's attitude toward development shifted. **Concerted opposition to development projects began in the 1960s and became more organized in the early 1970s. Activists used both explicit and coded anti-integration language to rally opposition to apartment development** and the related effort to downzone portions of the Town. In 1975, following a one-year moratorium on multi-family construction, Town Meeting adopted a new, more complex Zoning Bylaw that created multiple new permitting processes for most forms of development and "downzoned" most of the town through restrictions on density, height, lot size, and parking. **The ability to develop any type of residential use except higher-cost, single-family housing was severely curtailed.** In 1991, Town Meeting adopted an amendment creating the R0 district, which extended this logic to require even larger lots of new single-family homes in some parts of town.

Guiding Principles

The Working Group has created a proposed overlay zoning district that allows by-right multi-family zoning. The proposal also includes incentive programs to encourage builders to include ground floor commercial, additional affordable housing, or upgraded outdoor spaces along the main corridors. The proposal is guided by the principles identified through community and stakeholder input, existing planning documents and the intent of the law:

- Encourage more housing in a variety of sizes and price points,
- Encourage housing located near public transit,
- Encourage housing to provide a customer base in support of local businesses,
- Encourage multi-family housing spread across Arlington, and
- Ensure compliance with MGL c. 40A § 3A (The MBTA Communities Act)

Encourage more housing in a variety of sizes and price points

Arlington and the greater Boston region need more housing in a variety of sizes and at a variety of price points. Our region is experiencing a well-documented housing crisis because we have not built enough new homes to keep up with economic and population growth in recent decades. Massachusetts has among the highest, and fastest growing, home prices and rents of any state in the nation, and Arlington is part of this trend. The State's Future of Work study estimated a shortage of up to 200,000 homes.

Arlington's Fair Housing Action Plan⁷, adopted in July 2021, notes that our current zoning bylaw is "in many areas, more restrictive than Arlington's historic development patterns" and the action plan

includes recommendations to "allow three-family, townhouse, and multi-family housing options by right in districts nominally meant for them" and to "amend restrictive dimensional and parking requirements for multi-family uses that make development infeasible in districts where those uses are appropriate."

More housing in a variety of sizes benefits:

- seniors having trouble finding appropriate housing to downsize into
- municipal workers who want to live in the community they serve
- young adults who grew up in Arlington but can't afford to return
- young families just starting out, and
- people who need housing with accessibility features

The 2022 Town of Arlington Equity Audit included 12 recommendations, one of which was related to zoning. It recommends that Arlington "address restrictive policies for residential zoning districts in order to allow for desegregation." The equity audit specifies three strategies for doing so: removing the requirement for a special permit to develop multi-family housing;

⁷ <https://www.arlingtonma.gov/home/showpublisheddocument/57214/637620332766000000>

allowing the development of multi-family housing in the R0 and R1 zones; and allowing for an inclusionary zoning bonus in high-density residential zoning districts.

The Working Group has heard from community members who would benefit from a wider variety in our housing stock. Including seniors having trouble finding appropriate housing to downsize into; municipal workers who want to live in the community they serve; young families just starting out; people who need housing with accessibility features; and young adults who grew up in Arlington but can't afford to return. Encouraging more housing in a variety of sizes and price points gives more options to these groups who are so vital to the fabric of our community.

More housing over time

The Working Group has chosen to create a proposal that over time will result in new multi-family housing and helps us make progress on the goals we share as a community: to be welcoming and inclusive, to be climate leaders, to give access to our open spaces, and to support vibrant businesses.

The Working Group also heard from some community members who have encouraged us to create a plan with the explicit goal of bare minimum compliance, suggesting that more multi-family housing would not benefit our community. Many of these bare minimum plans would zone no additional housing, and some would even zone for less housing than currently exists.

The Working Group has chosen to create a proposal that over time will result in new multi-family housing and helps us make progress on the goals we share as a community: to be welcoming and inclusive, to be climate leaders, to give access to our open spaces, and to support vibrant businesses. In contrast, a proposal designed to do the bare minimum will not encourage much, if any, new housing. It might allow us to meet the letter of the law, but it will not help us make progress on the goals that we share as a community.

Encourage housing located near public transit

Under Section 3A guidelines, Arlington has the flexibility to locate our districts anywhere in town. However, locating housing near transportation is an explicit goal of the legislation and existing Town plans. This strategy was also highly valued by participants in our April survey. Arlington residents drive fewer miles per day than many other residents of the Commonwealth⁸. Locating housing near transit offers additional climate benefits by making it more convenient for residents to

Encourage housing located near public transit

Arlington residents drive fewer miles per day than many other residents of the Commonwealth. Locating housing near transit offers additional climate benefits by making it more convenient for residents to access their daily needs without using a car, further reducing our dependence on single occupancy vehicles.

⁸ <https://geodot-homepage-massdot.hub.arcgis.com/pages/massvehiclecensus>

access their daily needs without using a car, further reducing our dependence on single occupancy vehicles.

The Town's Net Zero Action Plan⁹ and the Connect Arlington Sustainable Transportation Plan¹⁰, both adopted in 2021, include recommendations to "continue to encourage and incentivize mixed-use, higher density development near transit and jobs" because "people who live or work in or adjacent to mixed-use environments, and especially those served by transit, often drive less because it is more convenient to walk or bike to eat, shop, or hop on a public transit option." The Sustainable Transportation Plan also recommends reduced parking minimums and consideration of parking maximums.

Arlington has access to transit through the Red Line at Alewife and via our bus lines, especially the 77. The Working Group received suggestions and considered locations near almost all transit routes including Park Ave, Pleasant St, Summer St, Mystic Street, along the Route 2 Access Rd, along the Minuteman Bikeway, and near Alewife. Ultimately the Working Group decided to focus on Mass Ave and Broadway because of a desire to avoid areas within the floodplain, to spread the district to more parts of town, and to locate housing near our existing

commercial areas. The Working Group shares the community's concerns about the current state of the MBTA, but is also encouraged that the 77 is proposed to be part of the "High Frequency Network" as the MBTA works to hire more drivers and implement their bus network redesign.

Recommended in the Net Zero Action Plan

The Town's Net Zero Action Plan and the Connect Arlington Sustainable Transportation Plan include recommendations to "continue to encourage and incentivize mixed-use, higher density development near transit and jobs" because "people who live or work in or adjacent to mixed-use environments, and especially those served by transit, often drive less because it is more convenient to walk or bike to eat, shop, or hop on a public transit option."

Encourage housing to provide a customer base in support of local businesses

The general goal of promoting the development and vitality of Arlington's commercial centers gathered high support in our April survey. There are a number of ways this can be done particularly with a "smart growth" mindset. The rationale of this strategy is to locate multi-family housing where it can provide more customers, foot traffic and patronage to Arlington's restaurants, shops, and services. Our consultants from Utile provided the following as a

Support local businesses

Allowing more residents to live within walking distance of our businesses creates the potential for more commercial vitality by providing more customers, foot traffic, and patronage to Arlington's restaurants, shops, and services.

⁹ <https://www.arlingtonma.gov/home/showpublisheddocument/55139/637885684739670000>

¹⁰ <https://www.arlingtonma.gov/home/showpublisheddocument/56982/637641174457130000>

rough rule of thumb: it generally takes one household to support 30 square feet of retail space. This equates to needing 100 households to support a 3000 square foot store.

Allowing more residents to live within walking distance of our businesses creates the potential for more commercial vitality. The Working Group received clear guidance from the ARB to avoid existing industrial and commercially zoned properties as part of our proposal, and we have done so, focusing our proposal on the areas in proximity to, but not in, our major commercial centers of Capitol Square, Arlington Center, and Arlington Heights.

Encourage multi-family housing spread across Arlington

Under the Section 3A guidelines, Arlington has the flexibility to locate our districts anywhere in town. In fact, the Working Group received suggestions and considered locations in almost all areas of town including Park Ave, Pleasant St, Summer St, Mystic Street, along the Route 2 Access Rd, along the Minuteman Bikeway, and near Alewife. The Working Group heard from both community members and the school department that it was important not to cluster a district in the catchment area for a small number of elementary schools. The proposal from the Working Group is spread across all the current catchment areas for the elementary schools and gives the school department flexibility to continue to use buffer zones to manage any future changes in enrollment.

Ensure compliance with MGL c. 40A § 3A (The MBTA Communities Act)

The proposal was developed with the support of the professional staff in the Department of Planning and Community Development and our consultant Utile. The proposed map and zoning language have been submitted to the Executive Office of Housing and Livable Communities (EOHLC) for pre-adoption review, which we expect to have back before Town Meeting discusses the proposal.

The guidelines from the Executive Office of Housing and Livable Communities (EOHLC) are extensive¹¹ and were revised by the state on August 17th, 2023, as the Working Group was finalizing the proposal. After reviewing the updated guidelines¹², the Working Group believed the new provisions allowing some limited options to require ground floor commercial did not offer an improvement over the current strategies of incentivizing ground-floor commercial and placing the multi-family district outside of areas currently zoned for commercial use.

Pre-adoption review

The proposed map and zoning language have been submitted to the state for pre-adoption review, which we expect to have back before Town Meeting discusses the proposal.

¹¹ <https://www.mass.gov/info-details/section-3a-guidelines>

¹² <https://www.mass.gov/info-details/summary-of-081723-revisions-to-section-3a-guidelines>

MBTA Communities Proposal

As the Working Group was developing the proposal, we considered many locations across Arlington. As you look at the final proposed map, you can see how the guiding principles have shaped the locations that we've chosen. The proposal follows our highest frequency bus lines from Arlington Heights to East Arlington. The proposal avoids our flood plains and historic districts. The proposal is in proximity to, but not in, our existing commercial areas.

The proposed district covers 110 of Arlington's 3,517 acres. In the proposed district there are approximately 2,100 homes existing today. The state's compliance model, which calculates how many homes could exist in the proposed district if somehow every existing home were removed, and if every lot was built to the absolute maximum, and if it was built with no parking, and if every unit was a 1,000 square foot apartment, calculates a 'capacity' of 7,268 units. Please note that capacity is meant to measure 'reasonable size' and not as a calculation of likely future development.

The Working Group has created a proposal that over time will result in new multi-family housing and helps us make progress on the goals we share as a community: to be welcoming and inclusive, to be climate leaders, to give access to our open spaces, and to support vibrant businesses.

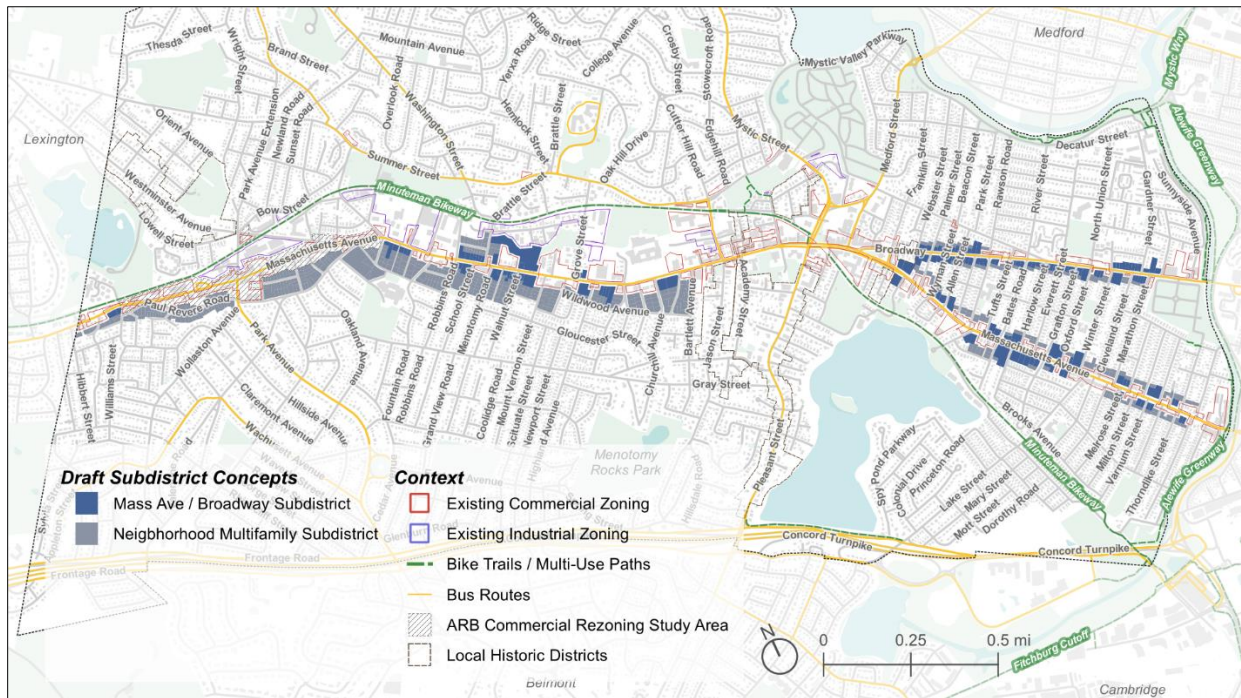
Subdistricts

The properties included in the proposed map can be described in three subdistricts:

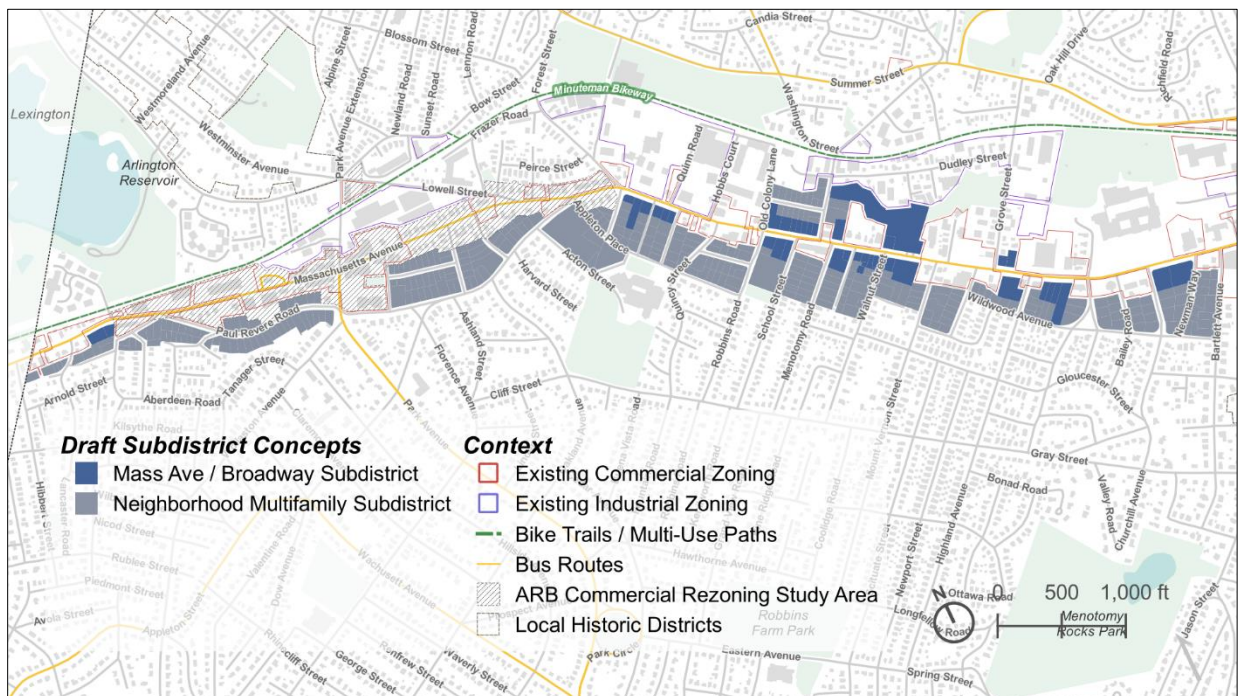
1. Mass Ave: properties with frontage on Mass Ave (shown in blue)
2. Broadway: properties with frontage on Broadway (shown in blue)
3. Neighborhood: properties without frontage on Mass Ave or Broadway (shown in gray)

Each of these subdistricts has distinct setback requirements and height limits. In the neighborhood subdistrict, the side setbacks are larger, and the height limit is lower. The incentive programs for ground floor commercial, increased affordability and better open space usage also apply differently between the districts. The commercial bonus is decreased on Broadway compared with Mass Ave and there are no incentive programs in the neighborhood subdistrict. Following the maps there is a summary table of the various dimensional controls and bonus programs.

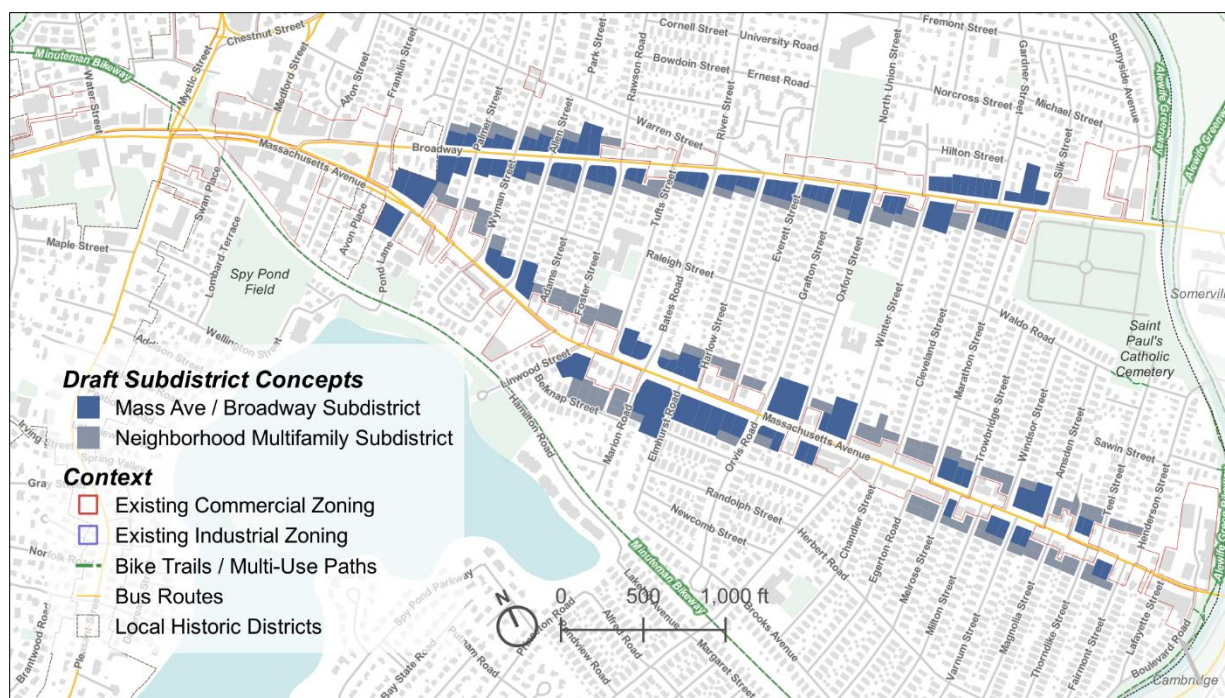
Proposed Overlay Map



Full View of Arlington (above)



Detail View of Arlington Heights (above)



Detail View of East Arlington (above)

Full Size Map: <https://www.arlingtonma.gov/home/showpublisheddocument/66583>

Dimensional Regulations

The following table shows the required setbacks and height limits for by-right residential development in each subdistrict:

Dimensional Regulations	Minimum Setback (in feet)			Maximum Height	
	Front	Side	Rear	Stories	Feet
Mass Ave (in blue)	15	5	20	4	52
Broadway (in blue)	15	5	20	4	52
Neighborhood (in gray)	15	10	20	4	46

The Building Code requires that buildings that are 4 stories or taller have an elevator and meet other accessibility requirements. This was a major driver behind the Working Group choosing to allow by-right residential to be 4 stories tall in all subdistricts. We have heard from many community members that a lack of housing with elevators and other accessibility features is a barrier to residents with different abilities finding housing, and a barrier for seniors looking to downsize and stay in Arlington.

Parking

The proposal includes a parking maximum of 1 space per unit, with no minimum parking requirement. The parking recommendations in the proposal align directly with strategies from Arlington’s Net Zero Action Plan and the Connect Arlington Sustainable Transportation Plan.

Strategy F.1.2.2 from the Connect Arlington Sustainable Transportation Plan¹³, adopted in 2021, notes “parking maximums typically work best in mixed-use areas proximate to essential goods and services—such as grocery stores—and frequent transit service or alternative transportation options. In Arlington, this would include all of Mass Ave and Broadway.”

Connect Arlington Sustainable Transportation Plan

“Parking maximums typically work best in mixed-use areas proximate to essential goods and services—such as grocery stores—and frequent transit service or alternative transportation options. In Arlington, this would include all of Mass Ave and Broadway.”

The Perfect Fit Parking Study¹⁴ from the Metropolitan Area Planning Council gathered data about actual parking usage at multi-family buildings. Their data show peak parking demand below 1 space per unit across all of the Arlington properties surveyed.

The Arlington Net Zero Action Plan lists “successful adoption of reduced parking requirements” as the measure of success for Priority Action ZEM 6.¹⁵

Land required for parking drives up the price of housing, contributes to heat islands, and encourages the use of automobiles. By capping the amount of parking and allowing the future possibility of little or no parking we reduce housing costs, encourage more sustainable transportation, and reduce heat island effects.

¹³ <https://www.arlingtonma.gov/home/showpublisheddocument/56982/637641174457130000>

¹⁴ <https://perfectfitparking.mapc.org/>

¹⁵ <https://www.arlingtonma.gov/home/showpublisheddocument?id=55139>

Incentive Programs

The stated purpose of Section 3A is to encourage the production of multi-family housing; the law limits the ability of communities to impose other restrictions that might (intentionally or not) defeat the primary purpose of the law. The proposed multi-family zoning regulations meet this goal by allowing for by-right construction up to 4 stories along the Mass. Ave and Broadway corridors. However, the Working Group also heard strongly from the community that the plan needed to do more to respond to Arlington's needs and values, in three areas in particular:

1. Preserve commercial uses and encourage new mixed-use buildings
2. Respond to the need for affordable housing
3. Encourage high-quality open space

In response to these needs and values, the Working Group and the Department of Planning and Community Development have developed a set of incentives. These allow for additional stories (one on Broadway, up to two on Mass. Ave) for buildings that meet certain criteria, as well as reduced setbacks for mixed-use buildings along Broadway and Mass Ave. These incentives do not apply to the Neighborhood Multi-Family District. The table below summarizes the incentives and following the table is additional information about each incentive program.

<i>Incentives</i>	<i>Mixed-Use</i>	<i>Affordable</i>	<i>SITES</i>	<i>Max Height</i>
<i>Mass Ave</i>	+2 stories 0 ft front setback	+1 story for 22.5% affordable +2 stories for 25% affordable	+1 story	6 stories
<i>Broadway</i>	+1 story 0 ft front setback	+1 story for 22.5% affordable	+1 story	5 stories
<i>Neighborhood</i>	N/A	N/A	N/A	4 stories

Mixed-Use Incentive

There was substantial support throughout the process for maintaining and even expanding the Town's commercial tax base and services. In response to community concerns about the potential loss of commercial uses, the Working Group did not include any parcels zoned Commercial or Industrial in the new multi-family overlay. The multi-family districts cover only residential-zoned parcels along the Mass. Ave and Broadway corridors, near but not in existing commercial centers. Locating more housing near stores, businesses, and employers is an approach that helps both residents and businesses, placing residents near services, and increasing the customer base for businesses.

For parcels directly abutting Mass. Ave and Broadway, the Working Group felt it would be beneficial to encourage mixed-use buildings with commercial on the first floor and residential above. Examples of this type of development include the Arlington EATS building at 117 Broadway and the 882-889 Mass Ave block. However, the Working Group heard from many parties that property owners generally find commercial space less profitable to build than residential. Therefore, the proposal includes a height and setback bonus for projects that provide commercial space.

Mixed-Use Incentive

In order to qualify for the Mixed-Use Incentive, a project must allocate:

- 60% of the ground floor **area** to commercial, and
- 80% of the ground floor **frontage** to commercial

In return a project may:

- Come to the front lot line
- Add additional stories

To benefit from these bonuses, a project must allocate 60% of the ground floor area to commercial uses and 80% of the ground floor frontage. Buildings that meet this requirement may do one or both of the following:

1. Come up to the front lot line. This is in keeping with the current zoning requirements for commercial and mixed-use buildings in Business Zones (except B1). Moreover, it is simply good urban design: shops and restaurants that come up to the sidewalk provide an interesting pedestrian experience and discourage parking in the front yard. Most of the buildings in Arlington’s existing commercial centers (Arlington Center, the Heights Business District, and Capitol Square) follow this pattern.
2. Add additional stories: one on Broadway, up to two on Mass. Ave. The first additional story allows the developer or building owner to provide a commercial space on the ground floor without sacrificing residential space. This will encourage the creation of new commercial spaces that would not otherwise be financially feasible. The second additional story – only available in the Mass Ave portion of the MBMF District – provides an even stronger incentive for the addition of commercial space along Arlington’s “Main Street”. For any stories above 4 (i.e. stories 5 and 6), the zoning requires a 7.5 foot step-back from the property line at street frontages.

A note regarding incentives vs. mandates: the initial guidelines provided by the State did not allow communities to require mixed-use development in Section 3A multi-family districts. On August 17, 2023, the State updated its guidelines to allow certain mixed-use districts to count towards a portion of the required total unit capacity. The Working Group reviewed these updated guidelines in its August 29th meeting. It concluded that while a requirement for mixed-use might make sense in certain areas, such as Arlington Center, it did not make sense in the areas that were chosen for the proposed multi-family districts, which are all residentially zoned.

The Working Group felt that its incentive-based approach – whose 60% requirement for ground-floor commercial floor area is double the threshold allowed by the State guidelines – would lead to more and higher-quality commercial spaces, without imposing a mandate that might be uneconomic or lead to vacant storefronts. However, the Working Group strongly encourages the Arlington Redevelopment Board to study the possibilities for mixed-use zoning in other areas of Town where a mandate for some commercial space might make sense.

Affordable Incentive

There was strong support on the Working Group for exceeding the Town’s Inclusionary Zoning requirement of 15% affordable housing, and we heard similar support in our conversations with the community. Early guidance from EOHLC indicated communities would have to justify a requirement over 10% for affordable housing to show that it is economically viable and would not inhibit the production of multi-family housing. On July 18, the Working Group requested that the Department of Planning and Community Development submit an economic feasibility analysis to the State to that effect. DPDC has contracted for that economic feasibility analysis and expect easy approval from the State. At a meeting 2 weeks later, the Working Group discussed a proposal to allow additional stories as an incentive for voluntarily providing a higher percentage of affordable units over the 15% currently required.

Affordable Incentive

The proposal requires 15% affordable housing, matching our existing requirements. It includes a height bonus for providing additional affordable units, up to one story along Broadway and 2 stories along Mass. Ave. One additional story raises the affordable housing requirement by 7.5%, to 22.5% of units. A second additional story (on Mass. Ave. only) raises the affordable housing requirement by another 2.5% to 25%.

The Working Group voted to include an affordability height bonus of one story along Broadway and two stories along Mass. Ave. One additional story raises the affordable housing requirement by 7.5%, to 22.5%. A second additional story (on Mass. Ave. only) raises the affordable housing requirement by another 2.5% to 25%. Income and rent or sale price restrictions match those in our existing Inclusionary Zoning regulation. This incentive assumes that the State allows the Town to increase the base inclusionary zoning over 10%. We expect a response from the State before Special Town Meeting.

The 28 incentives are sized based on an analysis of the financial return required to make a project feasible. Generally speaking, the per unit cost to build a 4-story building is greater than for a 5 or 6 story building, because some of the costs are fixed (i.e. land cost) and some may increase, but at a greatly reduced rate (i.e. architectural fees; some construction costs like site work, foundations, elevators, and the roof). Therefore, building higher is a more cost-efficient way to

provide housing.¹⁶ It costs an estimated 20 – 25% to increase the kind of small to moderately-sized building we anticipate would be common in this district from a 4-story building (16 units) to a 6-story building (24 units) – a 33% increase in number of units. This makes each unit marginally less expensive and potentially more profitable. As an example, if it costs \$400,000 per unit to develop 16 units, it might only cost \$325,000 per unit to develop 24 units. We propose that some of those cost savings would make it financially feasible for a developer to provide additional affordable units, with lower rents for income-qualified residents.

The proposal offers a single-story bonus for providing an additional 7.5% affordable units, and a two-story bonus for providing 10% affordable units, over what is required by our current zoning bylaw. Up to 2 additional stories would be allowed along Mass. Ave, up to one additional story along Broadway. In the following example scenario, the incentive would double the number of affordable units produced in the building:

Mass. Ave./Broadway Affordable Incentive Example Scenario:

	<i>Stories</i>	<i>Total Units</i>	<i>Required 15%</i>	<i>Bonus +7.5%</i>	<i>Bonus +2.5%</i>	<i>Affordable Units</i>	<i>Affordable %</i>
<i>Allowed by right</i>	4	16	3	N/A	N/A	3	15%
<i>+1 story</i>	5	20	3	2	N/A	5	22.5%
<i>+2 stories</i>	6	24	4	1	1	6	25%

Currently, the average rent for a 2-bedroom apartment in Arlington is approximately \$2,875. Looking at newer apartment buildings suggests \$3,600 is a better comparable 2-bedroom rent for projects developed under MBTA Communities zoning. Affordable rents, as defined by Arlington’s Inclusionary Zoning bylaw (60% area median income) are \$2,004. At these levels, the proposed density bonuses with affordability requirements should be enough to attract market rate developers to take advantage of the bonuses.

Environmental Incentive

Town plans reflect the need for development criteria that consider sustainability, climate resilience, and ecological land management.¹⁷ Residents have underscored their support for these goals in conversations about MBTA Communities and made specific requests that the Town incorporate such aims in the zoning criteria. The Department of Planning and Community Development explored various options to this end and found the SITES rating system¹⁸ by the Sustainable SITES Initiative to be the best framework to apply in the context of an MBTA

¹⁶ There are limitations on this assumption as buildings grow very large. For example, above a certain height, buildings must be framed in steel instead of wood. Given lot sizes in the district, we do not anticipate many buildings of a scale where this would have a noteworthy impact.

¹⁷ The Arlington Master Plan, Net Zero Action Plan, Hazard Mitigation Plan, Open Space and Recreation Plan, and Public Land Management plans have action items related to working with private actors to realize the Town’s goals on these topics.

¹⁸ <https://sustainablesites.org>

Communities. The proposed bonus is of one additional floor for a Gold-level certifiable development on the SITES scale.

Like its companion rating system LEED, SITES has become a standard for landscape design and construction. SITES emphasizes the design, construction, and maintenance of outdoor spaces but, through its synergies with LEED, also ensures healthy and sustainable buildings. SITES is evaluated across ten categories and the system has a maximum score of 200 points. A checklist of SITES prerequisites and credits is attached to this memo. The criteria align well with Arlington’s existing bylaws and regulations. The Town’s requirements ensure that compliance with SITES is easily within reach. Major developments are already typically asked to manage precipitation beyond the baseline, to provide bike and pedestrian friendly transit options, and to landscape with ecologically appropriate species—all of which are SITES criteria.

SITES is a suitable system for this context because it incentivizes outcomes that the Town wishes to see but does not yet have the capacity to require. For example, residents have requested features like publicly accessible site use (e.g., in the form of pocket parks) be required in the MBTA Communities districts. SITES helps to realize this goal by awarding points to the creation of open space where residents can sit in landscaped outdoor areas, enjoy green streetscapes, and enjoy the benefits of those amenities, like physical activity, mental restoration, enhanced social connection, and equitable site use. Beyond the existing Stormwater Bylaw, Arlington’s Engineering Division advises redevelopment projects to manage precipitation on site beyond the baseline and finds that designs can be achieved easily and cost-effectively that meet the 95th percentile precipitation event, in part through the design of functional stormwater features as amenities (e.g., rain gardens). Both best practices are SITES credits.

Even with such strong alignment, it will be necessary to adapt the SITES scorecard for use in Arlington. Certain landscape features to be conserved or enhanced under SITES are not present in the MBTA Communities districts—healthy soils and appropriate vegetation, special status species, to name a couple—while, at the opposite end of the spectrum, some criteria are not required under SITES that are essential to Town goals, such as reducing urban heat island effects. In addition to the standard scorecard, a modified SITES checklist will be tailored for use in Arlington. A draft sample version of such a scorecard is included in Appendix D.

SITES Rating System

SITES is a suitable system for this context because it incentivizes outcomes that the Town wishes to see but does not yet have the capacity to require. For example, publicly accessible landscaped outdoor areas, green streetscapes, and additional stormwater management are all examples of amenities that would count toward the incentive.

The Working Group and DPCD recommend that site plan review for SITES compliance and ongoing reporting be received, assessed, and recorded by DPCD staff. Successful implementation of these criteria will require that new owners be appraised of the requirements. DPCD recommends that notice of the requirements be recorded with the title for the property.

Key Concepts

Capacity

The scenarios modeled by our consultant Utile include a calculation of “capacity” based on the compliance model published by the state. It is important to note that zoning capacity is meant to measure whether a zone is of ‘reasonable size.’ Capacity is not trying to measure how much new housing will be built. Zoning capacity is a calculation of how many units could be built if every parcel started as an empty lot and was built to a theoretical maximum capacity.

The state’s compliance model calculates how many homes could exist in the proposed district if somehow every existing home were removed, and if every lot was built to the absolute maximum, and if none of the housing had any parking, and if every home was a 1,000 square foot apartment. The compliance model calculates a capacity of 7,268 units in the proposed district. There are approximately 2,100 homes that exist today in the district.

Despite the model showing a theoretical capacity increase of approximately 5,000, Arlington is only likely to see a fraction of that number of additional homes built in the next 10-20 years. There are many practical reasons for this, including:

- Most homeowners are not looking to sell their home so only a small number of homes come up for sale in any given year.
- Most builders are likely to include at least some parking.
- A number of existing properties are condominiums, and coordinating a purchase from all of the owners at once is unlikely in most cases.
- Some homes are newly built and the price to buy them would make it not financially feasible to turn them into multi-family housing.

The Working Group has chosen to create a proposal that over time will result in new multi-family housing and helps us make progress on the goals we share as a community: to be welcoming and inclusive, to be climate leaders, to give access open spaces, and to support vibrant businesses. In contrast, a proposal designed to do the bare minimum will not encourage much, if any, new housing. It might allow us to meet the letter of the law, but it will not help us make progress on the goals that we share as a community.

Capacity

Zoning capacity is meant to measure whether a zone is of ‘reasonable size.’
Capacity is not trying to measure how much new housing will be built.

The state’s compliance model calculates how many homes could exist in the proposed district if somehow every existing home were removed, and if every lot was built to the absolute maximum, and if none of the housing had any parking, and if every home was a 1,000 square foot apartment.

By-Right

The MBTA Communities / Section 3A law requires Arlington to have at least one zoning district of reasonable size in which multi-family housing (any residential property containing three or more housing units) is permitted by right (without a Special Permit). Individual property owners will have the option to decide if they want to redevelop their property under the new zoning. No property owner will be required to change their property or develop new housing. Construction of any new development will still require applying for a building permit, submitting plans, and completing inspections. It is expected that any new potential development would occur over years or even decades.

Inclusionary Zoning

Arlington's current zoning requires that 15% of dwellings be affordable (i.e., income-restricted) in new multi-family buildings with six dwellings or more. This is commonly called inclusionary zoning. There has been significant public support for allowing multi-family housing at that scale in the MBTA Communities districts to trigger affordability requirements.

Under Section 3A's guidance, municipalities must provide justification for affordability requirements greater than a rate of 10%. The Department of Planning and Community Development has contacted for an economic feasibility analysis showing that our 15% inclusionary zoning rate (currently in place for multi-family development in Town) is economically viable, and we are confident that the analysis will be acceptable to the State. The Working Group has also voted to incentivize a higher percentage of affordable dwellings.

Inclusionary Zoning Approval

The Department of Planning and Community Development has contacted for an economic feasibility analysis showing that our current inclusionary zoning 15% rate is economically viable, and we are confident that the analysis will be acceptable to the State. The Working Group has also voted to incentivize a higher percentage of affordable dwellings.

Implementation

Site Plan Review

Projects built under Arlington's proposed MBTA Communities zoning will be subject to site plan review by the Arlington Redevelopment Board. While site plan review is an administrative process, not discretionary, it will still provide the board and members of the public with an opportunity to review and comment on new project proposals. These reviews will be based on the standards that the ARB currently uses for Environmental Design Review, which include: preservation of landscape, relation of buildings to the environment, open space, traffic and circulation, surface water drainage, utility service, safety, heritage, microclimate, and sustainable building and site design.

Design Guidelines

Well-developed design guidelines can be a valuable part of the site plan review process, ensuring that builders understand community expectations beforehand. Arlington has existing Residential Design Guidelines¹⁹ for single- and two-family housing. There are also Design Standards for Industrial and Commercial development²⁰.

SITES Qualification

It will be necessary to adapt the SITES scorecard for use in Arlington. Certain landscape features to be conserved or enhanced under SITES are not present in the MBTA Communities districts—healthy soils and appropriate vegetation, special status species, to name a couple—while, at the opposite end of the spectrum, some criteria are not required under SITES that are essential to Town goals, such as reducing urban heat island effects. In addition to the standard scorecard, a modified SITES checklist will be tailored for use in Arlington. A draft sample version of such a scorecard is included in Appendix D.

The Working Group and DPCD recommend that site plan review for SITES compliance and ongoing reporting be received, assessed, and recorded by DPCD staff. Successful implementation of these criteria will require that new owners be appraised of the requirements. DPCD recommends that notice of the requirements run with the land and be recorded with the title for the property.

Historic Properties

While multi-family housing can be appropriate in historic districts, the Working Group chose to keep our proposal out of the eight Arlington Historic Districts. Development of properties in Historic Districts are subject to architectural review by the Historic District Commission. The Working Group felt that the State might view the inclusion of properties subject to these reviews as an attempt to avoid Section 3A's requirement for a by-right process.

Inspectional Services

Construction of any new development will still require applying for a building permit, submitting plans, and completing inspections. The Inspectional Services Department already oversees building permits and inspections for multi-family and mixed-use development in Arlington, and Section 3A does not make any changes to this part of the building process.

¹⁹ <https://www.arlingtonma.gov/home/showpublisheddocument/54518/637472609831970000>

²⁰ <https://www.arlingtonma.gov/home/showpublisheddocument/45347/636842906363630000>

Additional Recommendations

The MBTA Communities Working Group was formed to conduct public outreach and engagement, to listen and gather public input, and to translate these varied and diverse public viewpoints into a district map with the accompanying zoning regulations. Beyond the map and zoning regulations, the Working Group would like to make a number of additional recommendations to the town.

Apply our existing street tree planting bylaw to all residential districts

Arlington's Zoning Bylaw has public shade tree standards that apply to Business Districts (Section 6.3) and Industrial Districts (Section 5.6.2.D(5)), but no such standard for Residential Districts. The Working Group encourages the Arlington Redevelopment board to consider adopting similar shade tree standards for Residential Districts, including the multi-family districts proposed for Section 3A compliance.

Create more consistent business districts

The Working Group supports the Arlington Redevelopment Board's efforts to create a more consistent and cohesive Arlington Heights Business District. The Working Group encourages the ARB to pursue similar rezoning efforts in Arlington Center and Capitol Square.

Consider future mixed-use districts

After reviewing the Aug 17, 2023 guidance from the Executive Office of Housing and Livable Communities (EOHLC), the Working Group declined to incorporate new provisions that would allow a requirement for ground floor commercial. Members of the Working Group believed the new provisions did not offer an improvement over the current strategies of incentivizing ground-floor commercial and placing the multi-family district outside of areas zoned for commercial use. Having taken that position, members of the Working Group believe that EOHLC's guidance changes should be part of future mixed-use zoning considerations.

Encourage additional affordable housing opportunities

The MBTA Communities Working Group is recommending a set of bonuses for the inclusion of additional affordable (i.e., income-restricted) housing: an additional story for providing 22.5% affordable units, and an additional two stories for providing 25%. We are aware that the Affordable Housing Trust Fund Board (AHTFB) is also looking at policies that would allow the construction of affordable housing by-right, particularly at scales that would be eligible for Low Income Housing Tax Credits (larger projects that include housing for lower income households). The Working Group encourages the Arlington Redevelopment Board to consider future proposals from the AHTFB, and to tailor the MBTA Communities affordable housing bonuses in a complimentary fashion, in order to accommodate a range of projects scales and types.

Consider additional areas for multi-family housing in a future master plan

As the Working Group was developing the proposal, we considered many locations across Arlington. In particular, locations along or near Summer Street, Park Ave, Mystic Street, Pleasant

Street, the Route 2 Access Road and along the Minuteman Bikeway drew our attention. While these areas were ultimately not included in this proposal, it is not because the Working Group deemed them unsuitable for multi-family housing. We encourage any future Master Planning effort to consider ways to encourage multi-family housing in additional areas of Arlington.

Consider additional actions

The Working Group affirms that the MBTA Communities legislation is one piece in a complex puzzle, and that other actions and policies -- such as those listed in Arlington's Community Equity Audit and Fair Housing Action Plan -- are needed to address the region's housing challenges.

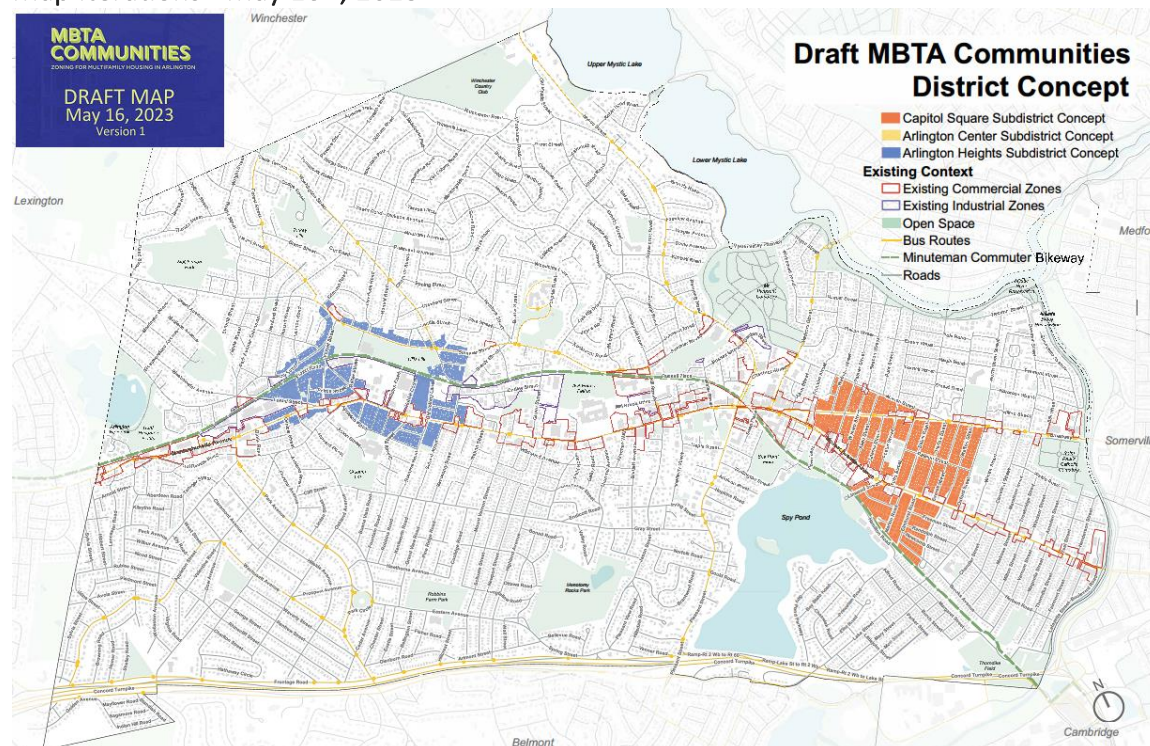
Appendix A: Map Iterations

Over the past several months, the Working Group has both reviewed themselves and received comment from the community on more than ten different versions of maps for Arlington's MBTA Communities overlay zone.

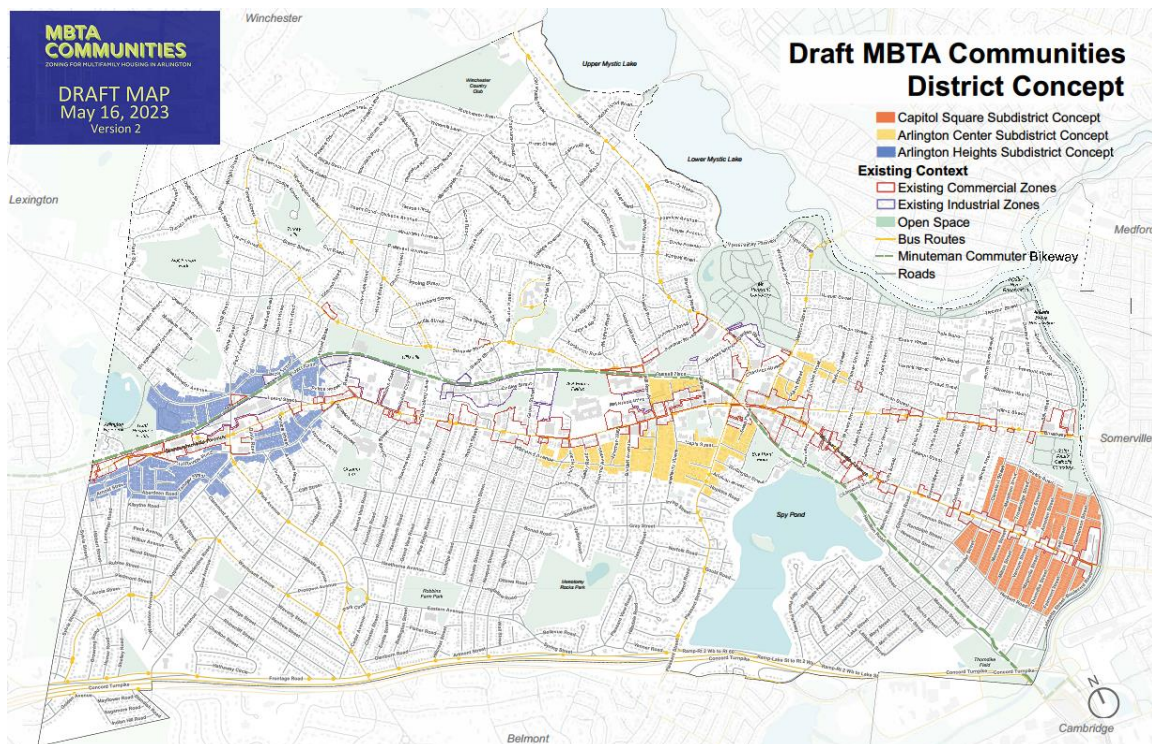
Each iteration of the map has reflected comments, questions, suggestions, and concerns from the Working Group and from the community. With early maps the Working Group was largely focused on “where” on the map the zones might go. As our work progressed, we also began to focus on “what sorts of building” would be allowed in the various subdistricts. As you follow the progression of maps you can see that they show ideas added, considered, modified, and discarded. In some cases, ideas from earlier maps return in later maps.

Looking at all the maps, starting with the May 16th version and ending with the proposal going to the ARB, the maps show the iterative nature of the Working Group's effort to listen to feedback, consider various perspectives, and ultimately to propose an optimal solution for Arlington.

Map Iterations - May 16th, 2023



<https://www.arlingtonma.gov/home/showpublisheddocument/65975/638236616845500000>



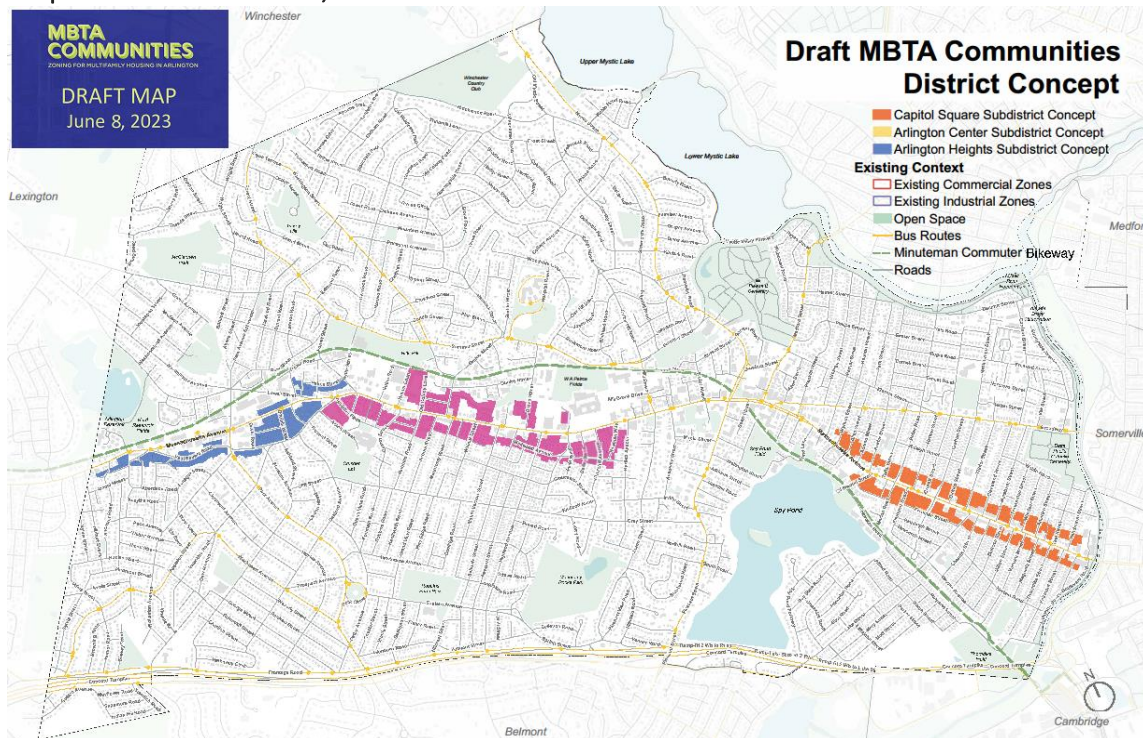
<https://www.arlingtonma.gov/home/showpublisheddocument/65977/638236616852070000>

Map Iterations - June 6th, 2023



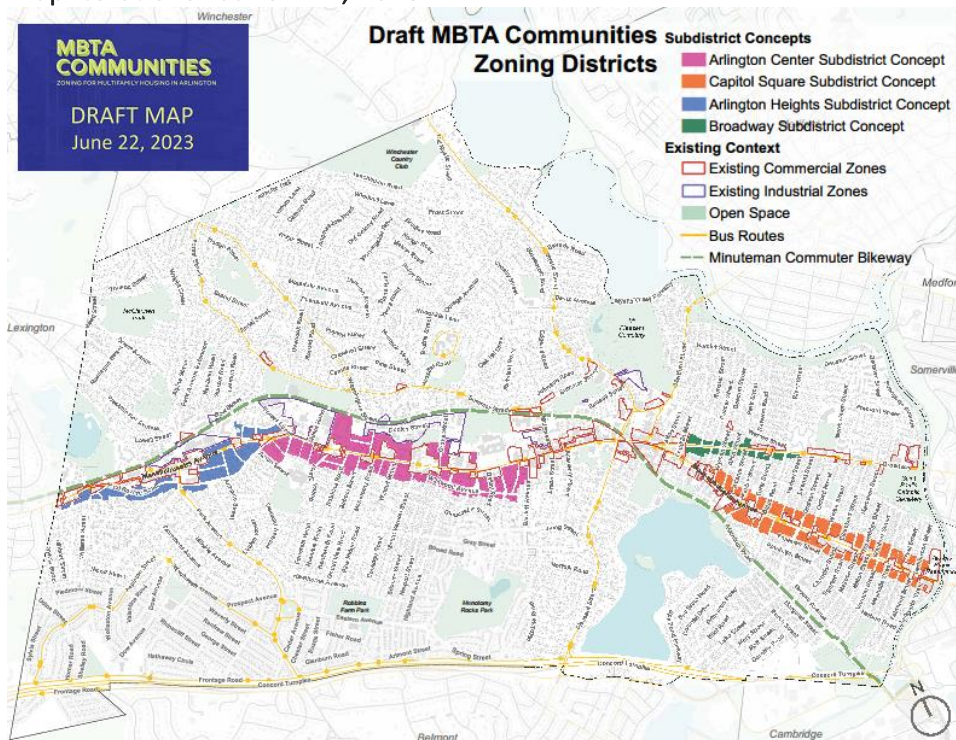
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Map Iterations - June 8th, 2023



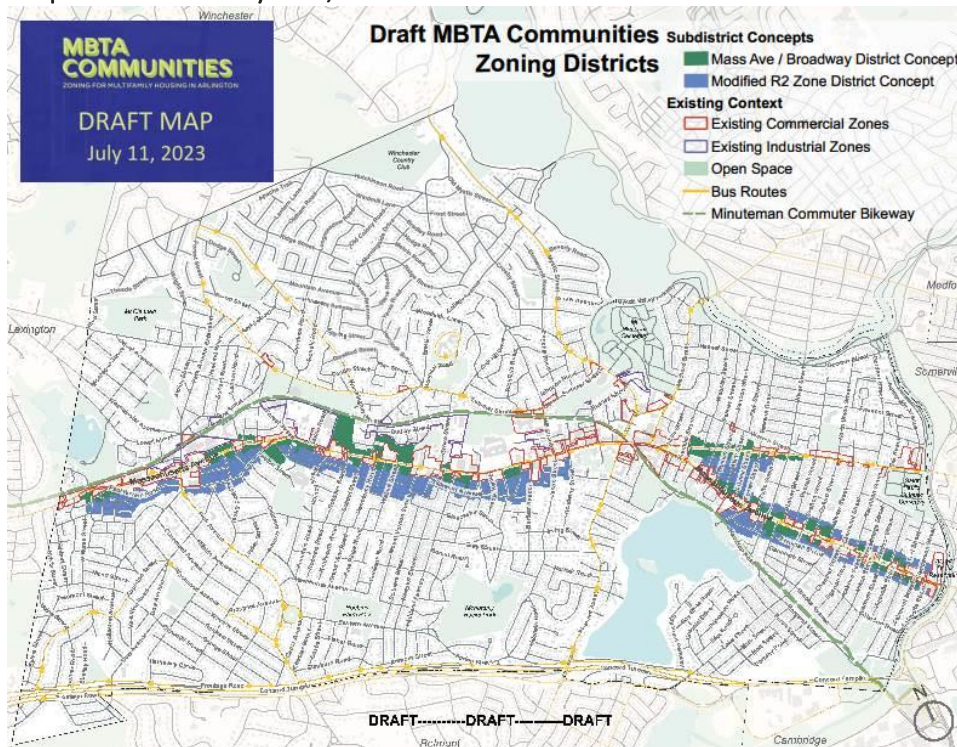
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Map Iterations - June 22nd, 2023



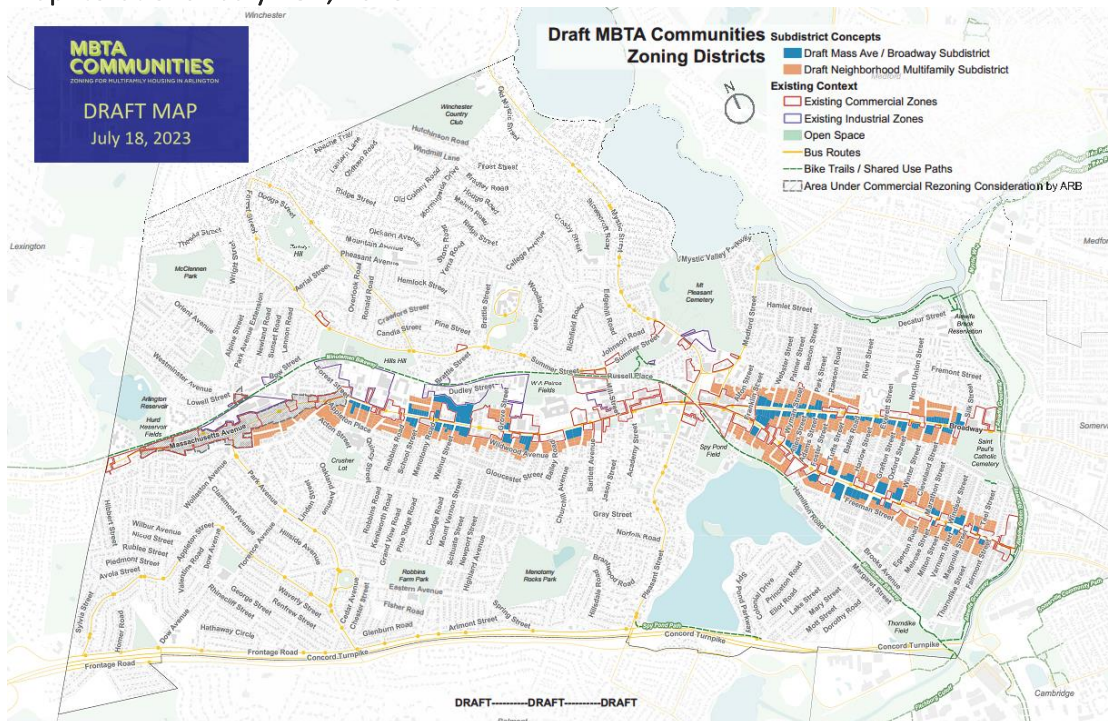
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Map Iterations - July 11th, 2023



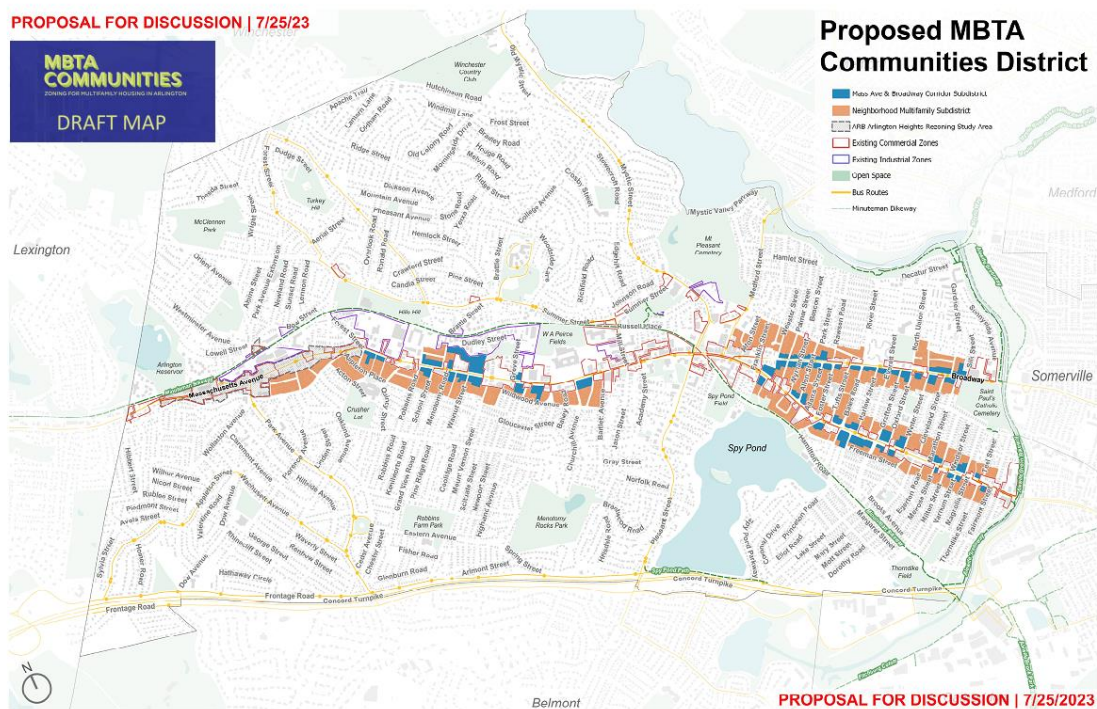
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Map Iterations - July 18th, 2023



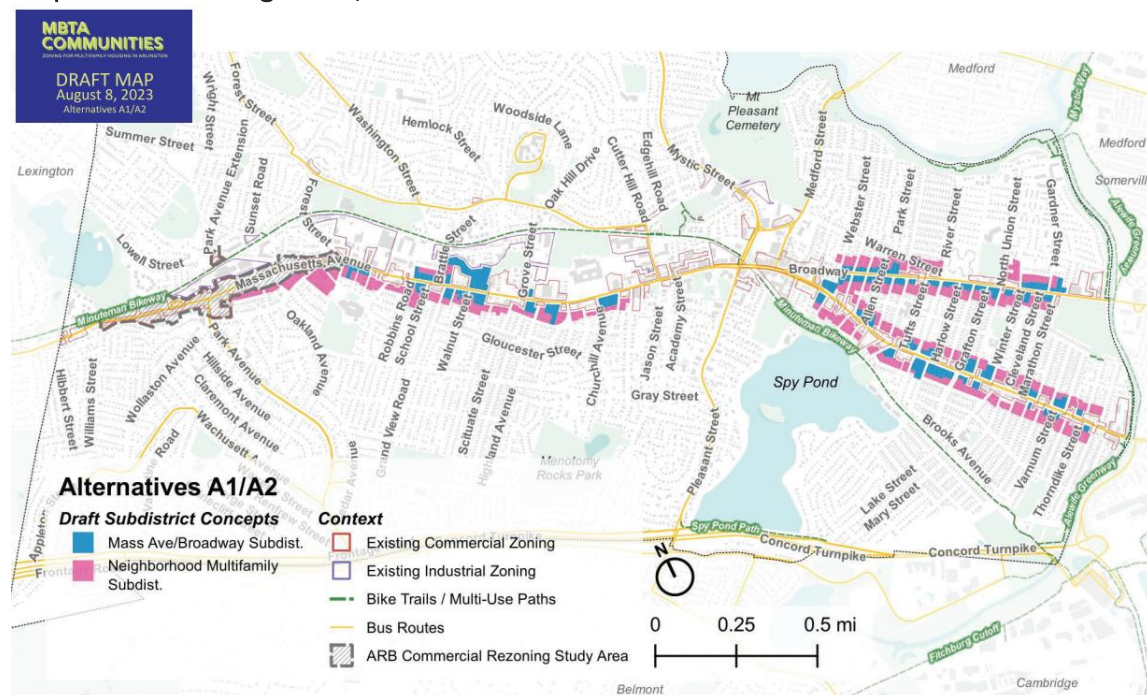
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Map Iterations - July 25th, 2023

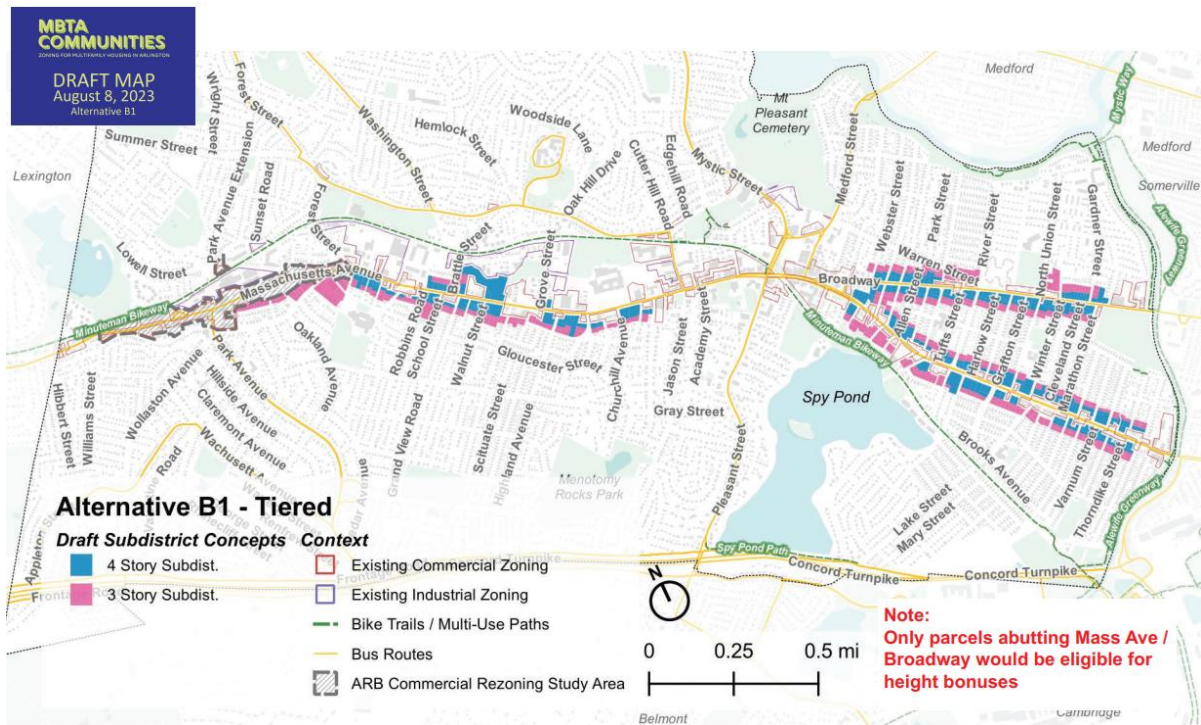


<https://www.arlingtonma.gov/home/showpublisheddocument/66215/638258738820870000>

Map Iterations - August 8th, 2023

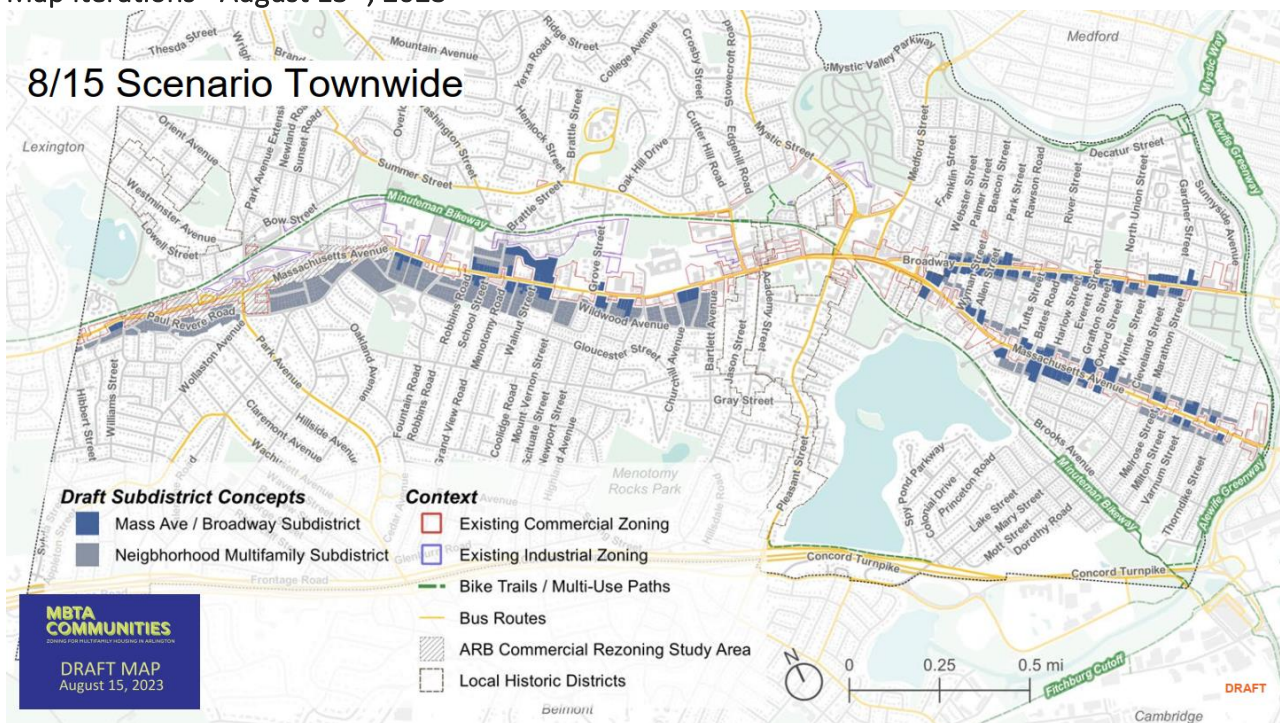


<https://www.arlingtonma.gov/home/showpublisheddocument/66437/638276997410670000>



<https://www.arlingtonma.gov/home/showpublisheddocument/66435/638276997687570000>

Map Iterations - August 15th, 2023



Appendix B: Housing Recommendations in the Community Equity Audit

The Community Equity Audit,²¹ completed for the Town in January of this year, includes three recommendations related to housing. Recommendation 12 is particularly relevant to our implementation of the MBTA

Communities law. We have re-produced the three housing-related recommendations in this appendix.

Please the Community Equity Audit for much more detail.

Community Equity Audit:

Our conversations with residents revealed the types of units being built in the Town do not fit the needs of the community's most vulnerable members, which was also highlighted in the Arlington Fair Housing Action Study.

Recommendation 10:

Establish and hire for a housing specialist or liaison position.

- a. Establish a pathway for the Town to expand capacity to address fair housing complaints and renter's rights violations.
- b. Develop and run a local renter support network and information hub.
 - i. Robust Renter's rights information.
 - ii. Connections to legal aid.
 - iii. Landlord/ tenant relations.
 - iv. Available housing options.

Recommendation 11:

Develop a community fund for rental assistance and rental housing improvement programs and establish a centralized system for grant writing, and fund procurement.

Recommendation 12:

Address restrictive policies for residential zoning districts in order to allow for desegregation.

1. Remove the requirement for a special permit to develop multifamily units.
2. Allow development of multifamily housing in the R0 and R1 zoning districts.
3. Allow for an inclusionary zoning density bonus in high-density residential zoning districts.

²¹ <https://www.arlingtonma.gov/home/showpublisheddocument/63916/638114686699730000>

Appendix C: Housing Strategies in the Fair Housing Action Plan

The Fair Housing Action Plan²² is a key document that provides a pathway forward for the Town to advance its commitment to housing for all. These are the proposed recommendations:

Strategy A: Increase awareness, education, and enforcement of fair housing laws.

- Pass a resolution that codifies Arlington's commitment to fair housing.
- Through notices and marketing materials, offer fair housing education and enforcement reminders to real estate professionals operating in Arlington.
- Continue holding public discussions on the impact of housing, the role of direct and indirect discrimination, and fair housing law.
- Contract with MCAD, Metro Housing Boston, or Suffolk Law School's Housing Discrimination Testing Program to provide fair housing training, testing, and enforcement in Arlington specifically.
- Work with Town boards and commissions as well as local nonprofits to disseminate educational materials on fair housing.

Strategy B: Alter Town governance structures and processes to address fair housing concerns.

- Add a Housing Working Group to the Arlington Human Rights Commission that focuses on fair housing issues. A liaison from the Department of Planning and Community Development for this working group should coordinate interdepartmental housing concerns and policy.
- Create a protocol for responding to fair housing complaints or allegations of fair housing violations that is uniform across commissions. The protocol should designate a commission and a staff person with responsibility over the complaint process.
- Change the existing complaint-driven code enforcement system to one with regular, proactive inspections.
- Explore alterations to the Town Meeting schedule and virtual participation methods that could make Town Meeting membership feasible for people who cannot join Town Meeting under the current procedures.
- Institute Equity Impact Assessments for each item on the Town Meeting warrant, particularly housing and development related items.

Strategy C: Reform the Zoning Bylaw to encourage development that increases fair housing choice.

- Reduce the overall complexity of the Zoning Bylaw through recodification.
- Allow two-family development by right in nominally single-family districts where two-family dwellings were historically commonplace.

²² <https://www.arlingtonma.gov/home/showpublisheddocument/57214/637641171662530000>

- Allow three-family, townhouse, and multifamily housing options by right in districts nominally meant for them.
- In districts intended for higher densities, only allow single-family developments by Special Permit, if at all.
- Amend restrictive dimensional and parking requirements for multifamily uses that make development infeasible in districts where those uses are appropriate.
- Explore zoning amendments that would allow the conversion of large existing single-family homes to two- and three-family homes.
- Explore zoning amendments that would allow two- and three-family homes in single-family districts where the total building size is similar to that of abutting single-family homes.
- Ensure zoning conforms with new state-level requirements for MBTA communities.
- Provide loans or grants to homeowners to develop accessory dwelling units in exchange for affordability restrictions.
- Raise the threshold for EDR review, particularly on major corridors, replacing that review with performance standards for new developments.
- Limit subjective criteria in discretionary reviews, eliminate review standards that perpetuate segregation, and define clear performance and design standards that projects will be reviewed against.
- Consider distinct density and dimensional regulations for development that is 100% affordable housing.
- Consider approvals by right for developments that are 100% affordable housing.

Strategy D: Use non-zoning techniques to encourage development that increases fair housing choice.

- Provide opportunities for housing developments that would trigger the Town's inclusionary zoning requirement.
- Amend Arlington's local preference policy to be more welcoming to nonresidents.
- Draft guidelines for addressing accessibility concerns on historic properties.
- Institute clear conservation performance standards for properties in conservation areas zoned for multifamily uses. These standards, if followed, should ensure approval from the Conservation Commission.
- Plan for and permit new housing development that could address Arlington's share of the regional housing supply gap.
- Encourage new developments to include sufficient accessible units.
- Prioritize family-sized units for new affordable housing units, including purpose-built affordable housing and inclusionary units.

Strategy E: Use Town resources to create opportunities to meet housing need.

- Explore expansions to Arlington’s tax exemption system that could apply to all income-eligible members of protected classes.
- Set a minimum annual dollar amount and minimum percent of CPA funds (above the statutory minimum) and CDBG funds that will go to address housing needs.
- Continue working with affordable housing providers and strategically using CPA and CDBG funds to create opportunities for HOME funding.
- Assess alternative funding resources such as housing bonds.
- Offer grants or low-interest loans to retrofit historic housing for accessibility.
- Explore funding opportunities to assist small property owners with lead abatement or removal.

Strategy F: Alter Arlington Housing Authority policy to increase fair housing choice.

- Explore the voluntary adoption of Small Area Fair Market Rents or exception payment standards.
- Eliminate rental application fees for voucher holders.
- Encourage landlords to follow HUD’s guidance on the use of criminal backgrounds in screening tenants.
- Eliminate barriers to tenant participation in AHA meetings by providing childcare and/or meeting at alternative times and days of the week.

Strategy G: Protect tenants in protected classes from displacement.

- Bolster protections of tenants by requiring property owners to give significant notice to tenants when they are preparing to redevelop or sell a property and when they are planning to raise rents.
- Advocate for passage of the Tenant Opportunity to Purchase Act at the state level. If it passes, support tenant purchasers through funding and technical support.

Strategy H: Encourage access to private housing by protected classes.

- Conduct targeted outreach and provide tenant application assistance and support to persons with disabilities, including individuals transitioning from institutional settings and individuals who are at risk of institutionalization.
- Maintain a database of housing that is accessible to persons with disabilities.
- Partner with one or more financial institutions and quasi-public institutions like the Massachusetts Housing Partnership to market available financing options to protected classes. Ensure those mortgage products are fair to borrowers.

Appendix D: Draft Sample SITES Scorecard

MBTA COMMUNITIES BONUS SITES CERTIFICATION							
Estimate points below (key at bottom)			PREREQUISITE OR CREDIT #	TITLE	CASE / OPTION / THRESHOLD	POINTS	POSSIBLE POINTS PER CREDIT
YES	?	NO					
0	0	0	0: REQUIREMENTS				
Y			REQ P0.1	Redevelop degraded sites			
Y			REQ P0.2	Locate projects within existing developed areas			
Y			REQ P0.3	Connect to multi-modal transit networks			
Y			REQ P0.4	Use an integrative design process			
Y			REQ P0.5	Reduce urban heat island effects			
Y			REQ P0.6	Reduce light pollution			
Y			REQ P0.7	Plan to monitor and report site performance			
Y			REQ P0.8	Engage users and stakeholders			

Estimate points below (key at bottom)			PREREQUISITE OR CREDIT #	TITLE	CASE / OPTION / THRESHOLD	POINTS	POSSIBLE POINTS PER CREDIT
YES	?	NO					
0	0	0	1: SITE DESIGN - WATERPossible Points: 25				
Y			WATER P1.1	Manage precipitation on site			
Y			WATER P1.2	Reduce water use for landscape irrigation			
			WATER C3.1	Manage precipitation beyond baseline	80th percentile precipitation event	6	6 to 10
					90th percentile precipitation event	8	
					95th percentile precipitation event	10	
			WATER C3.2	Reduce outdoor water use	Option 1: Reduce outdoor water use	5	5 to 7
					Option 2: Significantly reduce outdoor water use	6	
					Option 3: Eliminate outdoor water use	7	
			WATER C3.3	Design functional stormwater features as amenities	50% of stormwater features	6	6 to 8
					100% of stormwater features	8	

Estimate points below (key at bottom)			PREREQUISITE OR CREDIT #	TITLE	CASE / OPTION / THRESHOLD	POINTS	POSSIBLE POINTS PER CREDIT	
YES	?	NO						
0	0	0	2: SITE DESIGN - SOIL + VEGETATION				Possible Points:	30
Y			SOIL+VEG P2.1	Control and manage invasive plants	Case 1: No invasive plants found on site			
					Case 2: Invasive plants identified on site			
Y			SOIL+VEG P2.2	Restore soils disturbed during construction				
Y			SOIL+VEG P2.3	Use appropriate plants				
			SOIL+VEG C2.1	Optimize biomass	Minimal biomass			
					Low biomass	4	4 to 10	
					Medium biomass	6		
					High biomass	10		
			SOIL+VEG C2.2	Conserve and use native plants	40% total native plant score	4	4 to 5	
					60% total native plant score	6		
			SOIL+VEG C2.3	Conserve and restore native plant communities	20% total native plant community score	3	3 to 5	
					40% total native plant community score	4		
					60% total native plant community score	5		
			SOIL+VEG C2.4	Use vegetation to minimize building energy use (project must have building on site)	No buildings present on site			
					Provide shaded area - 30% shaded	3	3 to 5	
					Provide shaded area - 60% shaded	5		
			SOIL+VEG C2.5	Restore soils disturbed by previous development	Low point score	3	3 to 5	
					Medium point score	4		
					High point score	5		

Estimate points below (key at bottom)			PREREQUISITE OR CREDIT #	TITLE	CASE / OPTION / THRESHOLD	POINTS	POSSIBLE POINTS PER CREDIT
YES	?	NO					
0	0	0	3. HUMAN HEALTH + WELL BEING				Possible Points: 20
			HHWB C3.1	Provide optimum site accessibility, safety, and wayfinding		2	2
			HHWB C3.2	Promote equitable site use		2	2
			HHWB C3.3	Support mental restoration		2	2
			HHWB C3.4	Support physical activity		2	2
			HHWB C3.5	Support social connection		2	2
			HHWB C3.6	Encourage fuel efficient and multi-modal transportation		4	4
			HHWB C3.7	Minimize exposure to environmental tobacco smoke	Option 1: Designate smoke-free zones	1	1 to 2
					Option 2: Prohibit smoking on site	2	
			HHWB C3.8	Support local economy		4	4

0	0	0	3. OPERATIONS + MAINTENANCE				Possible Points: 25
			O+M C3.1	Recycle organic matter	100% of vegetation trimmings + food waste recycled / composted off site	5	5 to 7
					100% of vegetation trimmings + food waste recycled / composted on site	7	
			O+M C3.2	Minimize pesticide and fertilizer use	Option 1: Plant health care plan	6	6 to 8
					Option 2: Best management practices for plant health care	8	
			O+M C3.3	Use renewable sources for electricity needs	Option 2: Arlington Community Electricity - Local Greener (50%)	8	8 to 10
					Option 2: Arlington Community Electricity - Local Greenest (100%)	10	

Estimate points below (key at bottom)			PREREQUISITE OR CREDIT #	TITLE	CASE / OPTION / THRESHOLD	POINTS	POSSIBLE POINTS PER CREDIT	
YES	?	NO						
0	0	0	4. EDUCATION + PERFORMANCE MONITORING					Possible Points: 5
			EDUCATION C1.1	Promote sustainability awareness and education	Option 1: Educational and interpretive elements	3	3 to 4	
					Option 2: Additional education	4		
			EDUCATION C2.2	Develop and communicate a case study		1	1	

0	0	0	5. INNOVATION OR EXEMPLARY PERFORMANCE				Possible Bonus Points: 5
			INNOVATION C1.1 (BONUS POINTS)	Innovation or exemplary performance	Option 1: Exemplary performance	2	2
					Option 2: Innovation	3	3

YES	?	NO					
0	0	0	TOTAL ESTIMATED POINTS				Total Possible Points: 100

KEY		Certification Levels	Points
YES	Project confident points are achievable	CERTIFIED	50
?	Project striving to achieve points, not 100% confident	SILVER	70
NO	Project is unable to achieve these credit points	GOLD	80
		PLATINUM	90



Town of Arlington, Massachusetts

Correspondence

Summary:

Correspondence Received

ATTACHMENTS:

Type	File Name	Description
Reference Material	Correspondence_-_Clean_Energy_Future_Committee_Memo_-_09012023.pdf	Correspondence - Clean Energy Future Committee Memo - 09012023
Reference Material	Correspondence_-_Diversity_Equity_and_Inclusion_Memo_-_08292023.pdf	Correspondence - Diversity, Equity, and Inclusion Memo - 08292023
Reference Material	Correspondence_-_Historical_Commission_memo_-_09112023.pdf	Correspondence - Historical Commission memo - 09112023
Reference Material	Correspondence_-_Mothers_Out_Front_memo_09102023.pdf	Correspondence - Mothers Out Front memo 09102023
Reference Material	Correspondence_-_Anderson_-_09112023.pdf	Correspondence - Anderson - 09112023
Reference Material	Correspondence_-_Baldwin_-_09102023.pdf	Correspondence - Baldwin - 09102023
Reference Material	Correspondence_-_Bergman__Bernstein_-_09112023.pdf	Correspondence - Bergman, Bernstein - 09112023
Reference Material	Correspondence_-_Bermudes_-_09102023.pdf	Correspondence - Bermudes - 09102023
Reference Material	Correspondence_-_Blagden_-_09112023.pdf	Correspondence - Blagden - 09112023
Reference Material	Correspondence_-_Brewster_-_09102023.pdf	Correspondence - Brewster - 09102023
Reference Material	Correspondence_-_Brown_-_09112023.pdf	Correspondence - Brown - 09112023
Reference Material	Correspondence_-_Cook__G_-_09112023.pdf	Correspondence - Cook, G - 09112023
Reference Material	Correspondence_-_Cook_-_09052023.pdf	Correspondence - Cook, M - 09052023
Reference Material	Correspondence_-_Cullinane_-_09112023.pdf	Correspondence - Cullinane - 09112023
Reference Material	Correspondence_-_Culverhouse_-_09072023.pdf	Correspondence - Culverhouse - 09072023
Reference Material	Correspondence_-_Curtis_-_09112023.pdf	Correspondence - Curtis - 09112023
Reference Material	Correspondence_-_DiStasio_-_08312023.pdf	Correspondence - DiStasio - 08312023
Reference		

▣	Material	Correspondence_-_Dolan_-_09112023.pdf	Correspondence - Dolan - 09112023
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▣	Reference Material	Correspondence_-_Foskett_-_09102023.pdf	Correspondence - Foskett - 09102023
▣	Reference Material	Correspondence_-_Glickel_-_08192023.pdf	Correspondence - Glickel - 08192023
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Reference Material	Correspondence_-_Worden_-_09112023_B.pdf	Correspondence - Worden - 09112023 B
Reference Material	Correspondence_-_Zhu_-_09082023.pdf	Correspondence - Zhu - 09082023



Clean Energy Future Committee (CEFC)

MEMORANDUM

To: Rachel Zsembery, Chair, Arlington Redevelopment Board
Cc: Claire Ricker, Director, Planning and Community Development
Talía Fox, Sustainability Manager, Planning and Community Development
Sanjay Newton, Chair, MBTA Communities Working Group
From: Ryan Katofsky, Chair, Clean Energy Future Committee
Date: September 1, 2023
RE: Clean Energy Future Committee Letter on MBTA Communities Zoning

The Arlington Clean Energy Future Committee (CEFC) voices its strong support for the Arlington Redevelopment Board's (ARB's) finalizing of a proposed local zoning amendment that aligns with both the requirements and the spirit of the MBTA Communities law, or Section 3A. Passage of such a zoning amendment will help Arlington meet state requirements for multi-family zoning while also advancing our community's goals around sustainability.

Specifically, the CEFC wishes to express to the community the urgency of passing an MBTA Communities-compliant zoning amendment this fall. Passage of the MBTA Communities zoning amendment at this fall's Special Town Meeting is the only viable pathway for Arlington to participate in the State's Fossil Fuel Free Demonstration Program (Demonstration Program), which would allow implementation of the Clean Heat bylaw and home rule petition passed overwhelmingly by Arlington Town Meeting in 2020. Participation in the Demonstration Program will allow the Town to prohibit the installation of natural gas, oil, propane, and other fossil fuel infrastructure in new buildings and major renovations. **Town Meeting sent a clear message in 2020 that enacting the Fossil Fuel Bylaw was a priority, and we—the CEFC, Town administrators, and elected and appointed bodies—have an obligation to act upon that priority;** passage of the MBTA Communities zoning amendment is an essential step to carrying out the will of Town Meeting.

Participating in the Demonstration Program is also an important step beyond the recently adopted Specialized Stretch Energy Code, which was approved overwhelmingly by Town Meeting earlier this year. While the Specialized Stretch Energy Code disincentivizes the use of fossil fuels in new construction, **the Specialized Stretch Energy Code does not prohibit the use of fossil fuels,** and crucially it also **does not apply to major renovations**, which are more common in a built-up community like Arlington. Ultimately, it is only the combination of these two policies—the Specialized Stretch Energy Code and the Demonstration Program—that puts Arlington on a firm path to phasing out the use of fossil fuels in buildings.



Clean Energy Future Committee (CEFC)

Furthermore, it is critical that Arlington be one of the ten communities to participate in the Demonstration Program. The goal of this Demonstration Program is first to pilot, then to scale, approaches to the challenging and crucial transition to a fossil fuel free future. Arlington has not only a responsibility but also a unique capability to meet this challenge. Arlington has long been a leader when it comes to climate action; in fact, we are first on the list of the ten Prioritized Communities in the regulations for the Demonstration Program, precisely because we were the first community in the state to submit a home rule petition to the legislature requesting local authority to ban fossil fuels. Arlington was also one of the first communities in the state to set ambitious greenhouse gas reduction targets. Builders in Arlington are already becoming accustomed to constructing efficient, all-electric homes, including affordable housing. **Thus, the Town is well-positioned to develop and share learnings from the Fossil Fuel Free Demonstration Program, ensuring widespread success in the pursuit of state and regional climate change mitigation goals.** It is also worth noting that there is currently no ability to enter the program later; if we do not qualify to participate now, it may be several years before we could join an expanded Demonstration Program or what may follow it. The time is now.

Importantly, we also support passage of an MBTA Communities zoning amendment because it offers other significant environmental benefits. In fact, **the introduction of denser, transit-oriented housing is an explicit priority in the Town's Net Zero Action Plan (NZAP).** Denser development is generally more energy efficient and encourages lifestyles with lower carbon footprints. Allowing for increased density near public transit will enable more residents to commute sustainably and reduce vehicle miles traveled. Walkable neighborhoods close to retail shops and services reduce automobile dependence. Furthermore, increasing our housing stock close to Boston addresses regional needs for more infill development rather than greenfield development which threatens natural habitats and farmland. Enabling sustainable and transportation-centric density that is fossil fuel free will be a significant step towards reaching the Town's and the region's net zero goals. Finally, if we do not pass an MBTA Communities zoning amendment, the State has made clear that the Town risks the loss of important funding sources, including Municipal Vulnerability Preparedness (MVP) Planning and Project Grants, which continue to provide the Town with funds for critical climate mitigation and resilience initiatives that get us closer to our goals.

For these reasons, the CEFC strongly supports the objectives of the MBTA Communities law and the Town's passage of an MBTA Communities-compliant district, this fall. We appreciate the thoughtful effort on the part of the MBTA Communities Working Group to develop these recommendations, and we look forward to reviewing the final proposal the ARB submits to Town Meeting.

Sincerely,

Members of the Arlington Clean Energy Future Committee



TOWN OF ARLINGTON

MASSACHUSETTS 02476

781 - 316 - 3090

DIVISION OF DIVERSITY, EQUITY & INCLUSION, HEALTH AND HUMAN SERVICES DEPARTMENT

MEMORANDUM

To: MBTA Communities Working Group (MBTACWG, "Working Group")
Arlington Redevelopment Board (ARB)

From: Teresa Marzilli, Community Engagement Coordinator, & Jillian Harvey, Director of
Diversity, Equity and Inclusion, Health and Human Services Department

Date: August 29, 2023

RE: Updated MBTA Communities Guidelines

Introduction:

In 2022 the Division of Diversity, Equity and Inclusion in conjunction with the Town of Arlington contracted with the consultancy firm, Opportunity Consulting, to undertake a Community Equity Audit. Several of the [Community Equity Audit](#) recommendations pertained to housing and MBTA Communities (MBTAC), in particular, they recommended that the Town "address restrictive policies for residential zoning districts in order to allow for desegregation" by removing "the requirement for a special permit to develop multifamily units" and allowing for "development of multifamily housing in the R0 and R1 zoning districts" (recommendation #12).

From 2019-2021 the Department of Planning and Community Development (DPCD) in conjunction with the Town of Arlington worked with the Metropolitan Area Planning Council (MAPC) and the Lawyers' Committee on Civil Rights Under Law (LCCR) to complete a [Fair Housing Action Plan](#). This detailed plan also recommended addressing restrictive residential zoning. Specifically, the Town was encouraged to "allow two-family development by right in nominally single-family districts where two-family dwellings were historically commonplace; allow three-family, townhouse, and multifamily housing options by right in districts nominally meant for them" and "ensure zoning complies with new state-level requirements for MBTA communities."

Although the Working Group as a whole has not formally reviewed these documents in meetings, the plans have however informed much of the thinking of working group members, and served as a reference for the DPCD and DEI Division staff that have committed themselves to this process. This memo serves as a request to the Working Group to consider these two extensive plans as well as the work of the Affordable Housing Trust as pieces of a larger, more complex, housing puzzle. No effort alone will be able to address deep rooted inequalities in housing, but alongside other efforts we can change these systems and prioritize the needs of current and future Arlingtonians, particularly our most systematically marginalized.

Support for MBTA Communities:

The DEI Division would like to formally voice our support for the Working Group's effort to create a zoning plan that would allow for more multi-housing *opportunities* at varied price points across Arlington. Only 9% of Arlington's land is devoted to multifamily housing, and even where building multi-family housing is allowable, it is not permitted by right. This does not provide suitable conditions for a range of housing types to exist. The current price point of homes in Arlington are far beyond the reach of most residents, regardless of their status as a member of a protected class.

The DEI Division believes that while MBTA Communities is not a complete solution, this legislation is a catalyst to correct some of the wrongs brought about by exclusionary zoning practices of the 1960s and 1970s. As detailed in the Fair Housing Action Plan, previous generations of advocates, or "neighborhood defenders," reacted to the desegregation movement in Greater Boston by utilizing "explicit and coded anti-integration language to rally opposition to apartment development, support efforts to downzone portions of the town, and to create more burdensome discretionary permitting processes for multifamily housing." A read of Arlington's bylaws and residential patterns points clearly to the legacy of these historical practices.

We commend the Working Group for its commitment to upholding the values of housing for *all*, especially in the face of increasingly vocal opposition by a small group of residents- this generation's neighborhood defenders. The Fair Housing Action Plan calls attention to this adversarial pattern, "even when they [concerns] are legitimate, the net effect of opposition across projects is to create an environment that limits the opportunities for housing production" (especially multifamily housing production), which, the plan notes "disproportionately impacts protected classes.

Request to Working Group:

Stimulating multi-family housing development through policy changes in zoning is essential, however there are additional actions needed to achieve greater equity in Arlington. We would like to ask the Working Group to vote in the affirmative that MBTAC is one piece of a complex system of changes needed in Arlington and the region. Some of those changes are currently being undertaken by the Town, as is evident in the work of the Affordable Housing Trust. Town Meeting also passed the home rule petition which allows the Town to adopt a transfer fee for certain real estate transactions. Other advances are in the pipeline, such as continued implementation of the Equity Audit recommendations. The Town is committed to increasing awareness, education and enforcement of fair housing laws and providing more support to our residents seeking affordable housing. The upcoming Master Planning process will include longer range planning efforts to create more housing opportunities and positive changes. Your support for these plans is vital and showcases to the community and Town leadership the importance of rectifying the inequities of the past to provide a better future, for all.

Appendix A includes recommendations from the Equity Audit and the Fair Housing Action Plan.

Appendix A.

Recommendations from the Equity Audit and the Fair Housing Action Plan

The Equity Audit examined racial disparities in civic engagement, the Town workforce, and housing. They put forth three housing recommendations, number 12 is being addressed, in part by MBTA Communities.

Recommendation number 10: Establishing a fair housing specialist or liaison

- a. Establish a pathway for the Town to expand capacity to address fair housing complaints and renter's rights violations.
- b. Develop and run a local renter support network and information hub.
 - i. Robust Renter's rights information.
 - ii. Connections to legal aid.
 - iii. Landlord/ tenant relations.
 - iv. Available housing options.

Recommendation 11: Develop a community fund for rental assistance and rental housing improvement programs and establish a centralized system for grant writing, and fund procurement.

Recommendation 12 Address restrictive policies for residential zoning districts in order to allow for desegregation.

- a. Remove the requirement for a special permit to develop multifamily units.
- b. Allow development of multifamily housing in the R0 and R1 zoning districts.
- c. Allow for an inclusionary zoning density bonus in high-density residential zoning districts.

The Fair Housing Action Plan is a key document that provides a pathway forward for the Town to advance its commitment to housing for all. These are the proposed recommendations:

Strategy A: Increase awareness, education, and enforcement of fair housing laws.

- Pass a resolution that codifies Arlington's commitment to fair housing.
- Through notices and marketing materials, offer fair housing education and enforcement reminders to real estate professionals operating in Arlington.
- Continue holding public discussions on the impact of housing, the role of direct and indirect discrimination, and fair housing law.
- Contract with MCAD, Metro Housing Boston, or Suffolk Law School's Housing Discrimination Testing Program to provide fair housing training, testing, and enforcement in Arlington specifically.
- Work with Town boards and commissions as well as local nonprofits to disseminate educational materials on fair housing.

Strategy B: Alter Town governance structures and processes to address fair housing concerns.

- Add a Housing Working Group to the Arlington Human Rights Commission that focuses on fair housing issues. A liaison from the Department of Planning and Community Development for this working group should coordinate interdepartmental housing concerns and policy.
- Create a protocol for responding to fair housing complaints or allegations of fair housing violations that is uniform across commissions. The protocol should designate a commission and a staff person with responsibility over the complaint process.
- Change the existing complaint-driven code enforcement system to one with regular, proactive inspections.
- Explore alterations to the Town Meeting schedule and virtual participation methods that could make Town Meeting membership feasible for people who cannot join Town Meeting under the current procedures.

- Institute Equity Impact Assessments for each item on the Town Meeting warrant, particularly housing and development related items.

Strategy C: Reform the Zoning Bylaw to encourage development that increases fair housing choice.

- Reduce the overall complexity of the Zoning Bylaw through recodification.
- Allow two-family development by right in nominally single-family districts where two-family dwellings were historically commonplace.
- Allow three-family, townhouse, and multifamily housing options by right in districts nominally meant for them.
- In districts intended for higher densities, only allow single-family developments by Special Permit, if at all.
- Amend restrictive dimensional and parking requirements for multifamily uses that make development infeasible in districts where those uses are appropriate.
- Explore zoning amendments that would allow the conversion of large existing single-family homes to two- and three-family homes.
- Explore zoning amendments that would allow two- and three-family homes in single-family districts where the total building size is similar to that of abutting single-family homes.
- Ensure zoning conforms with new state-level requirements for MBTA communities.
- Provide loans or grants to homeowners to develop accessory dwelling units in exchange for affordability restrictions.
- Raise the threshold for EDR review, particularly on major corridors, replacing that review with performance standards for new developments.
- Limit subjective criteria in discretionary reviews, eliminate review standards that perpetuate segregation, and define clear performance and design standards that projects will be reviewed against.
- Consider distinct density and dimensional regulations for development that is 100% affordable housing.
- Consider approvals by right for developments that are 100% affordable housing.

Strategy D: Use non-zoning techniques to encourage development that increases fair housing choice.

- Provide opportunities for housing developments that would trigger the Town's inclusionary zoning requirement.
- Amend Arlington's local preference policy to be more welcoming to nonresidents.
- Draft guidelines for addressing accessibility concerns on historic properties.
- Institute clear conservation performance standards for properties in conservation areas zoned for multifamily uses. These standards, if followed, should ensure approval from the Conservation Commission.
- Plan for and permit new housing development that could address Arlington's share of the regional housing supply gap.
- Encourage new developments to include sufficient accessible units.
- Prioritize family-sized units for new affordable housing units, including purpose-built affordable housing and inclusionary units.

Strategy E: Use Town resources to create opportunities to meet housing need.

- Explore expansions to Arlington's tax exemption system that could apply to all income-eligible members of protected classes.
- Set a minimum annual dollar amount and minimum percent of CPA funds (above the statutory minimum) and CDBG funds that will go to address housing needs.
- Continue working with affordable housing providers and strategically using CPA and CDBG funds to create opportunities for HOME funding.
- Assess alternative funding resources such as housing bonds.

- Offer grants or low-interest loans to retrofit historic housing for accessibility.
- Explore funding opportunities to assist small property owners with lead abatement or removal.

Strategy F: Alter Arlington Housing Authority policy to increase fair housing choice.

- Explore the voluntary adoption of Small Area Fair Market Rents or exception payment standards.
- Eliminate rental application fees for voucher holders.
- Encourage landlords to follow HUD's guidance on the use of criminal backgrounds in screening tenants.
- Eliminate barriers to tenant participation in AHA meetings by providing childcare and/or meeting at alternative times and days of the week.

Strategy G: Protect tenants in protected classes from displacement.

- Bolster protections of tenants by requiring property owners to give significant notice to tenants when they are preparing to redevelop or sell a property and when they are planning to raise rents.
- Advocate for passage of the Tenant Opportunity to Purchase Act at the state level. If it passes, support tenant purchasers through funding and technical support.

Strategy H: Encourage access to private housing by protected classes.

- Conduct targeted outreach and provide tenant application assistance and support to persons with disabilities, including individuals transitioning from institutional settings and individuals who are at risk of institutionalization.
- Maintain a database of housing that is accessible to persons with disabilities.
- Partner with one or more financial institutions and quasi-public institutions like the Massachusetts Housing Partnership to market available financing options to protected classes. Ensure those mortgage products are fair to borrowers.

September 11, 2023

From: JoAnn Robinson, Chair Arlington Historical Commission
Stephen Makowka, Chair, Arlington Historic District Commissions

To: Members of the Arlington Redevelopment Board

Cc: Arlington Select Board, Planning Department Director, Town Manager, Working Group Members

RE: Proposed MBTA Communities Zones

As we all know, there are many reasons to support the creation of areas in Arlington that could provide additional housing; but there is also a great need to see that the history of individual buildings and properties should be preserved.

We appreciate that the current MBTA Community proposals now avoid Arlington's Local Historic Districts that have been established under MLC 40C. But many individual properties that are within the bounds of the current Working Group's proposals are designated significant historical properties that are not recognized to be protected.

For example the two Alternate Areas that are proposed include many properties that resonate with Arlington citizens. The two houses built in 1720 and 1816 by the Locke families who fought in the Battle at the Foot of the Rocks when the British were retreating from Lexington are just two illustrations.

However, the properties mentioned above and many other properties are not protected or even considered given the draft of the new MBTA Communities zoning recommendations. These resources were specifically highlighted in the Town's Master Plan for protection and preservation.

Our concerns were raised with the Planning Director and with members of the Working Group by the historical community in August 2023 but it appears that they have not been considered in the current proposals.

We ask that the MBTA Working Group be directed to integrate the protection of historic properties (including the Local Historic Districts, National Register Districts, and other significant properties included in Arlington's Historic Inventory) into any *proposed MBTA Communities Overlay Zone*. We would gladly work with the proponents to make a systematic evaluation of these categories to protect them.

Sincerely,



JoAnn Robinson
Chair, AHC



Stephen Makowka
Chair, AHDC



MOTHERS OUT FRONT ARLINGTON CHAPTER

Statement in Support of the MBTA Working Group Rezoning Plan

Massachusetts is experiencing a housing affordability crisis and a climate crisis. For these reasons, Mothers Out Front Arlington supports changes in zoning by-laws that allow greater density in housing near public transit. Mothers Out Front is supportive of the passage of a meaningful MBTA Communities Act that encourages the development of more multi-family housing and a greater diversity of home types in Arlington. A revised zoning by-law to allow for more multi-family housing will reduce pressure to build single family homes on undeveloped land elsewhere in Massachusetts. This safeguards undisturbed ecosystems and provides real alternatives to automotive commutes in the region, reducing both congestion and fossil fuel emissions. In addition, passing this by-law will allow Arlington to participate in the Massachusetts pilot for communities to build fossil-free homes, thus ensuring that new construction in Arlington supports our net-zero climate goals.

Mothers Out Front Arlington respects the public engagement activities that inform the Working Group's MBTA Communities Act proposal. We appreciate that the Working Group is working with the Town to identify opportunities for developer incentives to encourage public open spaces, mitigate heat islands, and increase the tree canopy. Similarly, the Town's commitment to maintaining current (and incentivizing higher) zoning requirements for affordable housing also is important to our group. For these reasons, Mothers Out Front Arlington strongly urges the Arlington Redevelopment Board to accept the MBTA Communities Act plan as proposed by the Working Group.

From: Kristin Anderson

Sent: Monday, September 11, 2023 8:34 AM

To: Rachel Zsembery; Eugene Benson; Kin Lau; Stephen Revilak; Ashley Maher

Cc: Claire Ricker; Jim Feeney; MBTA Communities; Eric Helmuth; Stephen DeCoursey; Len Diggins; John Hurd; Diane Mahon; Beth Locke

Subject: MBTA Communities Housing Plan: Arlington's Businesses & Future Commercial Growth

Dear Director of Planning & Community Development, Chair of the Redevelopment Board, Members of the Redevelopment Board, Members of the MBTA Communities Working Group, Town Manager, Members of the Select Board, and Executive Director of the Chamber of Commerce,

My name is Kristin Anderson. I am a Town Meeting Member and I run a business in the Industrial Zone in the Heights.

Having attended every MBTA Communities Working Group meeting since May, I can attest that the Department of Planning and Community Development, the town's consultant Utile, and the MBTA Communities Working Group have expended significant effort in creating the new MBTA Communities housing plan for the Town.

Thank you to everyone who has worked so hard on the new housing plan!

Arlington needs zoning for more housing. The current iteration of the MBTA Communities housing plan achieves that and there are many good ideas in the new housing plan that are worth supporting.

However, this has been a planning effort without any input from Arlington's Director of Economic Development, as that position has remained unfilled throughout the MBTA Communities planning process. The Director of Economic Development is a crucial seat at Town Hall, especially at a time when changes are being proposed that will affect the future of our town. As a result of this unfilled role, there has not been a pro-business voice at the MBTA Communities Working Group meetings.

The MBTA Communities Housing Plan District alternatives before us now require two key improvements:

Protection for all of the town's businesses and allowance of future commercial growth.

Arlington needs commercial space for services that are important to our residents, including: medical services, child daycare, grocery stores, law offices, museums, animal daycare, beauty salons, art studios, ambulances, pharmacists, bakeries, florists, gyms, optometrists, massage therapists, cafes, theaters, funeral homes, dentists, appliance repair, and the list goes on! Businesses provide local jobs and make Arlington a town worth living in. Local businesses make our neighborhoods more walkable and reduce reliance on cars.

All existing businesses must be protected. Please remove from the new MBTA Communities Housing Districts all parcels where Arlington's businesses exist. This is

important not only for our existing businesses, but also for Arlington's future commercial growth.

Do not add to the housing districts additional parcels that include any of Arlington's businesses, whether zoned Business, Industrial, or Residential. Allow that space for future commercial growth.

Here is a list of addresses where businesses exist that are currently included in the current iteration of the town's MBTA Communities Housing Overlay.

Please remove these parcels from the new MBTA Communities housing districts.

SITE_ADDR	USE_DESC	ZONING
70 -72 MASS AVE	Mixed Use (Primarily Residential, some Commercial)	R2
244 MASS AVE	Mixed Use (Primarily Residential, some Commercial)	R2
220 MASS AVE	Mixed Use (Primarily Residential, some Commercial)	R6
347 MASS AVE	Mixed Use (Primarily Residential, some Commercial)	R6
271 MASS AVE	Mixed Use (Primarily Residential, some Commercial)	R6
846 MASS AVE	Mixed Use (Primarily Residential, some Commercial)	R6
279 MASS AVE	Mixed Use (Primarily Commercial, some Residential)	R6
232 -242 MASS AVE	Small Retail and Services stores (under 10,000 sq. ft.)	R6
275 MASS AVE	General Office Buildings	R6
339 MASS AVE	General Office Buildings	R6
1012 MASS AVE	General Office Buildings	R6
1008 -1010 MASS AVE	General Office Buildings	R6
1026 MASS AVE	General Office Buildings	R6
281 MASS AVE	Medical Office Buildings	R6

1068 A MASS AVE	Commercial Condominium	R6
1068 B MASS AVE	Commercial Condominium	R6
1070 A MASS AVE	Commercial Condominium	R6
1070 B MASS AVE	Commercial Condominium	R6
1072 A MASS AVE	Commercial Condominium	R6
1072 B MASS AVE	Commercial Condominium	R6
1074 MASS AVE	Commercial Condominium	R6
1064 MASS AVE	Commercial Condominium	R6
929 -931 MASS AVE	Mixed Use (Primarily Residential, some Commercial)	R5
925 -927 MASS AVE	Mixed Use (Primarily Commercial, some Residential)	R5
1071 MASS AVE	Small Retail and Services stores (under 10,000 sq. ft.)	R3

Arlington needs more space for businesses now. A growing population will need more services that our businesses can provide.

Please show your support for Arlington's Existing Businesses and Commercial Growth.

Protect all of Arlington's Businesses and Commercial Space!

Best wishes,

Kristin Anderson
12 Upland Road West

From: David W Baldwin
Sent: Sunday, September 10, 2023 1:11 PM
To: Claire Ricker
Subject: Comments on MBTA Communities Arlington WG proposal

Dear MBTA Communities Arlington Working Group,

I am writing to express my support for the Working Group's goal of encouraging the expanded use of public transportation to decrease auto traffic, decrease fossil fuel use, and developing additional affordable housing.

This support is contingent on greater protection for open space, historic buildings, and their setting. My concern is that Arlington's historic built environment is not adequately protected and will be adversely affected by the proposed plan as presented. The few surviving extant structures from the 18th and 19th centuries are critical links to our past. Our historic buildings are the visual connection to Arlington's heritage. As we progress forward, we must not forsake what came before. Historic structures help provide town citizens important visual cues that create in us, a truer sense of belonging, community, and interconnectedness (non-tangible elements important to our societal happiness).

For more than 50 years the citizens of Arlington have recognized the importance historic preservation to the character of our town. Town meetings on at least nine occasions have created and enlarged historic districts.



Entering Arlington along Massachusetts Avenue, the entrance sign reads, "Welcome to Historic Arlington settled 1635." Traveling on this street, there are numerous historic buildings both residential and commercial that deserve protection from development. These buildings and other structures have been documented in the Town of Arlington's historic building surveys and inventories.

I offer that all buildings included in the town's historic building surveys and designated having historic value be specifically exempted from the proposed plan.

Thank you for all your efforts to find an equitable solution to this difficult set of issues. It is critical that we carefully review all the consequences both anticipated and unanticipated of the proposed plans. This plan does not need to be submitted until 12/31/2024, there is ample time to strengthen the protection of Arlington's historic built environment.

Sincerely,
David Baldwin
49 Academy St.
Arlington, MA

Commissioner, Arlington Historic District Commission
Past President, The Arlington Historical Society
Past Chair, Schwamb Mill Preservation Trust, Board of Trustees
Past Commissioner, Arlington Historical Commission
Past Commissioner, Belmont Historic District Commission

From: Robin Bergman

Sent: Monday, September 11, 2023 12:16 PM

To: Rachel Zsembery; Eugene Benson; Kin Lau; Stephen Revilak; Ashley Maher; Claire Ricker; Jim Feeney; MBTA Communities; Eric Helmuth; Stephen DeCoursey; Len Diggins; John Hurd; Diane Mahon

Subject: Compliance to the MBTA Communities Act

We are writing to express our concerns about the excessive over compliance of the MBTA Working Group proposals for an overlay district and what the ARB plans to submit to the state and to Town Meeting.

We should be submitting a plan that complies with the law rather than over complies because we have not considered unintended consequences which will not be clear for many years. There have been no impact studies for this vast over compliance, financial or otherwise.

It's ironic that there have been complaints about having been saddled with formerly created zoning restrictions and we are contemplating doing the same, saddling the town with many unnecessary restrictions into the future, with no possibility to change them if needed.

We would be removing our own zoning requirements and protections for affordability, green space and tree canopy protection during a climate emergency, historic properties protection, small business protection, solar protection to nearby houses, considerations for disabled persons, working persons, etc. We can do better than this by complying with the 2046 units required and then responsibly and carefully adding more housing later that meets these other needs that are just as important if not more important than creating more luxury units.

I hope the ARB and Planning Department will listen to the increasing number of concerned residents and take these serious concerns into consideration by sending a much more moderate proposal that complies but does not over comply to Town Meeting.

Thank you for your consideration,

Robin Bergman
Town Meeting Member, Precinct 12
320 Park Ave

& Gordon Bernstein
320 Park Ave

September 10, 2023

TO: Arlington Redevelopment Board, Department of Planning & Community Development, MBTA Communities Working Group, Select Board and Town Manager

FROM: Deb & Peter Bermudes
19 Belknap Street
Arlington, MA

We are writing regarding the proposed MBTA Communities Overlay District which is being presented to the Arlington Redevelopment Board on Sept. 11, 2023 at Town Hall.

We are NOT in favor of the current proposals presented by the Working Group. Please know that we are pro-housing and pro-affordability, and are not “afraid” of change; however, there remain far too many unanswered questions for us to support the proposal presented by the working group at this time, no matter how well intentioned.

2046?

Why has there been no proposal showing a density plan that meets the expectations of the law for 2046 units? This would allow us to be in compliance with the law AND able to take advantage of state incentives while not making huge broadstroke zoning changes that can't easily be walked back. It might even get passed by town meeting.

- Our opposition has nothing to do with not wanting increased housing, or not having density “in our backyard.” It has to do with not wanting to rush through an excessive plan without considering the significant impact on various aspects of the town. To our knowledge, there have been no studies looking at the effect of this plan on schools, finances, unit/rental costs, liveability, pollution, congestion, or taxes.
- When this question has been brought up in previous meetings, the Working Group pointed out that it won't be built all at once, that we are just talking about “potential capacity.” If we are simply talking about providing ‘opportunity’ for more development, and there is no guarantee that housing will be built or be built with actual affordable options, then what is the harm in submitting a plan that would meet, and not exceed, the MBTA Communities requirement at this time? Let's see if THAT amount even gets built, and its impact on town services before expanding those numbers threefold.

- **We as a town can adjust zoning further, outside of the purview of this MBTA Communities act, after giving due diligence to the potential impacts on town services and we need not be afraid of a more moderate approach.**

Impact on Current Residents

To our knowledge, there have been no studies looking at the demographics of people currently living in the areas on the proposed map, including income level, household size, owner occupancy, etc. Would people with similar income be able to afford to rent or purchase a newly built unit in the same area, or are we just looking to bring in new folks with higher incomes? **How many people would be potentially displaced by this process?**

Details: heights, setbacks, solar, oh my!

We have serious concerns about changing the story height from 10 feet to 13 feet and allowing for 4 story buildings in neighborhoods abutting Mass Ave and Broadway, that are currently max'd at 2.5 stories.

In addition, the impact of shading on properties with solar panels needs to be **seriously considered and mitigated** if we are truly concerned about getting off fossil fuels and moving toward our net zero goals as a community. Neighboring properties that generate their own power, and likely push excess energy into the grid, should be protected from overshadowing from possible 46-78 foot tall buildings! **We encourage the ARB to work for the neighbors and residents of Arlington to ensure that the height and massing of buildings in the density zone do not dominate and tower over our streets, homes and businesses, and further that the ARB place clear limitations on the height of buildings that would shade existing or potential solar arrays.**

Allowing for 0 foot setback on Mass. Ave & Broadway is concerning. How does this support accessibility standards or safety? Will folks be able to pass safely if a door is opened onto the sidewalk? How will this affect those with mobility challenges? Where will snow from the sidewalk be removed to? What about open space & trees?

Proposed Modifications to Current Zoning Bylaws re: dimensional controls etc.

We would request that the ARB look closely at each of the items on the WG list for modification and edit to ensure appropriate oversight. For example it states, in part, that:

- § 5.3.12(A) Traffic Visibility Across Street Corners does not apply in the MBMF district. - **is traffic visibility no longer important? Even if we were all on bicycles it would be necessary to consider visibility - we have children walking and biking to schools up and down our main corridors, folks with**

accessibility issues, elders, etc. Considering traffic visibility will be necessary for each project that comes before the ARB.

- §5.3.19 Height Buffer Area shall not apply.
- There shall be no requirements for minimum lot size, lot area per dwelling unit, lot frontage, landscaped or usable open space, Floor Area Ratio, or lot coverage.
- The minimum required front yard is 15 feet, except that in the MBMF district where the ground floor façade facing the public way is occupied by nonresidential uses, no front yard is required. Minimum required front yard areas shall be available for uses such as trees, landscaping, benches, tables, chairs, play areas, public art, or similar features. Parking spaces are not permitted in the minimum required front yard.

We should not be using the MBTA Communities law as an opportunity to provide carte blanche to developers!

Thank you:

We want to end by saying that we are thankful for the efforts of the Working Group, and recognize there is likely frustration that a significant number of questions have been raised relative to the final proposals. We truly believe that we are laying the groundwork for deeply transformative improvements for our community, and that moving forward mindfully and with care, particularly given the theoretical nature of the Working Group's proposal on paper, will allow us to create changes that support the interests of current residents while also welcoming a diverse group of newcomers to our community.

As we tell children in school, the only silly questions are the ones you don't ask, and when you think you 'know for sure', perhaps you should take a few breaths and count to 10. **This is a time for us to pause, breathe and consider our next steps carefully.**

From: STEPHEN B

Sent: Monday, September 11, 2023 2:49 PM

To: Rachel Zsembery; Eugene Benson; Stephen Revilak; Kin Lau; Ashley Maher; Claire Ricker; MBTA Communities

Subject: MBTA Communities Agenda Item 9/11/23

The Report of the MBTA Communities Working Group indicates deviation from the assigned task.

The creation of the Working Group occurred at the November 7, 2022 ARB meeting.

An excerpt from the Minutes:

"The Chair introduced agenda item 6, creation of an MBTA Communities Working Group for zoning recommendations to achieve compliance with Section 3A, MBTA Communities."

Unit Number

The assigned task was to "achieve compliance with Section 3A, MBTA Communities".

The Town's assigned housing unit capacity number is 2046 across 32 acres.

The Working Group has produced maps and numbers much higher, exceeding the authority given by the ARB.

The plans, maps, and recommendations should be revised to comply with the 2046 unit capacity number.

Further, a 2046 number can always be increased if the result is found to work well and not impose heavy costs on the town and residents.

Once done, it is very hard or impossible to back down to a lower number.

Family Housing

The 51 page report says in multiple places:

"Allow housing that is suitable for families with children "

and

"Seniors having trouble finding appropriate housing to downsize into"

The 3A law says

" multi-family housing shall be without age restrictions and shall be suitable for families with children."

"Allow" is not the same as "shall".

The report should be revised to strike "allow" and replace with "provide" or similar.

The MBTA C is not for senior housing.

The minimum unit size is 1000 square feet.

Even mentioning senior housing is contradictory to "without age restriction".

The reason for some of the language in MBTA C is that towns were using senior housing to comply with affordability requirements, while also excluding families. MBTA C is strictly intended for FAMILY housing, though, of course, others may buy or use it.

The report repeatedly mentions "*More housing in a variety of sizes*".

1,000 square feet is the minimum size allowed (assuming the State sticks to their requirements), so many units will be higher.

Looking at recent multi unit developments, 1,000 square feet and higher is luxury housing.

Affordability

The report uses rents for 2 bedroom units in the affordability discussion. The State does not consider 2 bedrooms "family housing".

Contrary to what has been stated, the State ALLOWS the town up to 10% affordable housing. It is not REQUIRED.

The report says that the town wants to require up to 25% affordable housing and is contracting a feasibility study, but does not state the percent of AMI. The State minimum, without waiver, is 80% AMI. The Town is at 60%.

What is the town requesting from the State?

FYI - The 1975 moratorium was for size and height of buildings, not necessarily because they were multi-family. There was discussion at the time to also apply the moratorium to commercial buildings but it did not pass.

Design and Material - Quality Control

There was concern expressed by community comments regarding possible unsightly design.

To assuage those concerns, the report says, on page 33:

"Well-developed design guidelines can be a valuable part of the site plan review process, ensuring that builders understand community expectations beforehand. Arlington has existing Residential Design Guidelines¹⁹ for single- and two-family housing. There are also Design Standards for Industrial and Commercial development²⁰."

However, there are no Multi-Family Design Guidelines.

Existing Guidelines are either not enforced or need to be tightened. Many examples abound.

On the northeast corner of Mass Av, across from the high school, a cheesy looking 3 story building, with inexpensive looking materials was built.

But the bottom of the barrel had not been reached.

Across the street from this is a recently built 4 story building even cheesier looking, with dime store materials.

In contrast, TD Bank and CVS are much nicer looking, quality design and materials.

The Town sets the bar. If low quality, unattractive, materials are allowed, the builders will use them.

A major factor in the good appearance of the buildings is the use of traditional colored and sized red brick, along with other natural materials like granite, limestone, stone and others (Robbins Library, Town Hall).

Traditional colored and sized red brick looks good from day 1 to 200 years in the future.
The AHS Old building still looks good, 110 years after being built.
The new high school has a majority brick facade (the pink color takes some getting used to), however the sides use similarly colored blocks rather than bricks. Likely a cost consideration, it does not look good.

Most of the new/rebuilt schools, using traditional red brick, look great, such as Pierce and Brackett. The Thompson School looks like it used trendy colors at the time, but looks dated.
The recently built Arlington Eats, the Police/Fire Station on Mystic, and others used bricks of non-traditional color.
They become dated looking quickly, or immediately.

All new multi-family, not just MBTA C, should be built with traditional color and size red brick facades and other natural materials.
Another design consideration with multi-family is maintenance.
Apartment maintenance is owner dependent. Condo maintenance is like herding cats. It can be hard to get agreement to spend money.
The faux wood siding and other materials do not last like brick and can quickly look unsightly without diligent maintenance.
I went with my parents to see Legacy in the center some years ago. It looked nice, but on closer look there was peeling paint and rotting wood, due to the materials used.
The old apartment building across from CVS was not maintained for many years, but it still looked ok because it is brick.
Watermill Place is a nice looking, predominantly red brick facade.

No favors are done when allowing cheap materials to be used on facades. There is an up front cost savings, but a permanent higher maintenance requirement and likelihood of becoming a blight. The Town should require quality materials and majority percentage, traditional red color and sized brick facade for multi-family and commercial.

Finances and School

It is astonishing that a proposal to potentially double the number of housing units in Town did not do a deep dive into finances and school requirements. Even the required 10% increase could put a major drain on Town finances.
Residential property taxes do not pay for services required. In Arlington, that is one of the reasons for serial overrides.

There must be a financial analysis, using several different sets of assumptions regarding the number of units built, potential school aged children and how those affect revenue, expenditures, infrastructure, emergency services, and schools.

Blindly moving forward without knowing if the finances work is troubling.

Speed of Change

The report and discussions indicate a long time horizon for change.

Observation of current change contradicts that.

Arlington is like a construction zone with single and two family houses torn down and replaced by larger and more expensive housing.

Profit is the driving force.

Allowing multi-family housing will increase the profit potential and motivate developers to buy adjoining properties, increase price offers, and speed change.

Traffic and Infrastructure

Ten percent to 100% increase in the number of housing units in Town will increase traffic and put demands on infrastructure.

People will still want personal transportation, aka cars.

Public transportation has been declining in Arlington for 50 years, driven by decline in demand.

The overnight parking study is a prelude to allowing full overnight to the benefit of multi-family developers

These impacts need to be studied before any plan is approved.

Postponement

The deadline for approval is not until the end of next year.

The State recently approved changes, allowing commercial. The report basically dismisses that. The town proposal gives incentives for commercial, while the recent State change could allow commercial to be required. That is a large spread of difference.

There may be further beneficial changes coming down the line.

Using the Fossil Fuel program as a reason not to delay is extremely weak considering the consequences of the proposed changes.

The MBTA C response should be postponed to allow for reduction in the number of units to achieve compliance, greater effort to inform and involve the broader community, mandatory study of financial impacts across all departments, school impacts infrastructure impacts, step and straight line costs, and better compliance with the Master Plan and Housing Production Plan.

Stephen Blagden

From: Catherine Brewster
Sent: Sunday, September 10, 2023 8:27 PM
To: Claire Ricker
Subject: MBTA Communities public comment

Hi, thanks for soliciting comments this way.

I support the MBTA Communities plan as the natural consequence of caring about sustainability and equity as the survey results say we do. If we have our eyes on 2030 as the deadline for reducing carbon emissions by 50%, it's the least we can do. If we want to be a more welcoming and diverse town than we were when we made it much harder to build multifamily housing in 1975, this is how we can show we mean it.

Best,
Catherine Brewster
Marc-Andre Giasson
16 Lakehill Ave., Arlington

From: Michael Jacoby Brown

Sent: Monday, September 11, 2023 12:10 PM

To: Marina Popova

Cc: Claire Ricker; Jim Feeney; Rachel Zsembery; Eugene Benson; Kin Lau; Stephen Revilak; Ashley Maher; Eric Helmuth; Stephen DeCoursey; Len Diggins; John Hurd; Diane Mahon; eschwarz@housingcorporarlinton.org

Subject: Re: Please do not approve over-compliance with the MBTA density increase mandate

To the Town elected and appointed officials,

As a long time resident and Town Meeting Member for many years, I do not see any way that building simply more housing will increase affordability. More housing will only mean more market rate, that is, very expensive housing, which is what is being built now. There is a huge market for housing and many wealthy people who want to move to Arlington.

I suggest you look at what Silver Spring, MD did, especially its municipal bonding, to decrease housing costs. We could this something like this in Arlington if we are really concerned about affordable housing.

<https://www.nytimes.com/2023/08/25/business/affordable-housing-montgomery-county.html>

Sincerely, Michael Jacoby Brown, TMM, Pct. 17

From: Grant Cook

To: Claire Ricker, MBTA-WG, and the ARB

Subject: MBTACA Articles for Fall STM

I am writing to express my strong support for the MBTCAWG-crafted plan before you. And my strong opposition to an approach that works – sets as a primary goal – to do as little as possible, perhaps in a way that leads to doing absolutely nothing in terms of real housing creation.

Society doesn't take bad actions because they view them as bad, instead mistaking those actions for happiness, the good they seek. Perhaps the decisions of the 70's, that zoned off existing apartment zones like we were cauterizing a wound, that eliminated by-right construction of any multi-family, were done with a positive mindset. Perhaps they were viewed as temporary, as tapping the brakes instead of slamming them on. But the outcome, combined with similar actions from towns and cities all across the region, has sown a distinctly harmful situation.

Lack of housing is hurting people – the average renter in Boston is cost burdened. Lack of housing is hurting our region's firms, in the inability to lure workers to their companies due to high housing costs. Lack of housing is trapping many, especially seniors, in their current homes, providing no options to downsize or relocate based on life's demands.

We can talk about analysis of future what-ifs of new housing – a difficult reality to predict, but that analysis should not be demanded right next to a denial or waving off of the data right in front of us of the harm our housing shortage is causing.

This WG plan provides pathways for housing growth, because we can't predict which parcels would ever turn over or how the owners might decide to manage them. To try to constrain our efforts, we would be in effect taking a plant and root-binding it in too small a pot, preventing it from ever growing.

I've heard commentary from some that we can't build our way out of this housing crisis. What a statement that is – both grandiose, and empty. It is akin to saying we can't recycle or conserve our way out of global climate change. Tools work together, each reinforcing the gains of its compatriots.

How can we look at a shortage of housing and say the last thing we want to do is build any new units? Now, we can't build blindly, we can't just build as our only effort, but new housing is a necessary and key enabler of dealing with the multiple housing crises we face.

We have sat on our duffs for 50 years, taking some measures like mixed use, but not revisiting the core recognition ignored in the 70's – that apartments are a "keystone species" in our housing environment. It is unfortunate that most of our growth in this area has been done at the forced behest of the state – 40B, and now MBTA Communities. I hope this plan begins to recognize that housing is a good thing, and doing beyond the bare minimum is a virtuous act for the character of our town.

Grant Cook

16 Wollaston Ave.

Pct 16

From: Mitchell Cook

Sent: Tuesday, September 5, 2023 1:08 PM

To: Eugene Benson; Kin Lau; Stephen Revilak; Melisa Tintocalis; Rachel Zsemler; arfrinfo@gmail.com; Claire Ricker; Jim Feeney; MBTA Communities; Ashley Maher; Eric Helmuth; Stephen DeCoursey; Len Diggins; John Hurd; Diane Mahon

Subject: With Regard to the MBTA Communities Act

Sorry if this email cc's more people than necessary, or board members who are not relevant to the discussion. I found most of these emails through a flier sent to me in the mail. I am writing to provide a perspective and written comment on the subject of the MBTA Communities Act in the hope that the opinion of a young local be heard at these meetings, since they are typically dominated by an older generation that is well ingrained in local politics, and does not necessarily represent the opinion of the whole community.

I am writing because I fully support the plan under review by the ARB that allocates housing for "3.5 times" the required housing necessary by the MBTA Act. There is a large and vocal group of protestors who are taking great efforts to strike this plan down, and I would like to provide a voice of support for it.

Put simply, the housing market in Arlington (and Massachusetts in general) is out of control. The average price for a 2 bedroom condo in Arlington (which consists of half of a house shared with another condo), is approximately \$1m. As a young engineer who makes \$150k/yr, who is currently renting in the area, I dream of maybe one day owning a home in Arlington, but currently the market does not support this. This perspective is from someone who is very fortunate in my career - I make approximately double the median household income in Boston. While making double the median Boston salary, I cannot afford a home in Arlington.

The way that we fix this is by building more homes. This is a process that takes many years, but by increasing the supply of houses, we work against the unsustainable market to help drive prices down. I could write for much longer on this topic, but I hope to be relatively brief in stating my full support for building as much housing as is possible in the Arlington area.

I will now refute several of the common arguments against building housing in Arlington, from the perspective of a young person and prospective home owner.

1. "Is the law going to make Arlington more affordable? 'No one knows, but it is unlikely'".

This claim is conjecture and diminutive of the goals of building more housing. Detractors of the MBTA Act claim that all housing that will be built will be purchased by condo developers and that this will not help the local housing community. This is a strawman argument. Will houses continue to be purchased by real estate developers and flipped for expensive prices? Yes. Will building more houses continue to increase the available supply, so that less predatory practices happen and more average people can buy houses? Eventually. Blocking housing from being built does nothing but perpetuate the current unsustainable market. Plain and simple, we need to build more housing to increase the available supply. Blocking housing is nothing but counter-intuitive.

2. "Where will all the cars park?"

This is another strawman argument. The MBTA housing act is explicitly targeted towards building affordable housing near the MBTA. Many residents of these communities do not require cars. Many

people who live in the Arlington area already do not have cars. This is a distraction from the main point of housing. Housing is the primary concern - houses do not need to be built with a guarantee of a parking space. Many high-density housing complexes in virtually any major city have no guarantee of parking. The discussion should be about housing, not vehicle infrastructure.

3. "Won't this negatively impact current homeowners?"

This is difficult to project, but current homeowners are often frequently victims of the current housing market. Home values are inflated, which may do things like inflate tax rates on said homes. If we build more homes to drive down housing prices, tax rates should decrease as well.

As a closing statement, I would again like to state my full support for building as much housing in Arlington as possible. As a young person, it is incredibly demoralizing to have a good career and money to spend, yet not have enough housing to simply exist and join the Arlington community. This, again, comes from the perspective of someone incredibly fortunate. The outlook for those less fortunate and making less money and needing affordable housing is incredibly grim in Arlington. Many current homeowners who worked themselves to the bone to own a house in Arlington 30-40 years ago would be impossibly walled out from even renting in Arlington in the current market. It is my personal opinion, but I believe that most opposition to these acts are driven by wealthy local homeowners who do not wish to see their lifestyle change. This gatekeeps housing and the Arlington community, creating a "haves" and "have nots" situation, which only serves as a detriment to our development as a community as a whole.

Hoping my opinion is heard,

Mitchell Cook - a young engineer hoping to one day own in Arlington

From: Joanne Cullinane

Sent: Monday, September 11, 2023 2:40 PM

To: Rachel Zsembery; Stephen Revilak; Kin Lau; Eugene Benson; Melisa Tintocalis

Cc: Claire Ricker; ZBA; Diane Mahon; Len Diggins; John Hurd; Stephen DeCoursey; Eric Helmuth; Jim Feeney; MBTA Communities

Subject: MBTA overlay plan is disastrous for Arlington

To: Distinguished Members of the Arlington Redevelopment Board

Cc: Arlington Select Board, Planning Dept Director, Town Manager, Working Group Members

I'm writing to oppose the MBTA overlay working group's plan to create a zone that is much bigger and that would contain more than triple the number of units required by the MBTA overlay law imposed upon Arlington by people outside our town who know nothing of our particular goals or problems.

Arlington is already the second densest town in Massachusetts but the state would like us to add density near Alewife, a thickly populated area. Because this would be difficult, the overlay group decided to add vast amounts of high density zoning throughout town in a way that runs counter to our town's goals of promoting affordability, respecting the environment, and moving towards greater fiscal sustainability.

It is clear that the MBTA overlay plan was formulated without broad public input. No teachers or firemen or budget experts or elderly residents were involved. ARB members were involved, I have heard, although I sincerely hope that is not true as then a new working group should surely be formed.

The one public meeting where the group allowed public comment was remarkable in that a large majority of the speakers were opposed to the group's insistence upon overcompliance with the MBTA law due to the environmental, fiscal, and gentrification it would cause, and the tiny number of debatably "affordable" units that would be created in exchange for such wholesale - and irreversible - destruction of our town.

The environment would be harmed in that trees would be removed and zero setback bonuses would create heat islands that come even as we see record hot summers. Eighty four foot buildings rising from concrete sidewalks are hardly pedestrian friendly and our walkable streets initiatives would be moot. Increased traffic and parking, even at 1 parking spot per unit, would render streets more dangerous for children and pedestrians alike. Furthermore, residents of the proposed 7500 units would demand parking spots for each unit as a matter of

equity as mbta service has been seriously curtailed in Arlington recently and is not reliable.

Affordability would be harmed because the relatively affordable units in Arlington would be destroyed to make way for larger buildings which would be offered at above-market rates (i.e. on the very highest end of what's available now in Arlington as is all new construction). Since the older units in Arlington that would remain have always only had to compete with the new luxury condos and apartments that spring up, their rents would go up accordingly. The state is clear that it never intended for this new housing to be affordable housing but Arlington is trying to pretend that it can make it so. It cannot. Market forces would prevail. Gentrification would accelerate.

Fiscally, the town already is in poor health, overly dependent upon the residential tax base to fund ballooning town services. Since new apartments and condos would constitute a drain on services vis a vis the taxes they would pay, residential real estate tax payers would be further burdened with every increasing tax hikes (and assessment hikes). This means that those who are living in small homes and house-poor would be driven out by even higher tax bills in favor of richer home buyers who could pay for the gap between taxes collected and services used. Hence the town would attract ever richer residents to buy new units and older houses alike. economic diversity would decline rapidly.

Please put forward a plan that adds only the 2046 units (already too high and very problematic for our fiscal health) demanded by the state. Please eliminate fifth and sixth floor bonuses, and especially radical zero set-back bonuses (offered to developers not adding new commercial businesses, but for simply adding it back to buildings where they once stood before). Please put the 2,046 units we must add (if we must) in sensible areas spread out enough that they do not reduce tree cover, impinge upon side streets, and are not all clustered in one or two school districts. Please rework the plan accordingly for 2024 Town Meeting as the working group has not prepared such a well-formulated compliant plan despite repeated public pleas that they do so.

Thank you,

Joanne Cullinane

69 Newland road

**Re: MBTA Communities ARB 9-11-23 Public Meeting; 9-6-2023 comments
letter attached**

Lynette Culverhouse
Thu 9/7/2023 3:34 AM

To: Gina Sonder

Cc: Claire Ricker; Eugene Benson; MBTA Communities; Kin Lau; Steve Revilak; Melisa Tintocalis; Rachel Zsemlery; Sanjay Newton; Rebecca Gruber; Jennifer Joslyn-Siemiatkoski; Sean Garballey; Paulette Schwartz; ed.schwartz@verizon.net; matthewdeanmiller@gmail.com; Kristin Lee Anderson; Gary Goldsmith; Laura Fuller; ianfor11@iangoodsell.com; judsonpiercetm11@gmail.com; emirac@pm.me

As a TMM I want to add my voice to Gina Sonder's. I support the proposal in her letter. It is important to get this passed at TM and I believe that by removing Arlington's autonomy over such a large percentage of zoning will not pass. It feels a little like a way to circumvent TM. Please don't go overboard with by right zoning. Trust TM to do the right thing by supporting further zoning changes that we can have control over.

Lynette Culverhouse

From: Rachel Curtis

Sent: Monday, September 11, 2023 1:57 PM

To: Rachel Zsembery; Eugene Benson; Kin Lau; Stephen Revilak; Ashley Maher

Cc: Claire Ricker; Jim Feeney; MBTA Communities; Eric Helmuth; Stephen DeCoursey; Len Diggins; John Hurd; Diane Mahon

Subject: Arlington's MBTA Communities Working Group Proposal

Dear Arlington Redevelopment Board Members,

I am writing to you as a resident of Arlington, regarding the proposal submitted to you by the MBTA Communities Act Working Group. Appreciating the importance and complexity of this issue, I have educated myself by watching the July 25th public hearing online, attending a Working Group meeting as well as a community information session, and engaging with Arlington Residents for Responsible Development. While I am heartbroken at the prospect of my home becoming a casualty of this plan, I understand that there is a greater good to consider.

Based on what I have learned, I want to raise several concerns about the plan and the Working Group's process:

- I am very supportive of increasing the units of affordable housing in Arlington, but much less enthusiastic about a 6:1 ratio of what seem likely to be million-dollar condos to affordable units.
- I echo the women who spoke at the July meeting and cautioned us about Mass Ave resembling Central Square in Cambridge with its random acts of development.
- Some argue that this plan will encourage people to use public transportation and own fewer cars. I think that's much more likely in a truly high-density environment like the one being developed right by Alewife in Cambridge. Based on my experience renting the apartment in my house, most high-income people expect the amenity of two parking spaces. I was at the Working Group meeting when the .5 parking spot/unit requirement for developers was discussed. There was no rigorous interrogation of it. Instead, the focus was on what the members of the group could all agree on. I anticipate that elimination of the overnight, on-street parking ban will be the town's response to the lack of parking provided by developers. This means that the side streets in orange zones will be filled with not just the cars of people who work on Mass Ave and the customers who frequent the businesses (the current situation) but also residents. Currently, we have cars parked on both sides of our street all day making it hard to drive down the street in a car, much less an emergency vehicle. This will get much worse. Developers need to share a greater share of the burden on parking demands.
- The fact that Arlington is BOTH hurrying this process to meet the deadline of the Fossil Fuel Ban Pilot Program and submitting a plan to you that vastly over complies with the state requirement for Arlington should concern us all. Deciding to go far beyond the state's mandate should be accompanied by rigorous inquiry and a deliberate process. My observation of the process to date and the fact that I was first informed of it by the town last week, make me question if either of those things are in place.

I implore you to do one of two things: 1) scale back this plan both to limit the adverse impact on current residents and to ensure Arlington streets remain safe; or 2) slow down the process, do some substantive analysis (beyond Utile modeling), engage the community in a meaningful way based on what we now know, and revise the proposal accordingly.

Sincerely,

Rachel Curtis
9 Trowbridge Street

Re: Arlington resident CONCERNED OVER MBTA density overlay

L DiStasio <oceannstars333@hotmail.com>

Thu 2023-08-31 21:18

To:Stephen Revilak <srevilak@town.arlington.ma.us>

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello

I am a long time resident of Arlington. I love this town. I am very concerned to hear that the board is willing to increase from the 10% that is required.

I am deeply concerned and have a few questions - given there is no forum for which I can attend since I work during the day when the ARB has been holding their meetings.

1. Where is the plan that shows zoning to allow the 2,046 units required by the law?
2. Why are we going so far beyond what is required, when we are already one of the densest communities in the state?
3. Under what authority does the WG have to over-comply at such an extreme level?
4. How does this benefit Arlington residents at all?

5. What studies of impact on town finances, real estate taxes, congestion, schools, roads/fire /water and sewer and open spaces/trees have been done?

I would appreciate a response.

respectfully,
Laura DiStasio

Sent from [Mail](#) for Windows

Re: Arlington resident CONCERNED OVER MBTA density overlay

L DiStasio <oceannstars333@hotmail.com>

Thu 2023-08-31 21:24

To:Stephen Revilak <srevilak@town.arlington.ma.us>

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello,

I also have more concerns;

•

1. The Working Group is **not a representative group** of broad parts of Arlington's businesses and residents. In other communities, similar groups must better represent the townspeople. Groups that should be included in the planning process for this largest change in our zoning in our lifetimes include: affordable housing, open and green spaces, historic districts and preservation, business and retail stores, Arlington public schools, Arlington finance committee, to name just a few.
2. **The process in Arlington should include several scenarios, at least including a map and scenario of meeting, but not exceeding** the Act's requirements of 2,046 units and with some of the density placed, as the Act intends, within easy walking of Alewife. **WHY IS THIS MINIMUM SCENARIO NOT BEING MADE AVAILABLE ?**
3. **Arlington should better notify and better get the input** of residents and businesses. Other communities are better involving their residents and businesses, such as sending letters or cards to homes and businesses in the density overlay areas, allowing for more public input and comment (Arlington has only had one public forum on July 25 - and comments were two thirds expressing concern). The WG proposals are justified poorly by a 213-respondent survey and an earlier very general survey of 1,000 - which didn't ask about density overlay details.
4. **The response should have better data about each map/scenario.** Arlington's response has lacked serious studies of the potential negative or unintended effects on services (school overcrowding or need for new schools and infrastructure spending), town finances, effect on existing affordability, effect on real estate taxes.
5. **Most people just don't know the Arlington 'overcompliance' proposal is happening - and when they do hear about it, they are**

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very concerned. Arlington's process is a small group of pro-market rate density advocates expressing a minority agenda, instead of a broad effort to involve Arlington's most important stakeholders, the people who live and work here.

I would appreciate a response.

respectfully,
Laura DiStasio

Sent from [Mail](#) for Windows

From: Carol Dolan

Sent: Monday, September 11, 2023 1:13 PM

To: MBTA Communities <mbtacomunities@town.arlington.ma.us>

Subject:

I do not understand why a proposal so important is not going to be held by a town wide vote letting the people decide if the people want to lose or do not want to be lose their property. In my opinion it would be a fairer way to determine what people think of proposal. Carol Dolan

From: Paul Ennever
Sent: Monday, September 11, 2023 11:50 AM
To: Claire Ricker
Subject: MBTA Communities Working Group Plan

Hello,

I am a new Arlington resident, and I strongly support a push to increase the availability of multi-family housing in our town. The Arlington (and greater Boston as a whole) of today is not the same one that existed in 1975 when most of the current multi-family housing was built. The whole area has become a job hub like it was not before, but the amount of housing has not kept up with the explosion of jobs. This has benefitted existing homeowners, at least until they want to move, but at the cost of everyone else: young workers, families with kids, retirees looking to downsize, businesses looking for both workers and customers, and low-income families of all types.

The things that attracted my family to Arlington as a place to plant roots was that it was not a sleepy suburb with identical single-family homes, but it was a vibrant, walkable, and diverse community. I would want that to continue and expand, even if a housing undersupply would ostensibly benefit me as a new homeowner.

Thank you for your time,

Paul Ennever

From: Peter Fiore

Sent: Monday, September 11, 2023 11:52 AM

To: Jennifer Joslyn-Siemiatkoski; Rachel Zsembery

Subject: Proposed MBTA Communities Overlay District Zoning Bylaw Amendment

Dear Members of the Arlington Redevelopment Board,

Please support compliance but NOT overcompliance with the requirements of the MBTA Communities Act.

Every week to have my trash collected I am required to separate out and place for collection articles to be recycled. Yet no developer is required on the site of a demolition in Arlington to do the same.

In the last ten years I have witnessed eight (8) two family homes on my street demolished and replaced by duplex condominiums. Not one of them had any material separated out for salvage or recycling. They were demolished and the debris comingled and loaded into debris haulers to be removed. According to [Recycling Works - Massachusetts](#): "When taken to a C & D processing facility, some of these materials can be sorted and recovered for recycling but it is unlikely that anything will be recoverable."

Please do not condone the unnecessary destruction of existing businesses and housing stock and the environmental waste that will be created. Please support compliance and NOT overcompliance.

Thank you.

Respectfully,

Peter Fiore

58 Mott Street

Arlington, MA 02474

From: Andrew Fischer

Sent: Monday, September 11, 2023 6:56 AM

To: Rachel Zsebery; Eugene Benson; Kin Lau; Stephen Revilak; Ashley Maher; Claire Ricker; Jim Feeney; MBTA Communities; Eric Helmuth; Stephen DeCoursey; Len Diggins; John Hurd; Diane Mahon

Cc: C Wagner

Subject: no to more than 2046

To the Arlington Redevelopment Board:

I, and most people i know, are opposed to zoning for more than 2046 new dwelling units.

We can always vote 51% to increase beyond 2046.

You must have heard the several people who argued in favor of astroturf at Poet's field, when they said that there is not enough space in town for children to play. They spoke of going to several different fields on a Saturday, to find space - - - and the field were all occupied. They asked, what are we supposed to do to get our kids off the screens?

As a Town Meeting member i will vote no to any proposal beyond 2046.

What is your argument for over-compliance?

thank you for all your time

Andrew Fischer

TMM Precinct 6

From: James Fleming
Sent: Monday, September 11, 2023 10:48 AM
To: Claire Ricker; Rachel Zsembery; Kin Lau; Stephen Revilak; Eugene Benson
Subject: Public feedback for the MBTA Communities hearings

Hello!

Please consider this as public feedback for the MBTA-Communities hearings you will be holding!

To the Planning Department and members of the ARB,

I think it is clear that an MBTA-Communities zoning change that has little, or no effect, cannot possibly influence the present state of housing affordability in Arlington one way or another. There must be a meaningful change in order to produce a meaningful effect. Reasonable people can debate what a "meaningful" change means, and I have high hopes that you will be able to harmonize the public outreach done by the Working Group, and their proposal, with the feedback you receive in the public hearings.

I created a petition, linked below, to provide you with additional public input: 300 signatures from residents, asking for the Town to develop a plan that encourages more housing, and more types of homes, to be built in Arlington. We all signed because because the cost of living in Arlington is affecting ourselves, family, friends, and neighbors. We are residents who:

- Are personally struggling with the cost of living in Arlington.
- Have seen friends, family, or neighbors struggle with living costs, or who have been forced to move away because of high costs.
- Want to own a home in Arlington, but are unable to afford a down payment or cannot find one that fits our price range or needs.
- Sympathize with those trying to find housing in our high-cost market.

You are making decisions that affect many others who will not be directly represented in public feedback, but who may nevertheless be affected by the cost of housing in Arlington. This petition attempts to capture those voices; please consider them in your decision making.

<https://docs.google.com/document/d/1Mg65hrBlen9uPHrY3ebrvdMKROPJKd6sJsU6jdSbpaQ/pub>

- James Fleming, 15 Melrose Street

Petition For a Meaningful MBTA Communities Act

Petition organized by Equitable Arlington, <https://equitable-arlington.org/>

All communities served by the MBTA, including Arlington, are required by the State of Massachusetts to change their laws to allow more housing to be built in town. The State's goal is to help address the shortage of housing in the region, and the correspondingly high costs.

We are residents of Arlington who either:

- Are personally struggling with the cost of living in Arlington.
- Have seen friends, family, or neighbors struggle with living costs, or who have been forced to move away because of high costs.
- Want to own a home in Arlington, but are unable to afford a down payment or cannot find one that fits our price range or needs.
- Sympathize with those trying to find housing in our high-cost market.

We ask that Arlington develop a plan that encourages more housing, and more types of homes, to be built in Arlington. We want this because the cost of living in Arlington is affecting ourselves, family, friends, and neighbors.

You can sign the petition with the QR code, or the [link](https://forms.gle/41qEUAovBNGAXiDV8): <https://forms.gle/41qEUAovBNGAXiDV8>



Responses (except emails) will be publicly available at the link below, and shared directly with Arlington Department of Planning and Community Development:

cricker@town.arlington.ma.us

<https://docs.google.com/document/d/1Mq65hrBlen9uPHrY3ebrvdMKROPJKd6sJsU6jdSbpaQ/pub>

The owner of this petition does not intend to contact individual responders; email is not a required response but will help filter accidental duplicate answers and will not be published or used.

Signatures:

#	First Name	Last Name	Street Name	General Part of Arlington
1	James	Fleming	Melrose St	East
2	Andrew	Greenspon	Palmer St	East
3	Xavid	Pretzer	Grove	Central
4	Patrick	Hanlon	20 Park Street	East
5	Catherine	Farrell	Park St.	East
6	Grant	Cook	Wollaston	West

7	Steve	Berczuk	Teel	East
8	Arthur	Prokosch	Fairmont	East
9	Alex	Bagnall	Wyman St.	East
10	Tracy	Callahan	Wollaston	West
11	Charles	Blandy	Lombard Terrace	Central
12	Jonathan	Spiller	Mill Street	West
13	Christine	Noah	Mass Ave	East
14	Annie	LaCourt	48 Chatham street	West
15	Jennifer	Susse	Teel	East
16	Seth	Kaufman	Thorndike	East
17	Brucie	Moulton	Scituate St.	West
18	Nili	Pearlmutter	Harlow	East
19	Jennifer	Lewis-Forbes	Mary Street	East
20	Laura	Gitelson	Bow	West
21	Joseph	Solomon	Appleton	West
22	David	Maltzan	Foster	Central
23	Andrew	Freeman	Kimball Rd	Central
24	Rebecca	Gruber	Pleasant St	Central
25	Gitanjali	Joglekar	Winter Street	East
26	Todd	Bearson	Harlow Street	East
27	john	maher	massachusetts avenue	Central
28	Colin	Bunnell	Medford Street	Central
29	Stanley	Wolf	Grandview Rd	West
30	Flynn	Monks	Wright	West
31	Susan	Doctrow	Westminster Avenue	West
32	Barbara	Atkins	Ronald Rd	West
33	Claire	Carswell	Intervale Rd	Central

34	Laura	Bagnall	Melrose St	East
35	Camilla	Haase	Park Avenue	West
36	Ben	Rudick	Webcowet	East
37	Rebecca	Lane	Grafton St	East
38	Pamela	Baldwin	Summer	West
39	Dan	MacMillan	Madison	West
40	Josh	Arnold	Bow	West
41	Guillermo	Hamlin	Massachusetts Avenue	West
42	Claire	Moodie	Richardson Ave	West
43	Lauren	Newton	Ottawa road	West
44	Gillian	Sinnott	Appleton Street	West
45	David	White	Bow	West
46	Julie	Rioux	111 Sunnyside Ave	East
47	DeAnne	Dupont	Mill St.	Central
48	Tessa	Shapiro	Teel	East
49	Jonathan	Shapiro	Teel street	East
50	Rebecca	Persson	Fremont St	East
51	Jennifer	Litowski	Oxford St	East
52	Matthew	Reck	Richfield Rd	Central
53	Janet	McKelvey	Lombard Terrace	Central
54	Michael Jacoby	Brown	Brattle Terrace	Central
55	Judith	Garber	Massachusetts Ave	East
56	Nicole	Gustas	Marathon St.	East
56	Kate	Leslie	Park Ave Ext	West
57	James	Hopper	Henderson St	East
58	Montserrat	Zuckerman	Gay St	West

59	Sharon	Grossman	Peabody Road	Central
60	Dilip	Ninan	Appleton	West
61	Madeleine	Blandy	Lombard Terrace	Central
62	Elise	Kempf	Massachusetts Avenue	Central
63	Eliana	Carr	Teel	East
64	Caleb	Choi	Quincy	West
65	Ruthie	Hyry-Weintraub	Webcowet	Central
66	Petru	Sofio	Elmore Street	West
67	Naomi	Zuckerman	Heard Rd	West
68	Emily	Magnifico	Broadway	East
69	Pablo	Calvache	Massachusetts Avenue	East
70	Pablo	Calvache	Massachusetts Avenue	East
71	Henry	Garden	Windsor	East
72	Cristin	Canterbury Bagnall	Wyman Streer	East
73	Alice	Ebenhoe	Massachusetts Ave	East
74	Justin	Loutsch	Broadway	East
75	Pam	DiBona	River Street	East
76	Sabine	Bohnert	Hillsdale	Central
77	Christina	Smiraglia	Forest St.	West
78	Matthew	Owen	Forest St	West
79	Scott	Mullen	Henderson	East
80	Philip	Tedesco	Park Street	East
81	Juli	Brazile	Coolidge	Central
82	Geoa	Geer	Lennon Rd	West
83	Phil	Goff	Grafton st	East
84	Rebecca	Cohn	Palmer St	East

85	Maxwell	Palmer	Roanoke Road	East
86	Marci	Cohen	Kensington Park	Central
87	Andrew	Quick	Oxford Street	East
88	Betty	Stone	Harlow Street	East
89	Jordan	Krechmer	Brooks Ave.	East
90	Emily	Carol	Brooks Ave	East
91	Eric	Dion	Massachusetts Ave	East
92	Josh	Lobel	Jason st	Central
93	Julia	Starkey	Everett Street	East
94	Emily	Mo	Allen St	East
95	Coline	Canil	Silk street	East
96	chuck	choi	17 Pelham Terrace	Central
97	Andrea	Loeb	Park Street	East
98	Shaun	Berry	Pleasant View Rd	Central
99	Dan	Dunn	Alpine St.	West
100	Steven	Wofsy	Park Street	East
101	Linda	Katz	Hillsdale Rd	Central
102	Jeff	Thielman	37 Coolidge Road	West
103	Barbara	Thornton	Park Ave	West
104	Elizabeth	Foughty	West Street	West
105	Stacie	Smith	Henderson Street	East
106	Ezra	Fischer	Thorndike Street	East
107	Marvin	Lewiton	West St.	West
108	Ava	McBurney	Ashland St	West
109	Janet	Gottler	Jean Rd	Central
110	Lesley	Waxman	Pleasant St	Central
111	Mona	Zeftel	Murray Street	West

112	Joseph	Barr	Park Street	East
113	Sarah	Baughman	Hamlet Street	Central
114	David	Kranz	High Haith Road	Central
115	Kerry	Abukhalaf	Ridge Street	Central
116	Dan	Callahan	Lowell St	West
117	Makeelia	Parker	Lowell	East
118	Kayla	Mahon	Lowell	East
119	Nora	Mann	45 Wollaston Avenue	West
120	Eben	Miller	Waldo Road	East
121	Mark	Burstein	48 Chatham street	West
122	Alexander	Bilsky	Colonial Drive	East
123	Swini	Garimella	Foster	East
124	Kendall	Dudley	Grafton	East
125	Kym	Goldsmith	Mass Ave	East
126	Dan	Goldsmith	Mass Ave.	East
127	Chandani	KC Bista	70 Gardner Street	East
128	Debra	Woog	N. Union St.	East
129	Fabian	Canas	Amsden	East
130	Anna	Kramer	Hamilton Rd	East
131	Margaret	Muirhead	Milton Street	East
132	Elizabeth	Flanagan	Trowbridge	East
133	Isaac	Erb	Harlow Street	East
134	Molly	Brady	Waverly St	West
135	Jennifer	Brown	Charlton Street	West
136	ANDREW	BRODY	11 West Street	West
137	Irwin	Grossman	Peabody Road	Central
138	Brad	Smith	Chandler	East

139	Amos	Meeks	Lee Ter.	East
140	Logan	Beaudoin	Cottage Avenue	East
141	Andy	Forbes	71 Mary St	East
142	Kenneth	Garden	8 Windsor St. #2	East
143	Jacob	Deck	Dickson Ave	West
144	Joseph	Curro	Millett Street	West
145	Kunal	Tiwari	Trowbridge	East
146	Julie	Patterson	Fremont St	East
147	Shelly	Dein	Cleveland St	East
148	Linda	Hanson	Webster	Central
149	Natalie	Wood	Highland Ave	Central
150	Edward	Morris	Massachusetts Avenue	East
151	Eric	Bartolotti	Grove	Central
152	Alan	Vandijk	Varnum	East
153	Jennifer	Thibeau	18 Teel St.	East
154	Paloma	Canas	Amsden st	East
155	Paul	Ennever	Cleveland	East
156	Michael	Beattie	Park Avenue	West
157	Lindsay	Young	Massachusetts ave	East
158	Abadir	Ibrahim	Cleveland	East
159	Rebecca	Decastell	Henderson street	West
160	JP	Lewicke	Bay State Road	East
161	Tina	Brand	Cleveland	East
162	Cheryl	Pappas	Cleveland st	East
163	Katrina	Bernstein-Lewicke	Bay State Road	East
164	David	Wright	Windermere Lane	Central

165	Christopher	Wilbur	Windsor St.	East
166	Aadl	Kapadia	Warren st	Central
167	Nicole	St. Clair Knobloch	Academy St.	Central
168	Fazana	Afroz	Mt Vernon St	Central
169	Eli	Gerzon	Brattle Street	Central
170	Charlotte	Milan	Bellevue Road	Central
171	Dylan	Phelan	Medford St	East
172	Alex	Hoffinger	Waldo Road	East
173	John	Magee	Henderson	East
174	Deirdre	Westcott	Acton Street	West
175	Reebee	Girash	Lombard Terrace	Central
176	Anson	Stewart	Moulton Rd.	Central
177	Matthew	Dorson	Sawin	East
178	Kevin	Mahoney	Henderson St	East
179	Meryl	Becker	Sawin St	East
180	Mary-Anne	Morrison	Pine Ridge Road	West
181	John	Morrison	Pine Ridge Road	West
182	Michelle	Gulen	Cottage Ave	East
183	Rebecca	Hoff	Cottage Avenue	East
184	Lina	Merchan	Winter St	East
185	Matthew	Mahoney	Henderson St	East
186	Richard	Rabin	Sawin St	East
187	Jonathan	Wallach	Webster Street	Central
188	Kate	Casa	62 Wollaston Avenue	West
189	John	Cooper	11 Jason Court	Central
190	Jennifer	Hamlin	Massachusetts Avenue	West

191	David	Taberner	30 Waldo Road	East
192	Laura	Gennarelli	Waldo Road	East
193	Beth	Reagan	Mass Ave.	East
194	Anthony	Fournier	Sawin Street	East
195	Coline	Canil	Silk street	East
196	Ian	Wickersham	Orient	West
197	Nicholas	Mathewson	School St	Central
198	Andrea	Canty	3 Westmoreland Avenue	West
199	Alan	Linov	Colonial Dr	East
200	Michel	Jackson	Spring Ave	West
201	Mary	Fusoni	Grandview Road	West
202	Marie	Meteer	14 Brantwood Rd.	Central
203	Ginger	Leib	Madison Ave	West
204	Michael	Bush	Crescent Hill	West
205	Mary	Cummings	Jason St	Central
206	Kathryn	Lenox	Park Ave Extension	West
207	Susan	Dorson	Sawin	East
208	Eric	Segal	Milton St	East
209	R Eric	Reuss	Hamlet St	East
210	Erica	Richmond	Peirce Street	Central
211	Marian	Hanley	Crescent Hill Ave	West
212	Steven	Storch	Park Avenue Extension	West
213	Valerie	Geary	Columbia Road	Central
214	Matthew	Quadros	Westminster	West
215	Lynn	Rosenbaum	Peirce St.	Central
216	Nicholas	Tucker	Ridge St	Central

217	Nathan	DiNardo	Massachusetts Ave	East
218	Michael	Clark	Fairmont Street	East
219	Ellen	Reedy	Renfrew	West
220	Betsy	Carlton-Gysan	Broadway	Central
221	STEPHANIE	MARLIN-CURIEL	CROSS STREET	East
222	L. Katherine	Reisz-Hanson	Bradley Road	Central
223	Mark	Reisz-Hanson	30 Bradley Rd.	Central
224	Anne	Ellinger	Linwood St.	East
225	kameron	clayton	Trowbridge	East
226	Nancy	Costikyan	Dow avenue	West
227	Antonia	Conforti	Park Ave	West
228	Kathryn	Goldenoak	Yale	East
229	Cassandra	DeQuevedo	Mount Vernon	West
230	Michael	Winship	Massachusetts Ave	Central
231	Vishnu	Sresht	Marathon	East
232	Alex	Pogue	Yale Rd	East
233	Marilyn	Yohe	43 Melrose St	East
234	David	Dreyfus	Jason St	Central
235	Carolyn	Salvi	Teel st	East
236	Allison	Norton	Crescent Hill Ave.	West
237	Shannon	Knuth	Crosby	Central
238	Greg	Dennis	Wheaton Rd	East
239	Taryn	Walsh	59 Overlook Rd	West
241	Loretta	Mosca	Mass Ave	East
241	Sidney	Slobodkin	Watermill Place	West
242	Thouis	Jones	Wyman Terrace	East

243	Deborah	WIBLE	15 Edmund Road	West
244	Pamella	Endo	Stony Brook Road	Central
245	Cathy	Ball	Mount Vernon Street	West
246	Elena	Arrendol	Medford St.	East
247	Dan	Dunn	Alpine St	West
248	Marcial	Tejada	Massachusetts Ave	Central
249	Maryanne	King	Country Club Drive	West
250	Lauren	Ledger	Franklin St	East
251	Rebecca	Sacks	Lakeview St.	East
252	Corinne	Collette	Webster st	East
253	Jacob	Glickel	Bates Rd	East
254	Saehee	Kim	3 Quincy st	West
255	Elinore	Charlton	Everett Street	East
256	Michael	Decoteau	39 Woodbury Street	West
257	Diane	Wong	Park Terr	Central
258	Andrew	Brody	West	West
259	Stephen	Revilak	Sunnyside Ave	East
260	Karen	Kelleher	Beacon Street	East
261	Jessica	Callaghan	Westmoreland Ave.	West
262	Hunter	Finch	Varnum Street	East
263	Tish	Miller	Summer street	Central
264	Kamal	Hussein	Sunnyside Ave	East
265	Lourie	August	Henderson St	East
266	Kathryn	Solow	Central	Central
267	Andrew	Gilson	Windsor St	East
268	Paulette	Schwartz	Robin Hood Rd	Central
269	Murat	Tonga	Marathon St	East

270	<i>Gulen</i>	<i>Tonga</i>	<i>Marathon</i>	<i>East</i>
271	<i>Barbara</i>	<i>Thornton</i>	<i>Park Ave.</i>	<i>West</i>
272	<i>Kiernan</i>	<i>Mathews</i>	<i>Highland Ave</i>	<i>Central</i>
273	<i>Daniel</i>	<i>Schockett</i>	<i>Pleasant St</i>	<i>Central</i>
274	<i>Janet</i>	<i>Gottler</i>	<i>Jean Road</i>	<i>Central</i>
275	<i>Griffin</i>	<i>Jones</i>	<i>Mott St.</i>	<i>East</i>
276	<i>Jill</i>	<i>Snyder</i>	<i>Massachusetts Ave</i>	<i>East</i>
277	<i>Barbara</i>	<i>Fishet</i>	<i>King Street</i>	<i>Central</i>
278	<i>Laura</i>	<i>Cerritelli</i>	<i>Tufts street</i>	<i>East</i>
279	<i>Stanley</i>	<i>Pollack</i>	<i>Grandview Road</i>	<i>West</i>
280	<i>Lucas</i>	<i>Allam</i>	<i>Ridge Street</i>	<i>Central</i>
281	<i>Kris</i>	<i>Willcox</i>	<i>Ely Rd</i>	<i>Central</i>
282	<i>Claire</i>	<i>Johnson</i>	<i>Wright Street</i>	<i>West</i>
283	<i>Susan</i>	<i>Ryan-Vollmar</i>	<i>Overlook Road</i>	<i>West</i>
284	<i>Paul</i>	<i>Selker</i>	<i>24 Central St</i>	<i>Central</i>
285	<i>Juhan</i>	<i>Sonin</i>	<i>Surry Rd</i>	<i>West</i>
286	<i>Dan</i>	<i>O'Brien</i>	<i>Woodbury St</i>	<i>West</i>
287	<i>Evan</i>	<i>Weixel</i>	<i>Gardner St</i>	<i>East</i>
288	<i>Naoka</i>	<i>Carey</i>	<i>Scituate Street</i>	<i>Central</i>
289	<i>Adam</i>	<i>Lane</i>	<i>Grafton Street</i>	<i>East</i>
290	<i>Catherine</i>	<i>Brewster</i>	<i>Lakehill Avenue</i>	<i>East</i>
291	<i>Sam</i>	<i>Hasson</i>	<i>Exeter Street</i>	<i>East</i>
292	<i>Alyssa</i>	<i>Saunders</i>	<i>21 Oakland Ave</i>	<i>West</i>
293	<i>Vincent</i>	<i>Baudoin</i>	<i>Silk Street</i>	<i>East</i>
294	<i>Dori</i>	<i>Mazor</i>	<i>Fairmont Street</i>	<i>East</i>
295	<i>Beth</i>	<i>Elliott</i>	<i>Highland Avenue</i>	<i>Central</i>
296	<i>Susan</i>	<i>Born</i>	<i>School</i>	<i>West</i>

297	<i>Coline</i>	<i>Baudoin-Canil</i>	<i>Silk Street</i>	<i>East</i>
298	<i>Sanjay</i>	<i>Newton</i>	<i>Ottawa</i>	<i>Central</i>
299	<i>Shaina</i>	<i>Korman-Houston</i>	<i>Lake Street</i>	<i>East</i>
300	<i>Jory</i>	<i>Hecht</i>	<i>Lake Street</i>	<i>East</i>
301	<i>Chad</i>	<i>Gibson</i>	<i>Varnum</i>	<i>East</i>
302	<i>Judith</i>	<i>Hanlon</i>	<i>Park Street</i>	<i>East</i>
303	<i>Marion</i>	<i>Latendresse Varley</i>	<i>Cleveland</i>	<i>East</i>
304	<i>Benjamin</i>	<i>Heath</i>	<i>Bower St</i>	<i>Central</i>
305	<i>Naomi</i>	<i>Lown</i>	<i>18 West Street</i>	<i>West</i>
306	<i>John</i>	<i>Harding</i>	<i>Highland Avenue</i>	<i>West</i>

From: Charlie Foscett

Sent: Sunday, September 10, 2023 7:47 PM

To: Eugene Benson; Kin Lau; Stephen Revilak; Melisa Tintocalis; Rachel Zsembery

Cc: Diane Mahon; Eric Helmuth; Stephen DeCoursey; Len Diggins; John Hurd; Claire Ricker; 'Sanjay Newton'

Subject: MBTA Communities Working Group Proposal(s)

No doubt you are being inundated with emails on this topic. I write to express my strong opposition to any path but the minimum 2046-unit increase required by state law. Despite the good will and serious effort of the Working Group I believe they have reached a seriously flawed conclusion. I have analyzed their recommendations and also read many of the letters and documents circulated by ARFFR and other parties. I also have been doing my own detailed research and analysis.

Rather than bury you with repetitive detail, I will simply state that the recommendations of the Working Group are environmentally destructive, societally elitist and, for Arlington, financially ruinous.

If we now adopt the minimum requirement, we will have met our state obligation. If appropriate, this can always be enhanced in the future. I strongly recommend that the ARB adopt a moderating position that can be broadly supported in the community.

Regretfully, I cannot attend your hearing on 11 September, but I trust that you will reach a well-reasoned and moderate decision that preserves Arlington's core values for generations to come.

Respectfully,
Charlie Foscett

Charlie Foscett
101 Brantwood Road
Arlington, MA 02476-8005
1.781.492.0800 (Mobile)
1.781.646.5882 (Home)
1.781.641.4769 (Fax)
Email: charlie.foscett@foskettco.com
Skype: cfoscett

Support MBTA Communities process

Jake Glickel <glickel@gmail.com>

Sat 2023-08-19 09:28

To: Eugene Benson <EBenson@town.arlington.ma.us>; Kin Lau <klau@town.arlington.ma.us>; Melisa Tintocalis <mtintocalis@town.arlington.ma.us>; Rachel Zsembery <rzsembery@town.arlington.ma.us>; Stephen Revilak <srevilak@town.arlington.ma.us>

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Hello Board Members,

I support the drive to go above and beyond the requirements of the MBTA communities to promote more housing in Arlington. I live in the area that could see a lot change, and welcome it. We have a climate and housing affordability crisis and Arlington needs to do its part. I also look forward to more amenities that more housing will spur.

I also support the Sunnyside project.

Thanks,
Jake Glickel
42 Bates Rd

From: Eugenia Grigoris

Sent: Thursday, September 7, 2023 11:50 AM

To: Eugene Benson; Kin Lau; Stephen Revilak; Melisa Tintocalis; Rachel Zsebery; Claire Ricker

Cc: Stephen DeCoursey; Len Diggins; Eric Helmuth; John Hurd; Diane Mahon; Jim Feeney

Subject: MBTA Communities Act Density Overlay Plan - Sept. 11, 2023 Meeting

To the Arlington Redevelopment Board:

The Arlington Redevelopment Board must reject the density overlay plan developed by the MBTA Communities Act Working Group (WG) to be presented to the ARB on September 11, 2023. The WG continues to promote a wildly overcompliant plan designed only to appeal to real estate developers to the detriment of the residents and taxpayers of this town.

The WG has consistently refused to present maps that would actually comply with the Commonwealth's requirements under the MBTA Communities Act. The WG has also refused to discuss what complying with the Act would really mean. In the case of our town, compliance means the creation of 2,046 units of multi-unit housing and not the 7,000 (or 10,000 or 15,000 or even 20,000) envisioned by the WG. Perhaps this should come as no surprise, since the WG appears to be made up largely of real estate developers and pro-density individuals and therefore, unrepresentative of the majority of the residents and taxpayers of Arlington.

The WG's overcompliant plan was described several times by the WG's members as "untethered" to the requirements of the MBTA Communities Act. Why? No mandate was given to the WG to overcomply. They were tasked only with developing a workable and realistic plan acceptable to the Commonwealth and to the residents and taxpayers of Arlington.

Most residents do not even know about the Act or the massive transformation of our town under the extreme plan put forth by the WG. The WG's plan was misrepresented in the post card that they eventually distributed a few days ago. The WG has held only one open meeting at the Town Hall in July, a few other "office hours" at Robbins Library mainly at times when most people cannot attend, and the Tuesday night WG meetings, where the public is not allowed to participate. At no time was actual compliance with the Act seriously discussed nor was any truly compliant map presented.

No studies of the impact on town finances, taxes, congestion, schools, infrastructure, and green/open spaces were done in preparation for the WG's plan.

Arlington is already one of the densest communities in Massachusetts. The transformation envisioned by the WG through the creation of market-rate units, while lucrative for developers and other pro-market rate density advocates who express a minority agenda, would be negative for the most important stakeholders – the people who live and work here.

Arlington is already built out and new market-rate housing will be higher priced. Developers will buy existing housing at a premium, demolish the property, and then build expensive high-density housing. They have every incentive to make such housing as expensive as possible to get the full benefit of their investment. In East Arlington, where a diversity of distinctive and good quality housing exists, including both single and two-family dwellings, the neighborhoods would in the long-run be eradicated. These very dwellings are what have always made East Arlington attractive to new families who appreciate the diversity of the neighborhood and proximity to transportation, schools, services and green spaces.

The WG's overcompliant plan will set in motion a transformation of the town that will be impossible to undo, rendering Arlington unrecognizable in the future. The plan must be rejected by the ARB in favor of a plan that is truly compliant with the law.

Thank you.

Eugenia Grigoris
11 Bates Road

September 8, 2023

To the Arlington Redevelopment Board,

I am writing to express my dissatisfaction with the extreme rezoning plans being considered for Arlington and I urge you to vote against any zoning overlay proposals presented by the MBTA Communities Working Group **that exceed the state's mandate** in Arlington.

As an Arlington resident, homeowner, and taxpayer, I am very concerned about the profound effect that the new zoning will have on the social and architectural fabric of our entire town, not just those neighborhoods within the overlay districts. Arlington is already one of the most densely settled towns in the area. The Working Group proposal to add thousands of units over the compliance requirement is simply too much. It goes far beyond any mandate that they had been given by the state.

The semi-clandestine way in which this plan was formulated – with little publicity and few opportunities for townwide participation or knowledge of the planning process – is of grave concern. Despite the last postcard – too little, too late – most people in town remain unaware of the scope and details of the zoning changes. The elderly and those without computers and internet access are especially vulnerable to such zoning changes, yet most know nothing about them. They remain powerless and forgotten, even though they are taxpaying residents and deserve to be apprised of such sweeping change to their town.

The Working Group, which includes at least three developers, provided few sketches or a three-dimensional model to assist us in visualizing the proposed changes. More concerning, there has not been a feasibility study nor a serious study of the possible effects on schools, police, fire, town services, traffic patterns, parking, and infrastructure in respect to the great population growth anticipated.

From an environmental perspective, the Working Group plan makes no effort to preserve the tree canopy or green space in overlay areas. Adequate setbacks that include room for trees are imperative when building four or more stories.

Ultimately, the Working Group's proposal – an excessive number of units, market rate/luxury housing, few (if any) **truly** affordable units, and perks for developers when they do include a few more affordable units - reveals itself to be nothing more than a gift to aggressive developers – an undisguised land grab with no benefit for current Arlington landowners.

From a social perspective, people of color will be unlikely have the funds to afford the new market-rate units, and when taxes and rents in the overlay districts increase, as they inevitably will, older and less affluent townspeople of all backgrounds will be forced out – the epitome of gentrification under the guise of providing more housing.

Deep incursions into the neighborhoods with the goal of demolishing and rebuilding is inequitable, elitist and unjust. Less affluent homeowners living in contiguous areas will eventually be coerced into selling their homes to developers, often at a lower rate, as no one other than a developer would wish to purchase a single-family house overshadowed by a monolith.

Diverse housing options including one, two, and three-family dwellings already exist in East Arlington as well as in other areas of the town. These provide housing for people in a variety of income levels. By future development of only 4-story and above structures in all the upzoned neighborhoods, we are limiting housing options for people seeking housing in Arlington to essentially, wealthy singles or couples who will move out when they have more than one child. This certainly marks a great change from the family-friendly town of the past.

Insecurity about one's home is a frightening, and ironic, consequence of this density agenda. You owe it to your voting constituents to protect their rental and home-owner property rights.

Truly affordable housing, developed in a responsible manner and built in areas that do not rob existing homeowners of their rightful property, must be Arlington's sole development goal. Let's begin by doing a great job with the placement and thoughtful construction of 2,046 units **as required**. If that works well, we can revisit rezoning again in the future.

Legislation that allows for unchecked development on a grand scale is bad for Arlington's future. Please reject the current plan that the Working Group will be presenting.

With sincere thanks,

Lygia Grigoris

370 Park Ave., Precinct 12

Support for MBTA Communities plan

Naomi Gutierrez <gutierrez.n@gmail.com>

Mon 9/4/2023 10:38 AM

To: MBTA Communities <mbtacomunities@town.arlington.ma.us>

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To whom it may concern,

I'm writing in support of the Town of Arlington's new zoning plan under the MBTA Communities Act. I live in a five-story apartment building with dozens of units that is within a mile walk of Alewife (or four short stops on the 350 bus). I moved to Arlington four years ago when I was priced out of Cambridge but I have come to love this town and the sense of community, and being able to walk to places like Breadboard Bakery and the many businesses downtown. I would love to become a homeowner in Arlington as well, and the kind of additional density that the zoning changes would allow seem perfect for me as a single adult -- a single-family house is too much space, but a duplex or condo in a larger unit would allow me to put down permanent roots while still living in a walkable area and not adding another car to the roads.

I know there are many loud voices fearmongering about the effects this new zoning will have on our town. I want to put my voice in on the side of adding space for residents of Arlington and any and all measures to ensure that future housing is affordable, environmentally friendly, and welcoming.

Sincerely,
Naomi Gutierrez
233 Massachusetts Ave. Apt. 216
Arlington

From: Matthew C. Guyton

Sent: Monday, September 11, 2023 1:10 AM

To: Eugene Benson; Kin Lau; Stephen Revilak; Rachel Zsembery; Ashley Maher

Cc: MBTA Communities; Stephen DeCoursey; Len Diggins; Eric Helmuth; John Hurd; Diane Mahon; Claire Ricker; Jim Feeney

Subject: MBTA Communities and Recreational Space

Dear Redevelopment Board (CC'ing MBTA Communities Working Group, Select Board, Town Manager, Planning Director),

As you consider the MBTA Communities Act plan, I hope that whichever plan you support, you will also plan for proportional increases in recreational space, particularly soccer fields.

The families of Arlington are blessed with a great soccer community that provides many health benefits and strengthens community ties across residents of all economic backgrounds. To put it in perspective, for every 3 children in Arlington Public Schools, 1 child is playing on a team this season in the Arlington Soccer Club. However, it is already very difficult to get soccer field space because so much of Arlington's land is built out compared to our population size. With the MBTA Communities Act, we will be welcoming more families to Arlington, and therefore will need more recreational space. Because land is a limited resource, it will be too late to create more recreational space after the new housing is already built.

I am asking you to identify and reserve land for future recreational space in proportion to whatever population increase this new zoning will provide. If you support a plan that could eventually allow a 5% increase in Arlington's population, please set aside land for 5% more recreational space. Similarly, if you support a plan that allows for a 100% future increase in population, please set aside enough land to double the amount of recreational space in Arlington.

Please plan for recreational space when you consider Arlington's response to the MBTA Communities Act.

Thank you,
Matt Guyton
22 Irving St

From: Susan Hargrave
Sent: Sunday, September 10, 2023 8:59 PM
To: Claire Ricker
Subject: MBTA Communities Working Group Plan

Hello,

I seem to be late to this discussion, and I don't totally understand how the numbers will work. At first glance, it looked to me like the plan had the capacity to double Arlington's population, which I think would be extremely undesirable. Since I am not a town planner and I don't understand the ins and outs of the proposal, I simply ask that the group take the time, if you haven't already, to analyze the worst-case scenario that might result from the plan. How would it affect things like green space, school crowding, traffic, and quality of life? I think most residents probably like Arlington's small-town feel and easy lifestyle. So, again, my request is that the group study how the plan will impact us before moving ahead with these decisions.

Thank you.

Susan Hargrave
170 Lowell St.

From: Elise Harmon-Freeman

Sent: Wednesday, September 6, 2023 9:22 AM

To: Eugene Benson; Kin Lau; Stephen Revilak; Melisa Tintocalis; Rachel Zsembery

Subject: In Support of MBTA Communities Rezoning

Hello -

I'm writing in strong support of MBTA Communities Working Group's Alternative 1 map. As an Arlington resident and homeowner, it's very important to me that our community is welcoming, affordable, and has housing options for everyone from young professionals to families to older adults.

By allowing more multifamily housing along Mass Ave and Broadway, we would increase demand for the small businesses on these streets and expand housing options for empty nesters, first time homeowners, and young people.

I've seen signs around town that are very misleading about the level of change that this would bring. Additional housing will only be created if/when property owners choose to redevelop -- a very incremental change that probably won't be quick enough to completely fix the high home prices and crazy competition for housing in Arlington and surrounding towns. When we bought our first home three years ago, my husband and I put in 12 offers before one was finally accepted.

We're a one-car household and do our best to bike, walk, and take public transit as much as possible. In general, it's a much more pleasant way to get around. By building more housing with convenient access to public transportation, shops, libraries, and parks, we give people more opportunities to reduce their car usage.

Elise Harmon-Freeman
Precinct 7 Resident

From: Len Kardon
Sent on: Monday, September 11, 2023 6:02:07 PM
To: Claire Ricker
Subject: hearing comment

The following is submitted as public comment for the Arlington Redevelopment Board hearing on September 11, 2023 on the proposed Zoning Bylaw Amendment / MBTA Communities Overlay District. Please be sure it is distributed to each member of the ARB and included in the hearing record.

I am writing to request that the Arlington Heights Neighborhood Multifamily Subdistricts (Heights and Heights Extension) be trimmed in the same manner as the East Arlington Neighborhood Multifamily Subdistrict was trimmed at the Working Groups August 8 meeting (limit to parcels on Mass Ave and parcels adjoining those parcels) for the same reasons - it creates incentives for disruptive redevelopment that won't add units. As Ms. Aamodt noted, "they'll make unattractive additions to the buildings...we'll end up with basement apartments and awkward add-ons, compromising the architectural integrity of the neighborhood ...that will make the consistent fabric alien and produce sub-par architecture."

It is important to note that minimum lot sizes are excluded in the overlay. Existing nonconforming lots would suddenly be open to redevelopment - even replacing a single family with a larger single family home of three or four stories would be allowed with no new units would be created. Let's be careful about what we are doing, start with a zone on or adjacent to Mass. Ave, and build from there. Let's not incentivize disruptive redevelopment of luxury units in our existing two-family neighborhoods.

I fully support increased multifamily housing in Arlington and am disappointed that 100% of existing commercial and industrial property was excluded from the proposal when, as Arlington's own Director of Planning noted, some of these parcels represent the best opportunity for significant multifamily development with inclusion of affordable units. However, disrupting the neighborhoods off of Massachusetts Ave is not a substitute for those missing parcels. Based on past versions that did have a smaller Heights district, the plan would still likely have double the required capacity if the heights subdistricts were trimmed. I urge you to make this change

Len Kardon
65 Tanager St.

From: Michelle Keenan
Sent: Monday, September 11, 2023 8:01 AM
To: Rachel Zsembery; Eugene Benson; Kin Lau; Stephen Revilak; Ashley Maher
Cc: Michelle Keenan
Subject: MBTA Communities Proposal

Dear ARB Members:

I am writing to express my strong opposition to any recommendation beyond the minimum 2046-unit increase required by state law.

The overcompliance that is being proposed by the working group does not represent the voice of the people of Arlington and I sincerely believe that their proposal and assumptions are deleterious to our town in so many ways.

Meeting the minimum requirements should be what we prioritize now and if warranted, this decision can be revisited in the future, with broad involvement of then community and voted on in a town election.

This major redesign of the zoning of our town that is being pushed by a small elite group does not reflect the will of the people.

I appreciate your time and consideration.

Respectfully,
Michelle Keenan

September 8, 2023

Re: Comment on renter displacement, MBTA Multi-family Zoning proposal

To the Redevelopment Board:

The current MBTA multi-family zoning proposal is likely to displace residents paying below low- and below-market rent, as I explain below, but the proposal still omits 5 acres worth of land throughout the Town that would give Arlington the most new growth in the tax base, be likely to include new inclusionary zoning affordable units, and be least likely to displace lower income Arlington renters, and still keep commercial uses. Since the state changed the MBTA zoning rules and now allows mixed use, why are we still ignoring these sites that our Planning Department has for years identified as ripe for redevelopment, and why are officials and proponents with whom I have discussed the MBTA zoning proposal indifferent to renter resident displacement?

Landlords of Renter-occupied buildings will be the first to get offers to sell because the developer will be negotiating with a *single* seller per building, the landlord, and single-owner non-condo buildings are less costly to acquire than condo buildings. If a developer buys from the one owner, the tenants' leases will not be renewed, the building will most likely be gutted, expanded, or demolished and replaced with a larger multi-unit building. Those new units, whether apartments or condos, will be priced out of reach for the tenants who were displaced. Condo buildings have multiple owners to negotiate with, and cost more to acquire since they are rehabbed before going condo. If you're a developer, you're taking the easier, less expensive path. It appears that the GIS step of sifting out condo buildings to evaluate the impact of the current proposed MBTA zoning map still has not been done. This planning step should be important to us, and we can have a district that creates opportunity for new units without displacing today's renter residents. It puzzles me that the working group and the ARB appear unwilling to ask Utile or the Town's GIS-trained staff to do this analysis of the current map, and consider adjusting the map accordingly.

I have talked with two members of the Board of Assessors and a member of the Assessing staff, and they agree that significant multi-family buildings yield more significant new growth in the tax base than a two family here or there going to three or four units. A larger site is also more likely to attract an experienced multi-family builder who can build high-quality and attractively-designed buildings for our town.

With the commercial parcels I've identified (below) that are ready for redevelopment, there are almost NO apartment renters to displace from their homes, and we can include a commercial use per the new state guidelines. Town Meeting only has so much bandwidth for complex zoning changes. Please let's not wait to include these sites for a hoped-for future elective zoning change. I urge the Board to re-consider whether standing firm on its position of excluding all commercial or industrially zoned land is really in Arlington's interest.

Thank you for your consideration.

Carol Kowalski, AICP, ICMA-CM
182 Scituate Street

Note about me: I am a certified planner with over 25 years of experience in four local towns, including Director of Planning and Community Development in Arlington, and I led the Town through its first/only Master Plan process in 2015. I have lived in Arlington since 1986. I am the Assistance Town Manager for Development in Lexington, where I have worked with commercial and residential developers since 2015. Lexington was the first town to adopt the MBTA Multifamily zoning.

5.23 acres of Smart Growth locations in Arlington that meet MBTA requirements; no resident displacement

Arlington is an "MBTA adjacent" community. The state guidelines require the new zoning district to go in Smart Growth locations. The following all meet the state's Smart Growth site parameters.

28 Mass Ave, .55 acres Close to Alewife Greenway, close to amenities, bus stop, stores.

30 Mystic Street 1.2 acres This location is perfectly suited to multi-family development, large enough to actually be feasible to redevelop, unlike most of the proposed subdistricts. It's near other existing multifamily buildings, close to Mass Ave stores and restaurants, very close to the Minuteman Bikepath, close to bus service, and its lower site grade will help with landscaping and would keep it from appearing imposing. **No resident or commercial tenant displacement** (vacant July 2023).

The Greater Boston Motor Sports block, i.e. 1090, 1092, 1098, 1100 Mass Ave. .77 acre This block could generate genuine interest in redevelopment, and some of these addresses are already in common ownership. This block accommodates height and could yield meaningful units, including affordable units. It's walking distance to Ottoson Middle School, close to bus stops and to the amenities in Arlington Heights. The Greater Boston Motor Sports building is 51 years old, and mixed use redevelopment is now allowed by the MBTA zoning rules.

Parcel 33-2-5B, a 1.35 acre parking lot behind 37 Broadway Appears ready to accommodate several floors of residential above parking at grade behind the existing tenanted commercial building. There is a bus stop right out front on Broadway, and Stop and Shop and Boyles Market are each only a 4 minute walk, as is the Alewife Brook Greenway. Considering how many units this parcel could produce, including SHI units, and its optimal Smart Growth amenities-meets all requirements-**no resident or commercial business displacement**.

RCN Parking lot 951-955 Mass Ave. approx. .62 acres four parcels in use as parking for RCN. It's less than 500 feet from a grocery store and walking distance to Arlington High School. In front are bus stops for the Route 77 MBTA bus. **No resident or commercial business displacement**.

956 and 960 Massachusetts Avenue, approx .72 acres
RCN Office, warehouse and adjacent parcel. See above amenities and bus stop. **No resident displacement**.

From: Diane Krause

Sent: Monday, September 11, 2023 1:01 PM

To: Claire Ricker; Rachel Zsembery; Melisa Tintocalis; Kin Lau; Stephen Revilak; Eugene Benson

Cc: Jim Feeney

Subject: MBTA Communities Zoning Plan

Claire Ricker, Director Planning and Community Development
Redevelopment Board Members

Dear Ms. Ricker and Board Members,

I am an Arlington resident and I am concerned by what the working group has proposed for compliance with the MBTA Zoning rule.

Why is the capacity so much more than what is required? Yes, I read the report and it states capacity doesn't mean that's what will be built, but why is this number so high? Why isn't one of the options before the ARB 100% compliance with the requirement, and not overcapacity?

The report talks about being in favor of street trees and it does agree to 15 ft. setbacks, but also allows developers to build to 6 stories, not 4, with no setbacks if the developer adds commercial space on the first floor/street level. —How does this make any sense from an environmental perspective? I strongly oppose granting this option. We have a couple of apartment buildings near Stop & Shop on Mass Ave. with empty commercial space on the first floor, space that appears quite small and useless. Maintaining 15 foot setback will enable some small area of green space and give any trees a better chance to grow, instead of the small space between street and sidewalk that most street trees have now to survive. We need to be considering how to add trees and green space and pocket parks into our plans, not figuring out how we can reward developers to build bigger and taller buildings with no restrictions.

Commercial zones. I admit it appears that commercial zones have been left intact, although trying to see details on the maps provided is difficult. It's hard to tell what has been converted to residential/MBTA. I think everyone in Arlington would like to see growth of business, and more options for new businesses. And yet it appears that existing businesses would now be surrounded by areas zoned for residential use only. —So no business would be able to expand it's footprint? Or a new business would have to fit into an existing footprint? This seems extremely short-sighted. And dooms the town to not adding any significant, creative solutions to bringing more business into Arlington.

I don't understand why the focus isn't on adding units closer to the Alewife T Station. If we don't want more cars on the roads, shouldn't units be in walking distance to the T? Bus service along Mass Ave. has deteriorated significantly and doesn't seem like a great option. This is another reason not to add more capacity than required.

I agree Arlington needs more housing options, particularly low and middle income options. This plan does nothing to address this need. The condos that will be built will be expensive, with little or no setback requirements, as far as I can tell. When I hear things like allowing a 4 (or 6) story apartment building on the south side of Paul Revere Road instead of the much lower north side it seems like the working group didn't even look at existing landscape with what they're proposing. Is it true that historical buildings like Old Schwab Mill are included in the MBTA Residential Zone? Why? That just is wrong, and i don't think I have to explain why it's wrong.

We seem to be rushing to a decision this Fall in order to get into some fossil-free program. Is it worth it to rush such an important zoning decision? I strongly oppose what the working group has proposed. I strongly oppose giving developers the opportunity to build with little or no setback restrictions. I want to see a plan that addresses climate change and includes more green space. I strongly oppose any plan with more capacity than what is required. I strongly oppose a plan that limits business growth in Arlington.

Thank you for reading my comments.

Diane Krause
High Haith Rd.

Old Schwamb Mill on proposed MBTA map

Ann LeRoyer <annleroyer12@gmail.com>

Mon 2023-09-04 13:09

To: sanjaynewton@gmail.com <sanjaynewton@gmail.com>; Stephen Revilak <srevilak@town.arlington.ma.us>; Kin Lau <klau@town.arlington.ma.us>

Cc: Dermot Whittaker <dw61@dermwhittaker.com>

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Hi Sanjay, Steve, and Kin,

I was looking at the two new MBTA Communities maps on the Town website, and noticed that the Old Schwamb Mill at 17 Mill Lane off Lowell St. is included in the Alternative 2 overlay district in the Heights. I know you had taken the Mill out of previous map versions when concerns had been raised, and hope that you can take it out of this map. This registered historic site (which is in zone R7 along with Watermill Place) should not be included in any potential overlay district.

I do note that the Working Group's recommended map Alternative 1 does not include the Mill and this new subdistrict in the Heights, and I thank you for that !

I know that all of the alternatives will be reviewed by the ARB starting on Sept. 11, so I am hoping that Steve and Kin can include this requested change at the ARB hearings before any final map is proposed.

Thanks very much,

Ann LeRoyer

TMM Precinct 17

Old Schwamb Mill board member

CC - Dermot Whittaker, president of the Mill board.

From: Jennifer Litowski
Sent: Monday, September 11, 2023 1:15 PM
To: Claire Ricker
Subject: Support the MBTA-C working group proposal

Dear Arlington Redevelopment Board,

I am writing to express my support for the MBTA Communities Working Group's proposal, as described in last week's report. Over the past year, I have been impressed by the Working Group's commitment to gathering public input and balancing community values such as increasing affordable housing, sustainability and supporting our local businesses. I think this plan accomplishes this.

My family and I moved to Arlington 8 years ago for the great schools, access to the employment, cultural and recreational opportunities of the region...and the fact that we could find a home that we could afford. Since then, this last reason has moved out of reach for more and more people. New coworkers have to move farther and farther away, trying to cope with unsustainable commutes. Neighbors who need to downsize have not found smaller, more affordable options and so have moved away from their friends and community to find a place they can live. It's a small reflection of the struggles faced by so many people in Massachusetts.

The proposed zoning changes are one key piece in solving the housing crisis. I strongly encourage the ARB to support the plan as written, to make a meaningful change in housing availability.

Regards,
Jennifer Litowski

From: David Maltzan
Sent: Monday, September 11, 2023 10:19 AM
To: Claire Ricker
Subject: MBTA Communities Working Group Plan

Please accept this comment regarding the MBTA Communities Working Group Plan:

I strongly support the plan, and I only wish it allowed for even more units to be built in Arlington. We are facing both a climate crisis and an affordability crisis and both of these are strongly related to the fact that we don't allow enough people to live in places like Arlington, where it's easy to get around for most purposes without a car.

David Maltzan
40 Foster Street
Arlington, MA 02474

From: Beth Melofchik

Sent: Monday, September 11, 2023 7:43 AM

To: Claire Ricker; Rachel Zsembery; Melisa Tintocalis; Kin Lau; Stephen Revilak; Eugene Benson; Eugene Benson

Cc: AHDC Chair; JoAnn Robinson; Beth Melofchik; Dermot Whittaker; Jim Feeney

Subject: Why target Old Schwamb Mill

Claire Ricker, Director Planning and Community Development
Redevelopment Board Members

Dear Ms. Ricker and Board Members,

I write out of an abundance of concern for Old Schwamb Mill as it has come to my attention that it has been included on a version of the MBTA Working Group maps. To target the Old Schwamb Mill for redevelopment regardless of the reasoning inspires me to share the role the Old Schwamb Mill plays in the Arlington community particularly after recent remarks by one of your members, also a member of the MBTA working group, who stated at a recent Historic District Commission meeting that perhaps the owners of the Mill would like to redevelop their property.

This remark is illustrative of the breadth and depth of ignorance as to the contribution, historical, musical, artistic, and educational which the Old Schwamb Mill makes to Arlington and beyond.

We approach the 250 anniversary of the events of April 19, 1775. Arlington is a member of Battle Road Scenic Byways communities along with Concord, Lexington and Bedford. The Community Preservation Act Committee after lengthy deliberations awarded a large grant to Allen Tosti's project to create an historic site at the corner of Lowell Street and Massachusetts Avenue, near Old Schwamb Mill.

Will Arlington consider relinquishing membership in Battle Road Scenic Byways since Town Hall chooses to award no value to historic properties? Will Mr. Tosti cease his project, Massachusetts Avenue streetscape having no historic significance worth preserving, seemingly according to Town Hall. Battle Road Scenic Byways is about preserving the streetscape.

Town Hall seeks to allow obliteration of historic sites across town among them:

Old Schwamb Mill, 17 Mill Lane -- b. 1860, National Register
Capt. Benjamin Locke, 21 Appleton Street -- c. 1740, National Register
Lt. Benjamin Locke, 11-12 Lowell Street -- 1816, National Register

Were the CPA funds misspent on the project brought forth by Mr. Tosti?

What is the significance of Battle Road Scenic Byway? Will more town funds be thrown after an illusory goal of historic significance while the Redevelopment Board and MBTA Working Group wreak a path of destruction obliterating the historic significance of Menotomy, what little remains along with the history of water driven manufacturing along Mill Brook?

What impact 6 story canyons surrounding Old Schwamb Mill? What impact on the Battle Road?

The nation has a housing shortage. The Boston region has a housing shortage. This is not occurring in a vacuum. The historic fabric of our community must be considered and afforded protection. Or, spend not a penny further on historic projects. We are left to be satisfied with granite markers like the one for Black Horse Tavern, [Black Horse Tavern Marker | Freedom's Way National Heritage Area \(freedomsway.org\)](#). Previous incarnations of redevelopment boards having afforded no value to historic sites.

Visit Concord and Lexington for historic sites and significance in 2025 and for shade trees.

Arlington is ersatz. Town Hall's choice.

Kind regards,
Beth Melofchik

From: Nazila Salamat Miller

Sent: Tuesday, September 5, 2023 6:31 PM

To: Eugene Benson; Kin Lau; Stephen Revilak; Melisa Tintocalis; Rachel Zsembery

Subject: Strong Concern about the MBTA Communities Act Proposal

Dear ARB board members,

I am writing to you to express my strong concern about the MBTA Communities Act portion / proposal to allow building more than 3.5 times the minimum number required by Massachusetts.

As a tax-paying town resident of 17 years, I recall choosing Arlington to be home due to lack of congestion and the good schools reputation. I believe the town is already crowded as is, our teachers are taxed to keep up with the number of children in the classrooms, and the traffic is out of control for such a small town (specifically on the roads that intersect with the bike path, which we quit using~ 3-4 years ago as there were too many people and riders on it and it was hazardous for families with children).

Please think about the new high school that is being built, which with the proposed plan may already be undersized even before completion. Please also recall that we voted on increasing taxes several years ago with the promise of no tax increase for many years. Can the town abide by that promise while building 3.5 times of the required amounts of homes?

Please reconsider your plans and scale them to what realistically Arlington can bear to ensure the uniqueness of the town does not get impacted.

Thank you.

Nazila Miller, Ph.D.

From: Nancy Morrison
Sent on: Monday, September 11, 2023 7:00:22 PM
To: Claire Ricker
CC: Nancy Morrison
Subject: Question about the capacity of new residential units planned for Arlington

This is more of a question than a comment related to the MBTA Communities Act plan being developed for Arlington.

I understand that the MBTA Communities Act proposal has an estimated capacity for the number of new units that could be built by right. Through the process for the MBTA act learned of other zoning overlays in town (e.g. Broadway), plus new ones that are being developed (e.g. Arlington Heights).

What is the total capacity increase of all of Arlington's zoning overlays when combined together? What is the additional capacity when the overlays being developed (e.g. Arlington Heights) are added into the total?

Thank you for helping me understand the total increase in population being zoned for Arlington through these various zoning overlays.

Nancy Morrison
56 Claremont Avenue

From: Patricia OConnor
Sent: Sunday, September 10, 2023 7:21 PM
To: Claire Ricker
Subject: Points regarding 9/11 Redevelopment Meeting

1. The Town is going way beyond what is required by law regarding the zoning amendment.
2. Certain property owners will be punished, yet they will be paying the same tax rate as those in other parts of the Town that do not have to make any sacrifices. When we purchased our homes we did not expect to have big apartment houses, etc. next door. Will people want to move to Arlington if they cannot get the quality suburban life not city life they escaped from.
3. Four stories is too tall for residential areas.
4. Only developers will win, not residents or the Town.
5. MBTA cannot handle the riders they already have, and you think they can accommodate more ridership.
6. Many businesses closed these past few years, and I believe the Town may be overconfident to have these high expectations that the economy is humming and business will be booming.

From: Nili Pearlmutter
Sent: Saturday, September 2, 2023 11:18 AM
To: Claire Ricker
Subject: MBTA Communities Working Group Plan

To Whom it May Concern:

I am writing to express my support for the plan proposed by the MBTA Communities Working Group. If we only propose a plan that meets the requirements, but does not exceed them, the change will be too limited in terms of the ultimate impact on housing. Any changes will be very slow, based on the turnover of individual properties and the practicality and profitability of tearing down existing structures in order to build multi-family housing. More multi-family buildings will bring vitality to our communities, provide housing for seniors, and increase supply, thereby ultimately lowering housing costs. Denser housing is also an important part of becoming more climate friendly.

I would like to add that I live on Harlow St. in East Arlington. The end of the block I live on is part of the proposed rezoning – and I welcome it!

Sincerely,
Nili Pearlmutter
Harlow St.

From: Richard Pelletier

Sent: Monday, September 11, 2023 2:30 PM

To: Claire Ricker; Jim Feeney; Rachel Zsembery; Eugene Benson; Kin Lau; Stephen Revilak; Ashley Maher; MBTA Communities; Eric Helmuth; Stephen DeCoursey; Len Diggins; John Hurd; Diane Mahon

Subject: MBTA Density Overlay

Hello,

I am writing to you in regards to the MBTA working group's current proposal for the MBTA density overlay. Here are a few points I would love to see addressed:

1. Where is the plan that shows zoning to allow the 2,046 units required by the law? Why can't we start with the minimum and add later if the town wants to?
2. Why are we going so far beyond what is required, when we are already one of the densest communities in the state?
3. Under what authority does the WG have to over-comply at such an extreme level?
4. How does this benefit Arlington residents at all? What studies of impact on town finances, real estate taxes, congestion, schools, roads/fire/sewer and open spaces/trees have been done?
5. I would like to see a ballot question asking the citizens of Arlington their thoughts on the current proposal. This is a very important issue a survey with 213 responses is not enough.

Thank you,

Richard Pelletier
Precinct 12

Marisa Lau

From: michele phelan <michelephelantownmeeting@gmail.com>
Sent: Saturday, September 2, 2023 1:07 PM
To: Claire Ricker
Subject: Proposed plans

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good afternoon Claire,

I have seen the MBTA community updated working group PDFs and I'd like to understand how the potential of 7200 units are dispersed throughout the town.

In order to talk to residents about the proposals and provide a clear picture, this information is important. Previous versions included units per subdistrict, etc. but these PDFs dont have that info.

What does "Mass Ave / Broadway subdistrict" mean?
What does "Neighborhood Multifamily subdistrict" mean?

Can you please advise?

Thanks very much,

Michele Phelan
Precinct 4
Town Meeting Member since 2017

From: Marina Popova

Sent: Monday, September 11, 2023 11:52 AM

To: Claire Ricker; Jim Feeney; Rachel Zsebery; Eugene Benson; Kin Lau; Stephen Revilak; Ashley Maher; Eric Helmuth; Stephen DeCoursey; Len Diggins; John Hurd; Diane Mahon

Subject: Please do not approve over-compliance with the MBTA density increase mandate

Dear Arlington Redevelopment Board, Arlington Select Board and Town Meeting Members,

I'm writing to express my concerns with the current MBTA compliance proposal prepared by the Working Group - and urging you to not approve this over-compliant plan .

There are many reasons for that - as you will see below - so I will just summarize the main points here - with the details below:

- this is the most drastic change to the Zoning laws in Arlington in decades - which will affect environment, town infrastructure and service, and literally lives, livelihoods and quality of life for most of the current Arlington residents - yet, almost no appropriate research, due diligence, town-wide outreach, communication and feedback collection was done - probably more than 90% of town residents are not even aware of the potential changes!
- ALL Arlington residents deserve to be fully informed and deserve to express their agreement or disagreement with the proposal via a town-wide voting or other equally democratic process, much like passing any kind of a tax overwrite
- it is much safer to start with a MINIMUM required increase and add more later based on the results of the experiment, than take away the rights that were already granted to developers!

Below are my concerns with more details and substantiation. Sorry for the long email - but this is just an indication of HOW MANY concerns there are with this proposal!

- the proposed density would alter the Arlington from being "one of the best **small towns** to live in MA (<https://www.nbcboston.com/news/local/massachusetts-well-represented-on-new-list-of-best-small-cities-in-america/2857869/>) " to an urban super dense city with streets like below:



- most current residents worked very hard, often multiple jobs - like me and my husband both, to be able to move to Arlington because it is a SMALL TOWN, with shade trees, gardens, parks and great schools. If they wanted to live in multi-story multi-family apartment complexes - they would have chosen a different option like Sommerville or Downtown Boston
- **No comprehensive and documented research of the impact** - This is the largest zoning change for Arlington in many decades - that would potentially increase the population drastically - yet no research was made /published of its effect on the town resources: schools? parking? traffic? water/sewer systems? open space? air quality? dozens of other town services?
 - these changes will literally affect life and livelihood of ALL residents of Arlington, not just the areas directly affected by the Zoning changes - yet no town wide communication/ information sessions and, eventually , a town-wide voting and approval of the plans was conducted
 - the traffic increase alone will make Arlington on par with Cambridge, Boston and Sommerville for congestion and air pollution
 - the argument that all new families moving to Arlington will have no cars due to the "great MBTA" we have here - are laughable - as the reality is that those will be high-income families able to afford \$1M+ units , and they will definitely bring cars to conduct most of the daily life, especially if they have kids with sports and other activities
- proposed density, and severe decrease in the requirements for open space and setbacks, **will drastically reduce trees/greenery/open space in Arlington** - contributing to, instead of combating, the disastrous changes to our Climate - and replacing shade/trees canopy with heat islands
 - the argument of the density proponents that "if we don't cut trees here - they will be cut in Central Mass" - are quite naive and probably intentionally misleading: those families who want to buy a single family house in Arlington now, because of its beauty of a "small town" - will not just as happily buy a luxury condo in a 5-6 story appt complex. They will just move on farther out looking for what they want. Otherwise - they would be looking into already super-dense cities like Cambridge , Sommerville, Boston, etc.
 - we should not be cutting ANY trees - given that the whole world is either on fire from the extreme heat, or flooded or subjected to extreme hurricane and other weather patterns - and any decision to "just cut a few trees here for the greater good later" is exactly the opposite of what needs to be done to save our planet
 - you don't have to go far to see other examples of the same disastrous and short-term for-profit thinking and actions - which will stay in history as such and are opposed by thousands of residents :
 - the Belmont Hill private school plan to cut acres of mature woods (and kill hundreds of animals there) - all in order to build a huge parking lot for occasional special events!
 - or the Wakefield town/ VOKE school decision to destroy a huge forest to build a new school there - while there were other much easier and much less environmentally destructive options!
 - please do not follow the same path here - please preserve our town for generations to come
- one of the arguments for the over-compliance and super-high density is that it will **increase affordability in Arlington. This could NOT be further from the truth.** The proposed Zoning changes do not require any additional affordability in the new developments , other than what

is already a requirement in Arlington for apartment complexes with more than 6 units. And, thus, the newly developed units will be just as expensive as existing ones - just many many more of them!

- this also means, that the proposed changes will effectively "push out" the existing families that invested heavily into leaving here - because they loved the "small town" qualities of Arlington - by effectively eliminating and degrading many of those qualities
 - and they will be eventually replaced by just as wealthy individuals who can afford to buy \$1M+ units and like dense living
 - if the affordability is truly a concern of the WG and the Town of Arlington (as it should be!) - **the existing numerous apartment buildings could be turned into affordable units!** - without any additional over-development
- **potential number of units that could be built, and corresponding increases in population and traffic, are constantly down-played by WG as "not realistic"**
 - yet the simple common sense and Math will prove that once you let developers to build as much as they can fit into a lot - they WILL , as it will be in their direct financial interests
 - consider this: if a single family house goes on sale, any family that would love to buy it would make an offer close to the asking price; the only buyer that could double and triple the price would be - guess who? - of course developers, who know they will make up their profits 2-4 times given they can squeeze in many more units into the lot, destroying any "wasteful" things like trees and greenery
 - this means the changes will be happening very quickly and will drastically affect everyone in Arlington
- **Arlington is ALREADY the 5-th (or so) densest town in the Metro Boston** - and should not incur the burden of over-development even further - as there is clearly a huge way to go for other towns to even half-math Arlington's density - so why not focus on improving MBTA and public transportation to reach more locations faster and easier (is not it what MBTA improvement should be about anyway??) ?
- given the concerns above - it is very clear that **the proposed changes are not going to benefit the majority of current Arlington residents**, yet the WG is consistency using expressions like "community approved, agreed with community, community is very happy with this" to describe community feedback - **which brings me to the next set of issues:**
- **very imbalanced composition of the Working Group :**
 - most of the WG members seem to be well known density advocates - and members of pro-density community groups like "Arlington Neighbors for More Neighbors" - and, thus, the 3-5x density over-compliance was an expected outcome of the work of this group
 - only one WG member tried to consider the implications of such huge buildings close to normal houses, and when he asked a question "how would a resident of a house right next to a 6-story building feel with such minimal /no setbacks?" - the answer from another WG member in essence was "well it is not our concern right now, we are more concerned with how Arlington will look 20-30-40 years from now" - I'm not making it up, this can be seen in the recordings of the 08/15/2023 WG Public meeting: specifically, watch the recording at ~30:00 - 35:00 minutes into the meeting: <https://www.youtube.com/watch?v=hvKEk6-vKZY>
- **no disclosure of the WG members affiliations** - which could lead to serious conflict of interests

- I've heard quite a few rumors that some members of WG are either directly or indirectly affiliated with developers/architects - if this is true, the results of the Zoning changes would be financially beneficial for them
- to make sure this is not the case and in the interests of building trust with the Arlington community - there should be a very clear disclosure of any such affiliations of the existing members, if any - and, obviously, no individuals that might have financial benefit from the Zoning changes should be allowed to influence such decisions in any way
- given the scale of the impact of these decisions on all Arlington residents - **a democratic and transparent process of electing / screening of members for any Arlington Board and Working Group should be a must** - after all, highest US officials (Supreme Court, Senate, the President of the US) are being investigated and held accountable to a Code of Ethics - so it is only fair to expect the same in Arlington
- **very limited/lopsided community notification** - excluding many areas/groups of Arlington
 - there were very few (if at all) town-wide communications about the scope of the Zoning changes and the impact on the town - there was one survey that asked WHERE to put the required increase in density - but not HOW MUCH of density is preferred; given that the survey explained the purpose as complying with the MBTA law of 10% increase - it was very easy (and logically) to assume that it was indeed the 10% increase the survey was asking for preferred location options for - very misleading!
 - and even with the above survey - only about ~1K residents responded - given we have ~42K residents in total in Arlington this makes it **less than 1% of residents who gave their feedback!** - and this also confirms my point further down that much less than 1% of all residents of Arlington even knew about the potential changes
 - WG mentioned that there was an outreach at AHC communities - which is great but is certainly not a good representation of the majority of Arlington residents
 - there were no direct mailings to all Arlington residents informing residents of the potential changes to Zoning - until after all WG office hours and meetings were virtually concluded - thus, majority of Arlington residents had no idea about this and did not attend office hours or whatever other outreach might have happened
- **misleading representation of the community feedback**
 - even with the feedback received from those residents that did manage to learn about the MBTA WG work - via the word of mouth and efforts by other residents to spread the word - the majority of residents attending office hours were against the over-compliance, citing numerous reasons - that are mentioned in my email
 - yet, all negative feedback was brushed aside as coming from an "insignificant number of people" - as was explained by a WG member when asked why nothing other than the "community is very happy with the proposed density" type of feedback was brought back to the WG meetings
 - even with the above mentioned limitations / failures of a wider community notification and involvement
 - those who did come to the office hours to voice their concerns were 2:1 to the density supporters , and
 - over 500 residents signed the petition asking to not over-comply with the MBTA law
 - this clearly shows that the number of people concerned with the over-compliance is not small/negligible at all !

- If you truly believe that this proposal is in the interests on the majority of current Arlington residents - **please allow the whole Town of Arlington to Vote on the proposed level of density as one of the ballot questions** - and , thus, ensure a fair and democratic process of getting feedback from ALL Arlington residents
- instead of pushing the drastic Zoning changes without proper planning and due diligence process - why not try **to fix the existing issues in Arlington** - such as an out-of-control replacement of "normal" single-family houses with huge Mac-Mansions that go for \$2M+ ?? Just look at the latest monstrosity recently built on the Morningside Str below - this kind of mansions should not be allowed to be built in Arlington, and this is what makes houses so out-of-reach for many families!



Given all of the above - I believe that the Arlington residents deserve to have a much better thought through, researched, communicated and discussed plan before the proposed changes are approved.

Best Regards,
 Marina Popova
 current Arlington resident, Ridge Str

From: JO ANNE PRESTON
Sent: Saturday, September 9, 2023 10:12 PM
To: Claire Ricker
Subject: Objections to the Working Groups' rezoning plans

Dear members of the ARB,

I would like to request that you vote against both plans submitted to you by the Working Group for the following reasons:

- 1) These plans for rezoning Arlington are environmentally destructive. Making capacity for new housing through rezoning for that number of buildings at such density will create heat islands all along Mass. Ave. and Broadway and the contiguous neighborhoods. Inadequate setbacks mean a critical loss to the tree canopy and the building heights allowed will mean hot air will be trapped between the buildings creating dangerous heat islands throughout Arlington.
- 2) The plans are socially elitist in that they are overwhelming for market rate luxury housing which are not affordable to many. The reduction in parking alone means working class residents will not be able to work at jobs which require attendance at times and places not serviced by the MBTA. This arrangement then violates Arlington's commitment to inclusion.
- 3). These plans are financially ruinous for Arlington. As a University of North Carolina researcher Helen Ladd found, in communities that are already densely settled (like Arlington), a significant increase in population leads to municipal costs which are out of control.

I ask that the plan to be submitted to the state only include the capacity for the state mandated number of units, 2048, and that they include 15 feet setbacks and strict limits on heights.

Sincerely,
Jo Anne Preston
Town Meeting Member Precinct 5

ARFRR

Town of Arlington, MA <do-not-reply@town.arlington.ma.us>

Mon 2023-09-04 14:07

To: Stephen Revilak <srevilak@town.arlington.ma.us>

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Message submitted from the <Town of Arlington> website.

Site Visitor Name: Jennie Rathbun

Site Visitor Email: jhrathbun@gmail.com

I urge you to support ARFRR's proposal for compliance with the MBTA Communities Act in Arlington.

Jennie Rathbun

1516 Mass Ave

From: Linda Reese

Sent: Monday, September 11, 2023 2:03 PM

To: Rachel Zsembery; Melisa Tintocalis; Stephen Revilak; Kin Lau; Eugene Benson; Claire Ricker

Subject: MBTA Communities Working Group Proposal(s)

Good Afternoon,

I apologize for the length of this email. I tried to do it as bullet points. (At least it is shorter than the 51 page WG proposal? :-))

I am writing to express my strong opposition to any path but the minimum 2046-unit increase required by state law for the MBTA Overlay as mandated by the state.

After much listening to the Working Group Meetings and reading of proposal(s) I believe creating such a large overlay given '**by right**' is too big of task and doesn't allow for Arlington to make any corrections from any unforeseen negative consequences.

A few of the points that I believe the town would like to address before agreeing to the current proposal are:

- **Education:** Paramount to Arlingtonians and a primary reason people choose Arlington, where would the new elementary school go? I know Arlington used to have a lot more children, but we also used to have up to 36 children in a class room. (not sustainable today) and no cafeteria as kids went home for lunch in Spring and Fall and ate at their desks in the winter . (Also not able to revert to for obvious reasons). We need to be able to have time to have our school growth keep up with population growth, hence I support starting with the 2046 unit overlay.

The Working Group as taken on an enormous project in trying to create 'as many as possible' vs therequired 2046 units. They have not been able to pay attention to what I feel are significant details such as:

- **Safety:** In the zero lot line buildings along Mass Ave and Broadway, per fire code, the exit doors must open outwards. The older buildings have a 3 foot set back to protect the pedestrians. I personally have already been hit by a door walking past a newer building in East Arlington. I also think it puts the Town at a liability risk, especially if someone slips on ice stepping down onto town property (sidewalk). (Note the step down form the Preschool just west of the HS). *Doesn't a 3 foot exit door set back not only make sense but also allow the buildings to fit in with current architecture?*
- **Historical Homes:** Although the Working Group has decided to not include Historical Districts from the overlay, the overlay does include Historical Homes, and these also should be excluded.
- **Honor.** Arlington has always honored it's heroes, from Uncle Sam to Jason Russell to LT John Connors, Seal Team 4, KIA. (His birth town of Scituate is building a larger than life bronze statue to honor him, and as a resident of Arlington when he was killed, we, too have a memorial). I believe, like historical homes, the proposal should also specifically include protection for memorials.

- **Registered vs Recorded Land.** The Working Group apparently did not have time to research Arlington's recorded vs registered land. Registered land (which is in the overlay) requires significantly more legal work and filing *specifically* to build condos. Per the Land Court in Boston, Approval to develop multi family on Registered Land requires processing through the Land Court (Suffolk County Superior Court House). Recorded land does not. I was informed by an attorney at the Land Court that I would require legal representation to navigate the paper work if I wanted to build condos on registered land. If the working group was not aware of this restriction, I am concerned as to what else might be missed. I believe a slower/smaller approach is prudent as support no more than the 2046 dwelling overlay. In the mean time *registered land should be removed from the proposed overlay.*
- **Inconsistent Goals:** The Working Group specifically stated they wanted 4 stories or higher as this is when an elevator must be added, which is beneficial to disabled and elderly. However, the proposal also has NO requirement for parking "in an endeavor to encourage using public transportation". It is the same people who require an elevator (disabled, elderly, lung problems, heart trouble, etc) who require a car to do errands and get to doctor's appointments. Not only are those goals inconsistent, but hypocritical as many, if not all, working group members have a car.

If we want to encourage less dependence on fossil fuels, perhaps consider requiring charging stations with the parking spots? At a minimum, I feel we need to start this process slower so we can correct any unforeseen consequences of this decision. ie. for example, With no parking, and if later Arlington allows overnight/residential parking, where will the teachers park at Gibbs school? (They currently overflow the parking lot on to the streets)

Please read the proposal carefully (I know, it's 51 pages long) as well as the 4 page Zoning Articles (where, as ***not mentioned in the proposal***, it states if owned property extends into the neighborhood overlay, the Mass Ave/Broadway overlay supersedes which means it's giving '**by right' the authority for someone to build a 6 story building in the neighborhoods**, something we as residents are repetitively told wouldn't happen.)

Please ask the Working Group to come up with a proposal that not only allows the town to correct (or advance quickly), ie, start with 2046 potential dwellings, but that also addresses the above mentioned issues.

Please vote no to the current proposal(s).

Sincerely,

Linda Atlas
Third Generation East Arlington Resident

From: MBR

Sent: Monday, September 11, 2023 2:28 PM

To: Eugene Benson; Kin Lau; Stephen Revilak; Rachel Zsembery; Claire Ricker

Cc: Stephen DeCoursey; Len Diggins; Eric Helmuth; John Hurd; Diane Mahon

Subject: Comments on the MBTA Communities Working Group Proposal

There's an old adage: "Marry in haste, repent at leisure." It's applicable to many more issues than marriage. If you make a life-altering decision without proper due diligence, as the Working Group is proposing that Arlington do, you will spend the rest of your life wishing you had made your decision more carefully.

For most of the history of zoning laws, a decision to change the laws has required a 2/3 vote of Town Meeting. 2/3 wasn't some arbitrarily selected number. It was a recognition of the fact that, unlike other matters, zoning matters have the unique characteristic that even though zoning laws can be changed back if a change turns out to be detrimental, the effects of decisions made during the time the loose laws were in effect cannot be undone. Once a building is built under loose laws, reverting unwise changes to the laws does not mean the government can order property-owners to demolish buildings built during the time the loosened laws were in effect.

The State recently removed the guardrails by lowering the threshold for loosening the zoning laws to a 50% vote. But that should not be taken as license to go hog wild in loosening the laws. If anything, it should be understood as a warning to be even more careful in doing due diligence before making changes that will forever alter the life of the town.

Unfortunately, the Working Group has failed to do due diligence WRT a great many aspects of the effects their proposed changes. Rather than doing the hard work necessary to determine whether concerns about the detrimental effects of their proposals are legitimate, they have hand-waved away all questions about the detrimental effects of their proposals. Among those detrimental effects that have been raised are: the capacity of the Town's school buildings, the capacity of its sewer system, the failure to address housing affordability, the inevitable tax increases, the effect upon the town's tree canopy, the effect on climate change, etc., etc.

Furthermore, the WG has adamantly refused to offer Town Meeting an option to fully comply with the state-mandated 2,046 housing units without going further, and instead has offered Town Meeting only an option to over-comply by 350%!!!

If adding additional housing units turns out to be a wonderful thing for the town, Town Meeting can always decide to do so in the future. But the prudent thing is to try it first, by complying with state law, not by 350% over-compliance!

By dropping the threshold for zoning changes to a 50% vote, the state has removed the guardrails. The question now is whether the Arlington Redevelopment Board will be the grown-up in the room and caution the Town that driving on a road without guardrails requires that we drive even more carefully than we normally would, or whether the ARB will put pedal to the metal and drive the Town over the edge of the cliff.

Sincerely,
Mark Rosenthal

From: Michael Schneider

Sent: Monday, September 11, 2023 6:20 AM

To: Claire Ricker

Cc: Dana Buske; Michael Schneider

Subject: September 11 MBTA Communities Overlay Meeting Public Comment

We are writing to oppose the current plan for the MBTA Communities Overlay District. The proposed change to zoning allows for significantly more development than required by law, which threatens to overdevelop neighborhoods and alter the character of the town as a livable urban community. Although we recognize the goals of providing more housing are important, we also must recognize that Arlington is the 9th most densely populated town in the state and already providing a reasonable amount of housing options to the region. We recommend the Arlington Redevelopment Board rework the proposal to provide the minimum required changes under the law.

Michael K. Schneider

Dana C. Buske

12 Martin St

Arlington, MA

From: Don Seltzer

Sent: Sunday, September 10, 2023 1:19 PM

To: Rachel Zsembery; Kin Lau; Eugene Benson; Stephen Revilak; Claire Ricker

Subject: Special Special Consideration for Churches and Nationally Significant Historical Buildings

To: Arlington Redevelopment Board

Subj: Proposed MBTA-C maps, Special Consideration for Churches and Nationally Significant Historical Buildings

I call the Board's attention to eight properties that deserve special consideration regarding their suitability for inclusion in a MBTA-C district.

Five of these are churches, and the other three are on the National Register of Historical Properties.

The churches currently included in the proposed zoning maps are:

- St. Athanasius, 4 Appleton. (Also on Arlington Historic Inventory)
- Park Ave Congregational Church, 91 Park Ave
- Trinity Baptist, 115 Mass Ave
- Calvary Methodist, 302 Mass Ave and 14 Linwood (Also on National Register of Historic Properties)
- Church of Our Savior, 21 Marathon St

There are approximately six dozen affected properties on Arlington's historical inventory, but these three significant buildings stand out, listed on the National Register:

- The Old Schwamb Mill, Mill Lane, 1860
- Captain Benjamin Locke House, 21 Appleton, 1720
- Addison Hill House, 83 Appleton, 1840

These properties are important to the fabric of the community, and future redevelopment should remain under the Special Permit review of the ARB.

Don Seltzer

To: Arlington Redevelopment Board
Copy: Claire Ricker, Director, Planning and Community Development
From: Dr. Christina Smiraglia, Precinct 19
Date: September 11, 2023

Dear Arlington Redevelopment Board members,

First, thank you for your incredible effort and extensive time on behalf of our Town. I am writing to express support for the recent proposed plan for Arlington to comply with the MBTA Communities zoning regulations in Section 3A of M.G.L. Chapter 40A. Overall, I am a strong supporter of not only increasing the quantity of housing in Arlington, but also the diversity of housing options. Three years ago, my husband and I purchased a starter home in Arlington, which we would not be able to afford now. As we think about buying a family home in the next few years, we may not be able to find a property in Arlington that two working professionals with doctorates can afford.

Beyond expressing support for a compliance plan that goes well beyond the minimal requirements of the law, I want to express my support for specific elements of the proposal from the MBTA Communities Working Group (hereafter referred to as the Working Group):

Supporting a four-story height limit for accessibility

I am in agreement with the Working Group's reasons for allowing 4-story buildings: *"The Building Code requires that buildings that are 4 stories or taller have an elevator and meet other accessibility requirements. This was a major driver behind the Working Group choosing to allow by-right residential to be 4 stories tall in all subdistricts. We have heard from many community members that a lack of housing with elevators and other accessibility features is a barrier to residents with different abilities finding housing, and a barrier for seniors looking to downsize and stay in Arlington"* (page 24 of the Working Group report).

I've heard from friends that they have been unable to find housing in Arlington that accommodates their accessibility needs, and as someone who is looking to move their elderly mother to the area, I have also been frustrated at the lack of housing options for people unable to deal with stairs. Thus, I am in support of allowing 4-story buildings to allow for the development of buildings requiring elevators and other accessibility accommodations.

Supporting bonus height limits to incentivize affordability and environmental sustainability

I also agree with the Working Group's incentives for an extra one story (on Broadway) or two stories (on Mass Ave), with particular appreciation for the incentives around environmental sustainability and affordable housing (pages 28-30). Because we cannot make these required, I think it's important to offer incentives for developers to create affordable housing and to achieve SITES certification. I also appreciate that the added height bonus is not just an incentive for affordable housing developers; it also takes into account a financial feasibility analysis, which increases the likelihood of affordable units (pages 28-29) that the Town desperately needs. I am thus in support of these modest height bonuses that address the critical issues of the environment and affordable housing.

Support for no parking minimum and general support for greater density on transit corridors

I am generally supportive of more concentrated housing along transit corridors to encourage moving about by foot, bike, and public transit, which is obviously beneficial to the environment. In particular, I am supportive of the Working Group's proposal that there *not* be parking minimums, which is not only supported by data from the Metropolitan Area Planning Council's parking study (page 25), but also further incentivizes the use of environmentally friendly modes of transportation and allows for more space to be used for housing.

Greater density also means less natural space in more remote areas of MA and even other states will be razed for housing. As the Clean Energy Future Committee noted much more articulately, this "*addresses regional needs for more infill development rather than greenfield development which threatens natural habitats and farmland*" (page 2 of their memo). I have multiple colleagues who commute in to Cambridge from newly constructed communities in southern NH and ME, which means more pollution, more traffic, and less natural space in the region.

Support for the Working Group's process

Finally, I really appreciate the many months of work from the Working Group. I have responded to multiple surveys that they sent out asking for public feedback, and I have been following the shifts in their draft plans over the months, where it's been clear that they have taken into account public comments in every iteration. They have also worked with experts and Town staff to consider how different options intersect with existing Town & state regulations and incorporated financial analyses to assess feasibility & impacts. I would be much more comfortable if the ARB recommended that the Town implement a plan that was the result of this lengthy process that engaged a variety of stakeholders, without significant changes that would not have benefited from such extended consideration and iterative honing.

Respectfully yours,
Dr. Christina Smiraglia
164 Forest Street

September 6, 2023

To: Planning & Community Development Director Claire Ricker
The Arlington Redevelopment Board &
The Arlington MBTA Communities Working Group &
The Arlington Department of Planning and Community Development;
730 Mass Ave. Annex; Arlington, MA 02476

Re: Arlington's MBTA-C WG's Final Report and proposed Zoning Bylaw Amendment
to The Arlington Redevelopment Board and the State for pre-adoption review.

I see no convincing reason to submit an MBTA District Compliance application to the Executive Office of Housing and Livable Communities (EOHLC) allowing a building by-right capacity for Arlington that far exceeds the required 2046 DUs to comply with State Law.*

The Town of Arlington can create and revise its own zoning ByLaws to increase capacity in tandem with MBTA overlay districts to fulfill our housing choice and sustainability goals.

I do support the concept of creating sub-districts throughout the main transit arteries of Arlington, broadening the multi-family zoning to various neighborhoods. If spreading the sub-districts more widely makes the zoning changes more equitable, resulting in a plan that supports more than the required capacity, I can support a proposal that models **roughly twice the required capacity, but no more.**

I support Arlington's aim to submit an application to EOHLC this fall, one with a measured approach to up-zoning by-right that can pass a vote by Town Meeting this October. I see the importance of remaining eligible for important state grants; participation in the State's pilot fossil fuel ban program; funding from the Mass Works infrastructure project program; advancement of the Town's Net Zero Action Plan goals and Housing Choice; but **I strongly object to giving the State an application that takes away the Town's ability to control such a large percentage of growth in the central spine of our town, unnecessarily.**

Separate from MBTA Communities requirements

- Arlington can zone for mixed-use development on the transit corridors.
- Arlington can zone for "Missing Middle" zoning along minor collector streets in walkable residential neighborhoods.
- Arlington can zone for affordable housing at the Town's 15% ratio.
- Arlington can zone in keeping with the character of a small low-rise & residential neighborhoods that foster community without sacrificing diversity, density, affordability, open-space, tree-canopy, and flexibility.

On its own terms, Arlington can meet and exceed the requirements of MGL c. 40A § 3A. Community feedback has repeatedly made clear that our town is not a city and we do not need to relinquish control of so much potentially predatory development and push out those of us who live here, now.

Arlington can meet the MBTA required capacity with 4 story buildings on Mass Ave and Broadway and 3 story maximum multi-family structures on the feeder streets.

Arlington can meet the MBTA required capacity with 4 story buildings on Mass Ave and Broadway and 3 story maximum multi-family structures on the feeder streets.

The proposed MBTA-C Alternatives have **building heights and stories are too high**, and not in keeping with the Town's character or our Zoning Bylaws. That error was made back in the 70's. Should the Town become more like a satellite city to Boston, Arlington can build higher in the future, but for the already existing structures the reverse is not possible.

Bonus incentives should allow a maximum of ONE additional story on either the Mass Ave and Broadway corridors (for mix-use; affordable units % > 15%, a courtyard configuration or additional landscaped open space) for a **maximum of 5 stories or 60 feet**, provided that the building does not fully shade adjacent solar panels, and that above the third floor, upper floors step back a minimum of 7.5' from a streetfront facade (per Section 5.3.17. of Arlington's current Zoning ByLaws.)

per Arlington's Zoning ByLaws Sec.5.5.2:

Mixed-use <= 20,000 sq. ft. **60'/5 sty; 50'/4 sty; 40'/3 sty.**

Mixed-use >20,000 sq. ft. **60'/5 sty; 50'/4 sty; 40'/3 sty.**

B5 District > Townhouse or apartment building 75'--

(On a lot >= 40,000 sq. ft. On a lot >= 80,000 sq. ft. 75'--)

(Sec. 5.4.2 - R4 districts Apt. conversion - 40'/3 sty)

The MBTA-C [proposed](#) warrant article states that:

The height with all bonuses shall not exceed
6 stories, **78 feet** in the MBMF on Massachusetts Avenue,
5 stories, **65 feet** in the MBMF on Broadway, and
4 stories, **46 feet** in the NMF.

The Town's economic feasibility study has not been submitted or approved by the State to allow for a 15% affordability ratio for Arlington's MBTA MF housing, yet the warrant article assumes that Arlington has qualified for such a requirement.

In any development containing six (6) or more dwelling units, at least 15% of the dwelling units shall be Affordable Units as defined in Section 2. DEFINITIONS, and shall conform to all of the affordable housing requirements in Section 8.2.3 Requirements, and Section 8.2.5 Administration, and must be eligible for inclusion on the EOHLC's Subsidized Housing Inventory.

I support incentivizing the creation of affordable housing beyond the State's 10% affordable units/DUs per project ratio, an increased tree canopy, and commercial development that is in scale with this suburban town, but the current proposal still gives away too much control to predatory development and as big a return on investment that the housing market can bear.

As a town which is served by the MBTA, Arlington is obligated to meet Section 3A; and, in partnership with the State, we strive to encourage walkability, MBTA ridership, multi-modal travel, and reduced reliance on passenger cars; however, ***we have a failing MBTA transit system which makes over-compliance a planning and development risk at this time*** - one that will be doubly hard to undo once Arlington submits a plan allowing a vast amount of mass-transit-dependant development.

As reflected at the 7/25/2023 public meeting, a significant number of Arlington residents do not support a 4 story NMF district, nor do they wish to cede control of more land and potential density than required by State Law. Nowhere in the Zoning Amendment do I find that the purpose of the article is to over-comply but rather to *"ensure compliance with MGL c. 40A § 3A."*

I ask that the ARB, the DCDP, and Town Meeting approve and submit a more moderate plan to EOHLC this year and have the MBTA and the State do their fair share to vastly improve service to the MBTA Communities. The guidelines for determining compliance are bound to be revised, so let Arlington not over-commit the Town to an evolving Zoning Act.

Mixed-use development and housing density can always be expanded in the future, under the Town's own control, in response to housing and market conditions.



Gina Sonder, Registered Architect
Kimball Road, Arlington 02474; gina@sonder.biz

*Proposed Capacity and Density per Alt 1 & 2 - summarized:

■ Arlington MBTA-C Compliance Model Alternatives - Summary - Sheet1.pdf

Members of the MBTA Working Group, mbtacomunities@town.arlington.ma.us.
Claire Ricker, Director of Planning and Community Development, cricker@town.arlington.ma.us
Members of the ARB: Benson; Lau; Revilak, Tintocalis, & Chair Zsembery

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Comments for submission to the ARB Sept 11, 2023 Public Hearing Re: MBTA-C

Draft Zoning Regulations
MBTA Communities
August 17, 2023

MOTION:

That the Zoning Bylaw of the Town of Arlington, Chapter 5. DISTRICT REGULATIONS be amended by adding Section 9 Multi-Family Residential Overlay Districts under MGL Chapter 40 Section 3(A), renumbering existing Section 9, and amending the Zoning Map as follows, and further that non-substantive changes to the numbering of this bylaw be permitted to comply with the numbering format of the Zoning Bylaw of the Town of Arlington:

- 1) In SECTION 2 DEFINITION/s, add a new definition as follows:

EXECUTIVE OFFICE OF HOUSING AND LIVABLE COMMUNITIES (EOHLC)

The Massachusetts Executive Office of Housing and Livable Communities.

- 2) Add Section 5.9 Multi-Family Residential Overlay Districts under MGL Chapter 40 Section 3(A) as follows:

The Multi-Family Residential Districts under MGL Chapter 40 Section 3(A) consist of two districts, the **Mass Ave/Broadway Multi-Family (MBMF) and Neighborhood Multi-Family (NMF) Overlay Districts**. The purposes of the Multi-Family Residential Districts are:

1. To respond to the local and regional need for housing by enabling development of a variety of housing types,
2. To promote multi-family housing near retail services, offices, civic, and personal service uses;
3. To reduce dependency on automobiles by providing opportunities for upper-story and multi-family housing near public transportation such as the Alewife rapid transit station, bus stops, the Minuteman Commuter Bikeway, and major transportation routes;
4. To ensure pedestrian-friendly development by permitting higher density housing in areas that are walkable to public transportation, shopping, and local services;
5. To respond to the local and regional need for affordable housing by allowing for a variety of housing types with affordable housing requirements;
6. To encourage economic investment in the redevelopment of properties;
7. To encourage residential uses to provide a customer base for local businesses; and
8. To ensure compliance with MGL c. 40A § 3A;

3. Overlay District. The Mass Ave/Broadway Multi-Family (MBMF) and Neighborhood Multi Family (NMF) Overlay Districts shall not replace existing zoning districts but shall be superimposed over them. The provisions of this section apply to developments on lots located within the Mass Ave/Broadway Multi-Family and Neighborhood Multi Family Overlay Districts where the property owner has elected to comply with the requirements of the Mass Ave/Broadway Multi-Family or Neighborhood Multi Family Districts, rather than complying with those of the underlying zoning district. If a proposed project is located on parcels within both the Mass Ave/Broadway Multi-Family and the Neighborhood Multi-Family Districts, the provisions of the Mass Ave/Broadway Multi-Family District shall govern.

4. Procedures and Regulations. Development under this section requires Site Plan Review by the Arlington Redevelopment Board (ARB) acting in its role as the Planning Board and Special Permit

Granting Authority (SPGA) as under section 3.3.1 of this ZBL and the Town Manager Act of the Town of Arlington, Massachusetts. The ARB shall provide site plan review administratively for projects via the existing Environmental Design Review (EDR) standard and the Residential Design Guidelines for site layout including lighting, landscaping and buffers, architectural style, outdoor amenities and open spaces. All site plan review standards applicable to developments under this section shall be consistent with the purposes of this section and EOHLC's current *Compliance Guidelines for Multi-family Zoning Districts Under Section 3A of the Zoning Act* as amended.

A. Site Plan Review

1. § 3.4.2 does not apply
2. § 3.4.3.D. and E. do not apply

B. Permitted Uses.

1. All developments under this section shall include multi-family housing.
2. Developments in MBMF District may also include nonresidential uses permitted in an underlying zoning district or in B2 districts, by right or by Special Permit. Non-residential uses are not permitted in the NMF District.
3. Accessory uses for residential uses are permitted to the same extent they would be permitted in the underlying district.

C. Dimensional controls. The dimensional controls are modified as follows for developments under this section:

1. § 5.3.1 Lot Area Per Dwelling Unit does not apply
2. § 5.3.3 Spacing of Residential and Other Buildings on One Lot does not apply.
3. § 5.3.8 Corner Lots and Through Lots does not apply.
4. §. 5.3.11 Dimensional Requirements for Courts does not apply.
5. § 5.3.12(A) Traffic Visibility Across Street Corners does not apply in the MBMF district.
6. § 5.3.14 Townhouse Structures does not apply
7. § 5.3.1.7 Upper-Story Building Step Backs are required on all street frontages. Step Backs shall be 7.5' from the property line, starting on the fifth floor.
8. §5.3.19 Height Buffer Area shall not apply.
9. There shall be no requirements for minimum lot size, lot area per dwelling unit, lot frontage, landscaped or usable open space, Floor Area Ratio, or lot coverage.
10. The minimum required front yard is 15 feet, except that in the MBMF district where the ground floor façade facing the public way is occupied by nonresidential uses, no front yard is required. Minimum required front yard areas shall be available for uses such as trees, landscaping, benches, tables, chairs, play areas, public art, or similar features. Parking spaces are not permitted in the minimum required front yard.
11. § 5.3.10, Average Setback Exception to Minimum Front Yard: All R Districts, may be applied in the NMF Zone.
12. Except as noted below, in *Section a. Bonuses*, the dimensional regulations are as follows:

District	MBMF— Mass. Ave	MBMF-- Broadway	NMF
Max. Height Stories	4	4	4

Max. Height in Feet	52'	52'	46'
Front Setback	15'	15'	15'
Side Setback	5'	5'	10'
Rear Setback	20'	20'	20'

a. Bonuses

i. In the MBMF District, for properties abutting Massachusetts Avenue, where the ground floor at street level is at least 60% occupied by business uses, and the frontage is at least 80% occupied by business uses, the maximum height is 6 stories and 78', and the front yard setback requirement is reduced to 0'. In the MBMF District, for properties abutting Broadway, where the ground floor at street level is at least 60% occupied by business uses, and the frontage is at least 80% occupied by business uses, the maximum height is 5 stories and 65 feet, and the front yard setback requirement is reduced to 0'.

- i. In the MBMF District, one additional story may be added if the total percentage of affordable units exceeds the requirements in Section 8.2 Affordable Housing Requirements by 7.5%. In the MBMF district for properties facing Massachusetts Avenue, an additional story above that may be added if the development's total affordable housing units exceeds the required percentage by an additional 2.5%. All other provisions of Section 8.2 AFFORDABLE HOUSING REQUIREMENTS and Section 2 DEFINITIONS apply.
- i. In the MBMF District, one additional story is allowed for projects that are SITES certifiable, which encourages high quality design, construction and maintenance of outdoor spaces.
- ii. The height with all bonuses shall not exceed 6 stories, 78 feet in the MBMF on Massachusetts Avenue, 5 stories, 65 feet in the MBMF on Broadway, and 4 stories, 46 feet in the NMF.

C. Off-Street Parking and Bicycle Parking.

- 1. The minimum parking requirement for dwelling and rooming units is 0 parking spaces per unit, and the maximum parking allowed is one parking space per dwelling or rooming unit. For business uses, no off-street parking is required for the non-residential space.
- 2. Up to 50% of parking spaces may be sized for compact cars (8 feet by 16 feet, per Section 6.1.11 Parking and Loading Space Standards)
- 3. Bicycle parking requirements as set forth in Section 6.1.12 shall apply.
- 4. Developments under this section may provide fewer parking spaces under the provisions of S.6.1.5 Parking Reduction in Business, Industrial, and Multi-Family Residential Zones.
- 5. All other parking provisions in Section 6.1 OFF STREET PARKING shall apply.

D. Affordable Housing.

1. In any development containing six (6) or more dwelling units, at least 15% of the dwelling units shall be Affordable Units as defined in Section 2. DEFINITIONS, and shall conform to all of the affordable housing requirements in Section 8.2.3 Requirements, and Section 8.2.5 Administration, and must be eligible for inclusion on the EOHLC's Subsidized Housing Inventory. Where a fraction of a dwelling unit is required for this calculation, the amount of required dwelling units shall be rounded up. At least 10% of the dwelling units in any development containing ten (10) or more units shall be Affordable Units conforming with Section 8.2 of the Zoning Bylaw, and eligible for inclusion on the Subsidized Housing Inventory. Bonuses as described in Section 5.9.14(a) shall be applicable over and above the allowed affordable housing percentage.

E. Amend the Zoning Map to add the following areas shown on maps on file with the Town Clerk to be known as MBMF and NMF Overlay Districts:

MBTA Communities Working Group Compliance Model Proposals to ARB for 9-11-23 Review

Arlington MBTA-C Compliance Model Alternative No 1

per recommendation of MBTA-C WG

Summary Table

Data Metric	District 1	District 2	District 3	District 4	District 5	Totals
District Name	Mass Ave/Broadway EAST	Mass Ave/Broadway HEIGHTS	Neighborhood MF EAST	Neighborhood MF HEIGHTS	Neighborhood MF HEIGHTS Extension	
District Acreage (see note)	26.9	13.7	15.2	45.7	8.5	110
District Density Denominator (see note)	26.9	13	15.2	45.7	8.5	109.3
Final Unit Capacity per District	2,202	1,168	872	2,569	457	7,268
DU/AC	81.9	89.6	57.4	56.2	53.7	66.5
Parcel Acreage	21.5	12.6	13.3	38.9	7	93.3
Total Built Square Feet	2,249,909	1,188,862	925,983	2,695,318	488,636	7,548,707
Total Units in Station Area	24	0	68	0	0	92
Non-Conforming Parcels	0	0	0	0	0	0
Total Excluded Land (sf)	0	31,162	0	3,806	5	34,973
Total Open Space (sf)	374,985	250,080	347,243	1,019,695	183,252	2,175,254
Total Parking Area (sf)	0	0	0	0	0	0
Units Forgone due to Unit Cap in Zoning	0	0	0	0	0	0

Comparison Table of Requirements and Modeled Results

Category	Guideline Requ	Modeled Results
Community:	Arlington	Arlington
Community Category:	Adjacent comm	Adjacent community
2020 Housing Units (Census PL-94):	20,461	20,461
Minimum Multi-family Unit Capacity:	2,046	7,268
Minimum Land Area:	32	110
Developable station area:	57.75	57.75
% Unit Capacity within Transit Station Areas:	0%	0%
% Land Area Located in Transit Station Areas:	0%	0%

Arlington MBTA-C Compliance Model Alternative No 2

for the consideration of the ARB

Summary Table

Data Metric	District 1	District 2	District 3	District 4	District 5	Totals
District Name	Mass Ave / Broadway EAST	Mass Ave / Broadway HEIGHTS	Neighborhood MF EAST	Neighborhood MF HEIGHTS	Neighborhood MF HEIGHTS Extension	
District Acreage (see note)	26.9	13.3	15.2	48.6	11.2	115.2
District Density Denominator (see note)	26.9	12.6	15.2	48.6	10.2	113.5
Final Unit Capacity per District	2,202	1,123	872	2,739	455	7,391
DU/AC	81.9	89.1	57.4	56.4	44.6	65.1
Parcel Acreage	21.5	12.1	13.3	41.4	9.3	97.6
Total Built Square Feet	2,249,909	1,142,733	925,983	2,871,228	483,706	7,673,559
Total Units in Station Area	24	0	68	0	0	92
Non-Conforming Parcels	0	0	0	0	0	0
Total Excluded Land (sf)	0	31,162	0	3,806	52,241	87,209
Total Open Space (sf)	374,985	242,392	347,243	1,085,661	294,107	2,344,388
Total Parking Area (sf)	0	0	0	0	0	0
Units Forgone due to Unit Cap in Zoning	0	0	0	0	0	0

Comparison Table of Requirements and Modeled Results

Category	Guideline Requi	Modeled Results
Community:	Arlington	Arlington
Community Category:	Adjacent comm	Adjacent community
2020 Housing Units (Census PL-94):	20,461	20,461
Minimum Multi-family Unit Capacity:	2,046	7,391
Minimum Land Area:	32	115.2
Developable station area:	57.75	57.75
% Unit Capacity within Transit Station Areas:	0%	0%
% Land Area Located in Transit Station Areas:	0%	0%

From: Adrienne Tybjerg

Sent: Monday, September 11, 2023 11:08 AM

To: Claire Ricker; Rachel Zsembery; Melisa Tintocalis; Kin Lau; Stephen Revilak; Eugene Benson; Eugene Benson; AHDC Chair; JoAnn Robinson; Beth Melofchik; Dermot Whittaker; Jim Feeney

Subject: In support of our historic properties

Dear Ms. Ricker and Board Members,

We are not fully apprised of all the ramifications of this proposal, but if historic architecture of this town is being threatened, I'd say more discussion about what the needs are should happen.

We are concerned, actually overall, by all the zoning variances given to new building in Arlington in the past few years. It appears that developers are being allowed to change the nature of our town in very significant ways. I see we've allowed no set backs, lack of anything but the most cursory greenery on the street, allowed buildings more in character with the streets of New York City than the architecture of our Town. It's almost as if we wish to look like almost any other city that apparently has no laws about cohesiveness of architecture. The carte blanche given to developers is appalling, and now you want to allow no consideration for historic buildings? Are we to allow land grabs for "progress" that destroy what we most love about being here?

What we need more of are town planners who actually care about the people who are living here, new and old. If you build just anything, you are ruining what people came here for in the first place. We'd like to be in compliance with State laws, and for more people of different incomes to be able to live here. We grew up here, and love that the Town is so welcoming, but sad that so many people cannot afford to live here. We are definitely not in support to something that seems so badly thought out. Change may need to happen, but our planning board should not just lie down for it.

Very Sincerely,
Adrienne Tybjerg
88 Wachusett Avenue
Grace Dingee
71 Claremont Avenue

From: Chris Vrotsos

Sent: Monday, September 11, 2023 2:58 PM

To: Rachel Zsemlery; Eugene Benson; Kin Lau; Stephen Revilak; Ashley Maher

Subject: MBTA Community's Working Group Tonight - Citizen Concerns

Dear Arlington Redevelopment Board,

I hope this email finds you doing well. I am a longtime Arlington resident (30+ years) as is my mother (50+ years). We live on Milton Street and care about our community which is why we are reaching out to you. We are alarmed to hear of the MBTA Community's Working Group plans/proposals being put forth as they relate to MBTA Communities legislation.

As you may know in order for the town of Arlington to comply with the MBTA Communities legislation it need only add 2,046 units to the density overlay. However, the MBTA Working Group (WG) seems to be designing for something much larger--- 4,000 units. This could mean 4,000 new residents or 8-16K new residents. We just can't predict. Thousands of new residents would be a burden to our infrastructure and quality of life.

Below are specific questions and concerns about the proposed MBTA Communities density overlay to be included in the public comment section of tonight's meeting.

QUESTIONS, SCENARIOS and CONCERNS

1. With 4,000 units to be added to Arlington, it wouldn't necessarily mean only an additional 4,000 people living in Arlington, it could be double or triple that amount. Also, we can't guarantee this will happen over decades because there is a push to build now to deal with the housing crisis and unhoused individuals.
2. How will this plan control and/or the town prevent many people building or redeveloping simultaneously?
3. How will this plan and/or the town control a developer making high-priced units? Even if developers are legislatively restrained, won't that discourage building in our area?
4. Do we definitively know that police, fire, schools, and our infrastructure can handle this population increase?
5. What feasibility studies has Arlington conducted to measure preparedness for this plan's population and unit increases?
6. More people equals more pollution of the noise, waste, air nature. While there may be legislation for pollution, how enforceable is this? How lengthy and tedious is this process for an ordinary citizen who doesn't have the time or financial resources to ensure their neighbor complies? These steps also create animosity towards neighbors as well.
7. Noise pollution is a problem when builders, leaf blowers, contractors are involved. It's not controlled now, what makes us think it will be better with 4k+ people more?

8. Won't limiting parking for multifamily housing increase delivery of food, online orders, and rideshare traffic? Has this been considered?
9. The MBTA. My experiences and the news reports on poor MBTA services are legion and longstanding. Riders will tell you the realities, not one person who works for the MBTA. Every day there new reports about the T's low performance of the Red, Orange, Blue lines as well as buses. Reports of late trains, broken doors, and signal problems coupled with slow zones are chronic. I get alerts on my phone and read stories on WBUR, [Boston.com](https://www.boston.com), WCVB, and WBZ. The problems with the T are decades long and deeply rooted. How will more people riding crowded (dangerously so) trains and buses be a good thing?

Thank you for considering our concerns.

Sincerely,
Chris and Maria V.
Milton Street
4th Precinct
East Arlington

From: Carl Wagner, Town Meeting Member - Precinct 15 - Edgehill Road

To: Distinguished Members of the Arlington Redevelopment Board

Cc: Arlington Select Board, Planning Dept Director, Town Manager, Working Group Members

September 10, 2023

RE: The MBTA Communities Density Overlay Alternatives Before the ARB

Dear Members of the Arlington Redevelopment Board:

I write to you with great concern over the proposals that are before you regarding the MBTA Communities density overlay. Arlington deserves a better alternative than what has been delivered to you by the Arlington Planning Department and the Working Group (WG).

I am writing for myself and over 500 other Arlington residents and businesspeople who have signed a petition that calls on Town officials (you) and the WG to alter the current plan **so that it meets the requirements of the MBTA Communities Act but does not exceed it.** Please see the attached list of names - all of whom ask you to only provide your support to a proposal at 100% compliance - 2,046 units and density units/acre at 15.

Who authorized dramatic overcompliance with the state's law? Where is the WG proposal for your board to consider a 100% compliant option? Where is the supporting research and data that anything other than meeting the law would not worsen our affordability, environment, congestion and town finances?

These 500 voices show that the proposals before you are a shock to most Arlingtonians - and should be to you also. In the ONLY forum held where the public could ask questions and hear responses, on July 25th, 2/3rds of the public's comments voiced their very real, valid concerns - voices that have been dismissed and not answered in the proposals before you. You or the public can watch a

replay of our townspeople's voices here:

<https://www.youtube.com/watch?v=w9sbyDisRLU&t=3345s>

The fact is that the largest zoning changes to Arlington in our lifetimes are being rushed forward while the public is little aware and has not been able to weigh in. A WG survey of 1,000 respondents asked no questions that could justify dramatic overcompliance. A second survey had only 213 respondents. The broad support for more than what is required has not been presented to you.

The data on what negative or unintended effects could happen from overcompliance have not been gathered in the proposals before you. Some of the data before you obscure the scale of what is being done: The proposals leave out the effect of "developer bonuses" in height and building massing totals. The true unit and density totals are at least 25-50% higher than the stated numbers. Arlington deserves straight data and at least one proposal that meets but does not exceed the requirements of the law.

In order that your ARB term does not go down in Arlington history in infamy, I and these 500 Arlingtonians urge you to demand a more well-documented and researched proposal at 100% compliance with state law. In 2019, ARB Chair Andrew Bonnell made this promise to the Town Meeting: that future zoning ARB approvals would be better prepared, more broadly supported and that the people of Arlington would be better served by the ARB. See the video of Chair Bonnell's remarks here: <https://www.youtube.com/watch?v=AKdiYhSxivl&t=1849s>

The word of the Board must stand for integrity and the Board must stand for Arlington's existing residents and businesses.

What should you demand in a new proposal? The people of Arlington need to know how this will impact our affordability, since it's not an affordability Act. We need to know how it will impact our congestion and pollution, since The WG avoided adding density by Alewife, where the Act intends density to go. We need to know what effects on schools, roads, sewer, fire services there will be. We need to know how it will impact our finances, since condo developments nearly always end up being a draw on town finances - and then on property taxes and

rents for all Arlingtonians. You have the power to insist on a well prepared proposal, as other towns have done, as other redevelopment boards have done.

The WG states they are hurrying to participate in a fossil fuel ban, but that should not cause disastrous zoning changes, especially as it is now easier to increase density in Town Meeting (50% votes). We should start with 100% compliance - and can increase our overlays in the future if we decide, as an informed community.

I ask you to take a walk down Mass Ave to imagine what the two extreme overcompliance WG proposals before you would bring on. Imagine 6 floor buildings that are nearly 80 feet high, with 0 feet setback from the sidewalk. These are more expensive apartments with little but concrete around them, with half a parking space, from Lexington to Cambridge, nearly 50 feet high on the side streets stretching back to tower over the homes of our neighbors 2.5 floor homes.

For the sake of the integrity of the ARB and Arlington, I ask you to reject the two excessive density and excessive units-producing proposals. Most other communities are planning to address the Act in 2024's Town Meeting, since the actual deadline is December 2024. We bring a 100% compliance proposal to Town.

These 500 voices and I ask you to stand up for Arlington's affordability, renters, businesses and taxpayers by insisting on a proposal that meets the state Act, but doesn't exceed it - that produces the MBTA Communities' Act's required 2,046 units. To do anything else is to act against Arlington and the good name of the ARB.

Regards,
Carl Wagner
Edgehill Road
Town Meeting Member, Precinct 15

Petition (see petition.arfrr.org)

We ask that the MBTA Communities Working Group alter its current plan so that it meets the requirements of the MBTA Communities Act but does not exceed it.

List of signatures:

#	First Name	Last Name	Street	Town
1	Jordan	Weinstein	Lennon Rd.	Arlington
2	Aram	Hollman	Whittemore St.	Arlington
3	Patricia	Worden	Jason Street	Arlington
4	Beth	Melofchik	Russell	Arlington
5	Nancy	Mara	Epping	Arlington
6	Lori	Leahy	Westmoreland Ave	Arlington
7	Mary Claire	Malek-Odom	River Street	Arlington
8	Martin	Heermance	Selkirk Road	Arlington
9	Charlotte	Keys	Plymouth St	Arlington
10	Andrew	Fischer	Lombard Road	Arlington
11	A	Mozina	Summer	Arlington
12	Rebecca	Peterson	Florence Ave	Arlington
13	Elizabeth	Pyle	Gloucester Street	Arlington
14	Beth	Benedikt	Morris Street	Arlington
15	Robert	Tosi Jr	Inverness	Arlington
16	Amy L.	Slutzky	Watermill Place	Arlington
17	Betty	Dakopoulos	Florence	Arlington
18	Antonios	Dakopoulos	Florence	Arlington
19	Nick	Karras	Cleveland	Arlington

20	Maria	Karras	Cleveland	Arlington
21	Ian	Goodsell	Mystic Street	Arlington
22	Wynelle	Evans	Orchard Place	Arlington
23	John	Worden	Jason Street	Arlington
24	Robin	Bergman	Park Avenue	Arlington
25	Eugenia	Grigoris	Bates Rd.	Arlington
26	Carl	Wagner	Edgehill Road	Arlington
27	Alla	Wagner	EDGEHILL RD	Arlington
28	Eric	Peterson	Florence Ave	Arlington
29	Lygia	Grigoris	Park Ave.	Arlington
30	Paul	Parise	Hemlock St.	Arlington
31	Kristan	Schoen	Madison	Arlington
32	Cheryl	Dressler	Westminster Ave.	Arlington
33	Michael	Scelfo	Madison	Arlington
34	Gustavo	Pardo	Westminster Ave	Arlington
35	gary	shostak	pamela drive	arlington
36	Anne	Ehlert	Westminster Ave	Arlington
37	Joanne	Batziotegos	Mass. Ave.	Arlington
38	Laurel	Kayne	Westmoreland Ave.	Arlington
39	Michael	Hogan	Madison	Arlington
40	Agnes	Parise	Hemlock St.	Arlington
41	Genevieve	Oba	Summit St	Arlington
42	Scott	Tower	Mt Vernon St	Arlington
43	Jason	Fisher	Lockeland Ave	Arlington

44	Rob	Shaffer	Fairview Ave.	Arlington
45	Edda	Shaffer	Fairview Ave.	Arlington
46	Laura	Wilcox	Plymouth Street	Arlington
47	Elizabeth	Kulbach	Plymouth St.	Arlington
48	Mahenthiran	Venugopal	Hemlock St	Arlington
49	Sarah	Molloy	Westminster Ave.	Arlington
50	Gomathy	Mahenthiran	Hemlock St	Arlington
51	Emily	Kathan	Highland Ave	Arlington
52	William	Jackson	Westminster Ave.	Arlington
53	Elizabeth	lock	Plymouth Street	Arlington
54	Daniel	Petrie	Plymouth St.	Arlington
55	Laura	Goldstein	Westminster Ave	Arlington
56	Smitha	gollamudi	Plymouth st	Arlington
57	John	Payne	Plymouth	Arlington
58	John	Leone	Irving St.	Arlington
59	Pauline	Leone	Irving St.	Arlington
60	Lorna	Leone	Irving St.	Arlington
61	Annaliese	Scheer	Skyline Dr.	Arlington
62	Susan	Mortimer	Mass Ave	Arlington
63	Joanne	Cullinane	Newland Rd	Arlington
64	Russell	Keim	Newland Rd	Arlington
65	Charles	Foskett	Brantwood Road	Arlington
66	Ann	Cantalupa	Old colony lane	Arlington
67	Jo Anne	Preston	Mystic Lake Drive	Arlington

68	Ginger	Tower	Mt. Vernon St.	Arlington
69	Marilyn	Sullivan	Crosby Street	Arlington
70	Richard	Sullivan	Crosby Street	Arlington
71	Alice	Bennett	Norfolk Rd	Arlington
72	Cheryl	Marceau	Cleveland St.	Arlington
73	Sarah	Schwartz	Newland	Arlington
74	Dolores	Schueler	Brunswick Rd	Arlington
75	Erica	McDonel	Florence Ave	Arlington
76	Patricia	Miranda Harlow	Greeley	Arlington
77	Spencer	Harlow	Greeley Circle	Arlington
78	Irene	Diamond	Devereaux	Arlington
79	Andrew	Pockrose	Plymouth st	Arlington
80	Michelle	Marshall	Varnum	Arlington
81	Allan	Tosti	Watermill Place	Arlington
82	Tamara	Chenoweth-Jones	Joyce Road	Arlington
83	Michael	Sandler	Peirce St.	Arlington
84	Caroline	Caswell	Lockeland Ave	Arling
85	Lori	Meltzer	Surry Rd	Arlington
86	Michael	Atlas	Lansdowne Rd	Arlington
87	Linda	Atlas	Lansdowne Rd	Arlington
88	Gail	Goolkasian	Scituate Street	Arlington
89	Carol	Davis	Pawnee Drive	Arlington
90	sue	sheffler	kensington pk	Arlington
91	Katharine	Jones	High Haith Rd.	Arlington

92	Edwin	Schmitt	Scituate Street	Arlington
93	Louise	Strayhorn	Lombard Road	Arlington
94	Stephen	Morgan	Bates Rd	Arlington
95	Darcy	Devney	Thorndike Street	Arlington
96	Robert	Kuhn	Thorndike St	Arlington
97	Janet	Mahoney	Paul Revere Rd	Arlington
98	Ann	Walter	Beverly Rd.	Arlington
99	Edward	Romar	Oakland Ave.	Arlington
100	Sarah	Schwartz	Newland	Arlington
101	Geri	Geller	Scituate St	Arlington
102	Marie	Doughty	Sunset Road	Arlington
103	Lucia	Musilli	Wellesley Rd	Arlington
104	Eric	Feigenson	Piedmont St	Arlington
105	Karin	Blum	Perth Rd	Arlington
106	Yvette	Cavanaugh	Michael street	Arlington
107	Maureen	Tierney	Burton Street	Arlington
108	Elizabeth	Franzosa	Cleveland	Arlington
109	Donna	Nowlan	Old Colony Rd	Arlington
110	maureen	franzosa	Mass Ave	Arlington
111	Anne	Orens	Pleasant st	arlington
112	Dan	Chebot	Westminster Ave	Arlington
113	Diane	Pochini	Scituate St	Arlington
114	John	Franzosa	Mass Ave	ARLINGTON
115	Roy	Goldstein	Westminster Ave.	Arlington

116	Elizabeth	Peck	School	Arlington
117	Richard	Pelletier	Eustis	Arlington
118	K	Reilly	Locke	Arlington
119	Kendra	Pelletier	Eustis	Arlington
120	John	Tortelli	Sunnyside Ave	Arlington
121	Vera	Tortelli	Sunnyside Ave	Arlington
122	Gwen	Chasan	Addison St	Arlington
123	Debra	Reardon	Robbins	Arlington
125	Barbara	Engel	Egerton	Arlington
125	Catherine	Johnson	Blossom	Arlington
126	Eileen	Cahill	Dickson Ave	Arlington
127	Sandra	Daitch	Ernest Rd.	Arlington
128	C	Vro	Milton	Arlington
129	Jennifer	Brown	Orient Ave	Arlington
130	Thomas	Danielczik	Ronald Road	Arlington
131	Kelly	McDermott	Cleveland Street	Arlington
132	Paul	Franzosa	Scituate Street	Arlington
133	Michael	Pochini	Scituate	Arlington
134	Barbara	Brescia	Mass Ave	Arlington
135	Judy	Weinberg	Venner Rd	Arlington
136	Louise B	Popkin	Cliff	Arlington
137	Robert	Hupp	Mass Ave	Arlington
138	Carole	Springer	Hawthorne Ave	Arlington
139	Lauren	Springer	Hawthorne Ave	Arlington

140	Anna	Springer	Hawthorne Ave	Arlington
141	Jessie	Brown	Jason	Arlington
142	Amy	Duke	Newman Way	Arlington
143	Tamara	Koelle	Scituate St	Arlington
144	Mark	Rosenthal	Walnut St.	Arlington
145	Mark	Fishman	Grandview Road	Arlington
146	Stephanie	Franzosa	Scituate St.	Arlington
147	maria	coppola	Mass ave	arlington
148	Stephen	Szaraz	Westminster Ave	Arlington
149	Hugh	Hanley	Devereaux St	Arlington
150	David	Holt	Wachusett	Arlington
151	Michelle	Rigby	Crescent Hill Ave	Arlington
152	Elisabeth	Harasti	Orchard Place	Arlington, MA
153	Nancy	Shields	Eustis	Arlington
154	Megan	Lancelotta	Westminster	Arlington
155	Julie	Kinchla	Menotomy Rd	Arlington
156	Alisa	Pascale	Westminster Ave	Arlington
157	Edith	Wun	Marathon	Arlington
158	Janice	Yellin	Virginia Road	Arlington
159	Robert	Segal	Virginia Road	Arlington
160	Laura	Vivenzio	Oak Hill	Arlington
161	Pamela	Schmitt	Grafton St	Arlington
162	Chris	Loreti	Adams	Arlington
163	Joan	O'Halloran	Spring St.	Arlington

164	James	O'Halloran	Spring St	Arlington
165	Alexandra	Rowell	Westminster Ave	Arlington
166	Paul	Adams	Fairview Ave	Arlington
167	Larry	Blumsaxk	Oxford	arlington
168	Marjorie	Nicholas	Fairview Avenue	Arlington
169	Scott	Weaver	Cleveland St.	Arlington
170	Jan	Kerhulas	Mass Ave	Arlington
171	Allyson	McArthur	Decatur	Arlington
172	Nicholas	Langadinos	James St	Arlington
173	Linda	Messick	Medford	Arlington
174	David	LeCompte	Cleveland St	Arlington
175	N B	Coles	Menotomy Rd	Arlington
176	Thomas	Tierney	Burton	Arlington
177	Matthew	Peterson	Florence Ave.	Arlington
178	Sarah	Peterson	Florence Ave.	Arlington
179	Jennie	Rathbun	Mass Ave	Arlington
180	Melissa	Banta	Newport St.	Arlington
181	Angela	Cronk	Highland Ave	Arlington
182	Sandra	Rudolph	Glenburn Road	Arlington
183	Vincent	Rudolph	Glenburn Road	Arlington
184	Rachel	Curtis	Trowbridge Street	Arlington
185	Stephen	Ricci	Devereaux St	Arlington
186	Laura	DiStasio	Wildwood	Arlington
187	Nancy	Butts	Wheaton Rd	Arlington

188	Marjorie	Brown	Pleasant St	Arlington
189	Cara	Fraley	Wright Street	Arlington
190	David	Good	Tomahawk Rd	Arlington
191	Judith	Dyer	Wildwood Ave	Arlington
192	Timothy	Buckley	Rawson Road	Arlington
193	Margaret	Mitropoulos	Jean Rd	Arlington
194	Christopher	Doyle	Richfield Road	Arlington
195	Christine	Dorchak	Lakeview	Arlington
196	Ethel	Doyle	Richfield Road	Arlington
197	Joyce	Radochia	Columbia Road	Arlington
198	Robert	Radochia	Columbia Road	Arlington
199	Francis	Tilney	Marathon St	Arlington
200	Charles	Kalivas	Ridge Street	Arlington
201	Cathy	Kalivas	Ridge Street	Arlington
202	Gerry	Ricci	Devereaux	Arlington
203	Robin	Alperin	Franklin	Arlington
204	Paul	Buckley	Beacon St	Arlington
205	Tom	Shea	Franklin St	Arlington
206	William	Ford	Mayflower	Arlington
207	Gina	Carme	claremont ave	Arlington
208	Stephen	Bastable	claremont ave	Arlington
209	Janet	Pagliuca	Piedmont	Arlington
210	Michael	Malone	Evergreen lane	Arlington
211	Joseph	Tarantino	Perkins	Arlington

212	Melissa	Hinck	Claremont Ave	Arlington
213	Bill	Hayner	Putnam Road	Arlington
214	James	Anas	Addison	Arlington
215	Lee	Poage	Cherokee Rd	Arlington
216	Richard	Cullinane	Longmeadow	Arlington
217	Patricia	Cullinane	Longmeadow	Arlington
218	Raymond	Bannister	Mass Ave	Arlington
219	Rong	Tilney	Marathon St	Arlington
220	Ryan	O	Quincy	Arlington
221	Jeanne	Smith	Medford Street	Arlington
222	Diane	Ricker	Walnut St	Arlington
223	Steven	Cella	Spy Pond Pkwy	Arlington
224	Christina	Ahmad	Park Cir	Arlington
225	Todd	Hinck	Claremont Ave	Arlington
226	Robert	Hegarty	Morton Rd	Arlington
227	Laurie	Abrams-Hall	Winter Street	Arlington
228	Diane	Krause	High Haith Rd.	Arlington
229	Jocelyn	Sales	Mass Avenue	Arlington
230	Chris	Rowell	Westminster Ave.	Arlington
231	Sue	Chin	Bates Road	Arlington
232	John	Enos	Spring Street	Arlington
233	lisa	reynolds	Pond Terr	Arlington
234	C��drine	Bell	Spy Pond Lane	Arlington
235	Ann	Frontino	Decatur	Arlington

236	Josephine	Babiarz	Edgehill Road	Arlington
237	Vincent W	Rudolph	Glenburn	Arlington
238	Carol	Luddecke	Park Ave	Arlington
239	Daniel	Keating	Hamlet	Arlington
240	Mary	Cummings	Jason St.	Arlington
241	Nazila	Miller	Columbia Road	Arlington
242	Matt	Miller	Columbia	Arlington
243	Alexander	Franzosa	Pleasant St	Arlington
244	Katherine	Taylor	Appleton	Arlington
245	Marie	Burack	Ernest Rd.	Arlington
246	Elizabeth	Billings	Palmer	Arlington
247	George	Bell	Spy Pond Lane	Arlington
248	Carolyn	Boettner	Bates Road	Arlington
249	Luchy	Roa	Park Av	Arlingt
250	Cynthia	Campbell	Winter	Arlington
251	Frank	Minniti	Clyde Terrace	Arlington
252	Elaine	Minniti	Clyde Terrace	Arlington
253	Charles	Reitzel	Westminster Ave	Arlington
254	Marieke	Zacher	Madison Avenue	Arlington
255	Ken	Bell	Tanager	Arlington
256	Suzanne	McLeod	Park Street	Arlington
257	Maria	Vrotsos	Milton	Arlington
258	robert	zacher	Madison Ave	Arlington
259	Janice	Undem	Mass Ave	Arlington

260	Barbara	Wagner	Central Street	Arlington
261	Nancy	Gray	Mass Ave	Arlington
262	Michael	Armanious	Mass Ave	Arlington
263	Arden	Johnson	Blossom	Arlington
264	Ray	LaFontaine	Cleveland Street	Arlington
265	Jane	Foley	Mass Ave	Arlington
266	Molly	Sanford	Grandview Road	Arlington
267	Loretta	Thomad	Dartmouth st	Arlington
268	Doug	Sanford	Grandview Road	Arlington
269	Angela	Gutchess	Amsden St	Arlington
270	Jim	Fahey	Mt. Vernon St.	Arlington
271	Nicole	Fahey	Mt. Vernon St.	Arlington
272	Michele	Desmond	Radcliffe Road	Arlington
273	Paul	Desmond	Radcliffe Road	Arlington
274	Darlene	Busa	Watermill Place	Arlington
275	Marina	Popova	Ridge Str	Arlingotn
276	Gail	Poirier	Richfield Road	Arlington
277	Larry	Poirier	Richfield	Arlington
278	Phyllis	Mahoney	Newland Road	Arlington
279	Amy	Lees	Jason	Arlington
280	Laura	Borgia	Raleigh	Arlington
281	Sheila	Berry	Warren st	Arlington
282	Lisa	Harrington	Newport	Arlington
283	Kevin	Harrington	Newport	Arlington

284	Kristene	Angelakis	Wildwood	Arlington
285	Nancy	Forte	Lake Street	Arlington
286	Mark	Kaepplein	Palmer St.	Arlington
287	Mike	McCarthy	Viking Court	Arlington
288	Chris	Lockery	Crescent Hill Ave	Arlington
289	Mary	Brooks	Crescent Hill Ave	Arlington
290	Regine	Tillmanns	Westmoreland Ave	Arlington
291	Cosmos	Angelakis	Wildwood Ave	Arlington
292	Lidija	Polutnik	Crescent Hill Ave	Arlington
293	Oliver	Jagoutz	Apache Trl	Arlington
294	Joe	Kerble	Morningside Dr	Arlington
295	Danilo	Marchesini	Walnut Ct	Arlington
296	John	Donato	Homer Rd	Arlington
397	Christine	kerble	Morningside	Arlington
398	Roberto	Tracy	Magnolia st	Arlington
399	Christine	kerble	Morningside	Arlington
300	Bridget	McCaffrey	Dow Ave.	Arlington
301	Nadja	Rozovsky	Menotomy Rd	Arlington
302	Jane	O'Grady	Lawrence lane	Arlington
303	Celia	Doremus	Harvard Street	Arlington
304	Max	Cavallaro	Thorndike Street	Arlington
305	Edward P.	Witham Jr.	Spring Valley St	Arlington
306	Anna	Cavallo	Freeman St	Arlington
307	Andrew	Fraley	Wright st	Arlington

308	Chris	Nielsen	Highland Ave.	Arlington
309	Walter	Pennell	Edgehill Rd	Arlington
310	Balazs	Felcsuti	Park Street	Arlington
311	Fawn	Draucker	Mass Ave.	Arlington
312	Lynette	Culverhouse	Draper Ave	Arlington
313	Maureen	Kelly	Mystic Lake Dr.	Arlington
314	Paul	Kelley	Mystic Lake Dr.	Arlington
315	John	Burt	Mystic Lake Dr.	Arlington
316	Asia	Kepka	Silk street	Arlington
317	Patricia	LaPlante	Jason Street	Arlington
318	Richard	LaPlante	Jason Street	Arlington
319	Amelia	Hollander Ames	Russell St	Arlington
320	Jon	Gersh	Kipling Rd	Arlington
321	Lori	Stokes	Lennon	Arlington
322	Anthony	Messuri JR.	Stone Rd.	Arlington
323	Ben	Ballard	Overlook Rd	Arlington
324	Linda	Varone	Medford St	Arlington
325	Maddalena	Sevesi	Walnut Ct	Arlington
326	William	Bowman	Highland Ave	Arlington
327	Andrew	Conahan	Marathon	Arlington
328	Elizabeth	Ballard	Overlook Road	Arlington
329	Ugljesa	Krstanovic	Park Ave.	Arlington
330	June	Rutkowski	Alpine Terrace	Arlington
331	Elizabeth	Pilcher	Crescent Hill Ave	Arlington

332	Rebecca	Betlyon	Foster Street	Arlington
333	Deb	Bermudes	Belknap	Arlington
334	Robin	Shaw	Linwood	Arlington
335	Beate	Mannstadt	Marion Circle	Arlington
336	Peter	Bermudes	Belknap	Arlington
337	Sally	Demopoulos	School street	Arlington
338	Nancy	Morrison	Claremont	Arlington
339	Priscilla	Shute	Hamilton Road	Arlington
340	Thomas	Roby	Addison	Arlington
341	Maxim	Antinori	Westmoreland Ave	Arlington
342	Joseph	Cahill	Dickson Avenue	Arlington
343	Hillary	Wright	Sunset Rd	Arlington
344	Angela	Moutsatsos	Shelley rd	Arlington
345	Richard	Sullivan	Crosby Street	Arlington
346	BethAnn	Friedman	Hazel Terr	Arlington
347	Nancy	Mead	Pine Street	Arlington
348	Anne	Keefe	Ernest Rd	Arlington
349	Barbara	Donnelly	Edgehill	Arlington
350	Mike	Blasik	Claremont Ave.	Arlington
351	Sheila	Percival	Forest Street	Arlington
352	Bernadette	Milliken	Epping	Arlington
353	Steven	orfanos	Moccasin Path	Arlington
354	Heidi	Roth	Appleton	Arlington
355	Sonia	Vartanian	Sleepy Hollow Ln	Arlington

356	Claudinez	Swart	Valentine Road	Arlington
357	Lynn	Dowling	Silk St.	Arlington
358	Thomas	Zaloum	Bates Rd	Arlington
359	William Jr	Groves	Melrose Street	Arlington
360	Andrew	Orfanos	Chandler St	Arlington
361	Deborah	Orfanos	Egerton Rd	Arlington
362	Hope	Orfanos	Milton St	Arlington
363	Christine	Orfanos	Milton St	Arlington
364	Theofanis	Orfanos	Milton St	Arlington
365	Harold	Helson	Rublee St	Arlington
366	Mark	Halliday	Brantwood Road	Arlington
367	Michele	Rapp	Allen St.	Arlington
367	Rosemary	Schulze	Pleasant Street	Arlington
369	Priscilla	Cohen	Cliff Street	Arlington
370	Roger	Khazan	Ashland st	Arlington
371	Inna	Khazan	Ashland St	Arlington
372	Bob	Bowes	Lake View	Arlington
373	Elaine	Bowes	Lake View	Arlington
374	Elaine	Bowes	Lake View	Arlington
375	Tony	Butler	Elmore	Arlington
376	John	Moruzzi	Park Ave	Arlington
377	Alissa	Cardone	Florence	Arlington
378	Rita	Kaderian	Woodside Lane	Arlington
379	Sal	Savo	Woodside Lane	Arlington

380	George	Kaderian	Dow Ave	Arlington
381	Nevart	Kaderian	Dow Ave	Arlington
382	Sharon	Heermance	Selkirk	Arlington
383	Benjamin	Moynihan	Plymouth Street	Arlington
384	Pavan	Anne	Ridge St	Arlington
385	Margaret	Hallisey	Peirce	Arlington
386	Kelsie	Marr	Windmill Lane	arlington
387	Andrew	Marr	Windmill Lane	Arlington
388	Angel	Alton	Harlow St	Arlington
389	Courtney	Zwirn	Oak Hill Dr	Arlington
390	Joan	Connora	Bates Road	Arlington
391	Anthony	Menounos	Harlow Street	Arlington
392	Lambrini	Menounos	Harlow Street	Arlington
393	Peter	Bloom	Jason Terrace	Arlington
394	Ruby	Tserkonis	School	Arlington
395	Anastasios	Tserkonis	School	Arlington
396	Julia	Radochia-Ward	Winter St.	Arlington
397	Phillip	Sheehan	Hutchinson Rd	arlington
398	Manushaqe	Lushi	Rawson	Arlington
399	Kiki	Mercer	Hutchinson Rd	Arlington
400	Harold	Tarkington	Orchard Place	Arlington, MA
401	Patti	Sawtelle	College	Arlington
402	Colleen	Olphert	Forest St	Arlington
403	Linda	Atlas	Bates	Arlington

404	Eleanor	Atlas	Bates	Arlington
405	Michelle	Keenan	Highland Ave	Arlington
406	Thomas	Koslowski	Winchester Rd	Arlington
407	Jean	Koslowski	Winchester Rd	Arlington
408	Ian	Boardman	Linwood Street	Arlington
409	Valya	Campbell	harlow street	Arlington
410	Karen	Schaejbe	Fox Meadow Ln	Arlington
411	Thomas	Schaejbe	Fox Meadow Ln	Arlington
412	Casey	Schaejbe	Fox Meadow Ln	Arlington
413	David	McCall	Peck Ave	Arlington
414	Shane	Fitzgerald	Winchester Road	Arlington
415	Richard	Nuckols	Plymouth	Arlington
416	Dominic	Vecchione	Country Club Dr	Arlington
417	Athanase	Demopoulos	School	Arlington
418	Christina	Chalapatas	Overlook Road	Arlington
419	James	Chalapatas	Overlook Road	Arlington
420	Michelle	Orfanos	Moccasin Path	Arlington
421	John	Hoversten	Wildwood	Arlington
422	Kate	Hoversten	Wildwood	Arlington
423	Karen	McDonald	Pawnee drive	Arlington
424	Peter	Speros	Milton st	Arlington
425	Milagros	Masini-Patel	Bates Rd	Arlington
426	Anne	Ellinger	Linwood St.	Arlington
427	Shane	Fitzgerald	Winchester Road	Arlington

428	Edward	McDonald	Pawnee Drive	Arlington
429	Mary	Pappas	Mass Ave	Arlington
430	Ralph	Antonelli	Ridge Street	Arlington
431	Cheryl	Antonelli	Ridge	Arlington
432	Tamara	Chenoweth-Jones	Joyce Road	Arlington
433	Sonia	Rosner	Monadnock Rd	Arlington
434	Hal	Tepfer	Mass Ave	Arlington
335	Angela	Moutsatsos	Shelley rd	Arlington
336	Ioannis	Moutsatsos	Shelley rd	Arlington
337	Mary	Rogul	Kipling Road	Arlington
338	Kurt	Albrand	Chatham	Arlington
439	Curtis	Norden	Chatham St	Arlington
440	Lori	Greene DeLeo	Kipling Rd	Arlington
441	Barry	Jaspan	Campbell Rd	Arlington
442	Elena	Bartholomew	Newport Street	Arlington
443	Kelly	Melin	George St	Arlington
444	Mahmood	Shad	Virginia Rd	Arlington
445	Lourdes	Martin	Chatham	Arlington
446	Laurie	Scott	Standish	Arlington
447	Mina	Papoulidis	Washington	Arlington
448	Marie	Medeiros	Paul Revere Rd	Arlington
449	James	Robillard	Court St	Arlington
450	Robert	Segal	Virginia Road	Arlington
451	Rosemary	Sheehan	Walnut Street	Arlington

452	Gina	Duddy	Fountain Rd	Arlington
453	James	Duddy	Fountain	Arlington
454	Colleen	Donohue	Putnam Road	Arlington
455	Gordon	Bernstein	Park Ave	Arlington
456	Anthony	Pasqualone	Epping St	Arlington
457	Alice	Schindall	Rhinecliff	Arlington
458	Bob	Tosi Sr	Inverness Rd	Arlington
459	John	Keefe	Adams	Arlington
460	Rose Marie	Keefe	Adams	Arlington
461	Donald	Gillies	Kimball Rd	Arlington
462	John	Medeiros	Paul Revere rd	Arlington
463	Eugen	Lounkine	Hamilton Road	Arlington
464	Robert	Kalustian	Columbia Rd	Arlington
465	Jennie	Rathbun	Mass Ave	Arlington
466	Mary	Dineen	Mass Ave	Arlington
467	Christian	Webb	Everett	Arlington
468	Joel	Schindall	Rhinecliff St	Arlington
469	Fusun	Yaman-Sirin	Ridge St	Arlington
470	Sandra	Hickey	Wollaston Ave	Arlington
471	Matthew	De Remer	Decatur	Arlington
472	Jan	Bergstrom	Randolph	Arlington
473	Evren	Sirin	Ridge St	Arlington
474	Luis	Vega	Brooks Ave	Arlington
475	David	McLaughlin	Hemlock St	Arlington

476	Olga	Zhestkova	Gray St	Arlington
477	Nancy	Fontenot	Ridge St.	Arlington
478	Chi-Yun	Lau	Ridge	Arlington
479	Muriel	Fudala	Marathon St.	Arlington
480	Kelly	Walsh	Egerton Road	Arlington
481	Brenda	Walsh	Egerton Road	Arlington
482	John	Kelly	Egerton Road	Arlington
483	Domenic	Furia	Hemlock Street	Arlington
484	Mariya	Ruseva	Varnum	Arlington
485	Natalie	Eringros	Elmhurst rd	Arlington
486	Maria	Dubyaga	Carl	Arlington
487	David	Guszejnov	Forest	Arlington
488	Anna	Komar	Forest St	Arlington
489	Helene	George	Farmer Road	Arlington
490	Orhan	Efe	Forest	Arlington
491	Aysegul	Bulut	Forest	Arlington
492	Michelle	O'Day	Walnut St	Arlington
493	Joe	Zeff	Fessenden	Arlington
494	Sarah	Richmond	Revere	Arlington
495	Vincent	Levesque	Revere	Arlington
496	Diana	Richmond	Revere	Arlington
497	Scott	Richmond	Revere	Arlington
498	Helen	Zhuu	4 Gardner St	Arlington
499	George	Chen	Gardner	Arlington

500	Gina	Paglucia	Summer	Arlington
501	Boris	Vaisman	Cleveland	Arlington
502	Eugenia	Magravheva	Cleveland	Arlington
520	Daniel	McCabe	Florence Ave	Arlington
521	Cheri	Hansen	Florence Ave	Arlington
522	James	Moore	Columbia Road	Arlington
523	Gabrielle	Marroig-Tagle	Columbia Road	Arlington

From: Stephen Weil
Sent on: Monday, September 11, 2023 7:02:45 PM
To: Claire Ricker
CC: Stephen Weil
Subject: MBTA Sept 11 Presentation - Questions/Comments
Urgent: High

- 1) With a Neighborhood District SIDE Setback of 5 Feet, where are residents of the proposed 4-story housing units expected to park their vehicles?
- 2) Are there and current zoning laws in-place that will take into account how a four-story (46 ft high) building with SIDE Setbacks of 5 feet in the Neighborhood District will impact solar panel efficiency on adjacent structures?
- 3) The proposal states one of the objectives will be to "Minimize Heat Islands". Given the current direction our climate is taking and the poor tree management in Arlington, shouldn't there be stronger language in the proposal to "Reduce and/or Eliminate Heat Islands."
- 4) I believe that the Neighborhood District Height Limitation of 4 Stories for the first 350 feet of residential streets should be limited to 3 Stories.
- 5) Given the recent approvals made by the ARB for new construction on Massachusetts Avenue, I believe that the Arlington Historical commission should be a part of the decision-making process to guarantee that new construction maintains the historical significance of both Massachusetts Avenue and all residential streets that will be impacted by this proposal.

Stephen Weil
35 Bailey Road

From: Jordan Weinstein
Sent: Saturday, September 9, 2023 6:19 AM
To: Claire Ricker
Subject: ARB meeting Monday, Sept. 11, 2023

Dear ARB members,

I write in regards to the MBTA Communities Act proposal before you. I urge you to make the following changes to the Working Group's overly ambitious recommendations:

1. Limit the overall capacity of the overlay to 2046 dwelling units, what is required by the Act for Arlington.
2. To achieve growth in actual housing, reduce the footprint of the overlay map so that the rezoned area will see additional capacity.
3. Limit the height of construction in the Neighborhood Multifamily districts to 3-stories.
4. Limit the height of construction in the Mass Ave / Broadway districts to 4-stories.
5. Require 15' setbacks for all new construction along Mass Ave and Broadway.
6. Require off-street parking for 1 car per unit.

Sincerely,

Jordan Weinstein

From: Patricia Worden

Sent: Sunday, September 10, 2023 12:07 AM

To: Jim Feeney; Eric Helmuth; Ashley Maher; John Hurd; Stephen DeCoursey; Diane Mahon; Len Diggins; Rachel Zsembery; Kin Lau; Stephen Revilak; Eugene Benson; Claire Ricker

Subject: testimony for ARB Public Hearing 9-11

September 10, 2023

Testimony for ARB Public Hearing on Warrant Article for Fall 2023 STM

(please include this testimony in Correspondence Received for ARB Hearing on 9/11)

Dear Members of the Arlington Redevelopment Board, Arlington Select Board, Mr. Feeney, and Ms. Ricker,

It has been difficult to determine how best to protect the Town from the obvious dangers and conflicts, intended or unintended, being attempted by the MBTA Communities Working Group. The problem is made worse by the curious decision of The Select Board to open the warrant for filing of articles (for Special Town Meeting of October 17) for only a few hours on September 11 and to close the warrant on that date PRIOR to the Arlington Redevelopment Board publicizing or even discussing their proposed ZONING BYLAW AMENDMENT/MBTACOMMUNITIES OVERLAY DISTRICT (for inclusion in the warrant for the vote of Town Meeting at STM) later that evening. The ARB will not make public their proposed STM article until October 2. Those chosen dates of the SB and ARB respectively obviously make it impossible to study and analyze the ARB decision in time to create and file a comprehensive protective competing article if necessary and leaves three options:

1. Trust that the ARB may draft an article that adheres essentially to the state regulations' requirement of 2, 046 units on 32 acres rather than the 6,000 to 15,000 units on as much as 176 acres desired by the MBTAC Working Group. The WG is dominated by developers and architects. This WG goal would be extremely destabilizing for the community causing rampant speculation by developers. They would outbid family homeseekers for houses and eventually demolish them - even if historic (which the WG promised to exempt but failed to do so), and clear-cut trees to build luxury multimillion dollar condo units with zero open space requirements creating dangerous heat

islands. With bonuses, heights of these condo units on Mass. Av. could reach almost 80 feet with no front setback creating street walls and canyons. We would need to design amendments or substitute motions at TM to attempt to reduce any such outrageous over-reach and remove objectionable features, if any, of the ARB amendment.

2. File an article (or articles) for TM prematurely (since articles would have to be filed prior to the ARB choosing to reveal its plans) perhaps achieving reductions of only a few hundred or a couple of thousand unit density capacity from the more than 7,000 units desired by the WG.
3. If the ARB's amendment article shows completely unacceptable increase in dense gentrification then encourage rejection by a NO vote of Town Meeting and thereby force ARB to come back with a better article (deadline is late 2024). They have plenty of time to do so and the SB can call for STM whenever they like. (This could have the environmental advantage of a larger community such as Somerville being enabled to take our place in the Fossil Fuel experiment.)

Given the difficult time frame established by the Select Board and ARB, members of Arlington Residents For Responsible Redevelopment will likely proceed with the first option by planning amendments if necessary to what the ARB eventually presents as their article for the STM in October.

Very truly yours,

Patricia B. Worden, Ph.D.

Former Chair, Arlington Housing Authority, Arlington School Committee;
former Charter member, Arlington Human Rights Commission

From: Patricia Worden

Sent: Monday, September 11, 2023 1:19 PM

To: Rachel Zsembery; Kin Lau; Stephen Revilak; Ashley Maher; Eugene Benson; Claire Ricker; Eric Helmuth; Stephen DeCoursey; Diane Mahon; John Hurd; Len Diggins; Jim Feeney

Subject: Second Testimony for ARB public hearing Sep 11, 2023

September 10, 2023

Second Testimony for ARB Public Hearing on Warrant Article for Fall 2023 STM

(please include this second testimony in Correspondence Received for ARB Hearing on 9/11)

Dear members of the Select Board, Arlington Redevelopment Board, the MBTAC Working Group, Mr. Feeney. and Miss Ricker,

I would like to thank the members of the WG for the time and effort they have spent on the MBTAC Working Group. It should be mentioned that it is not clear if the *Report of the MBTAC Working Group* was actually their work or the work of the Planning Department of Arlington. But in our era of misinformation, the *Report of the MBTAC Working Group* is a masterpiece of such. Among its authors are half of the members of the Arlington Redevelopment Board. It is so replete with careless half-truths and misleading statements contradictory to state law that it should never have been published. It represents a huge disservice to our community and to the work of the WG. The report is an embarrassment and needs to be entirely rewritten. I would think that the hard working members of the WG would be glad to have it properly written in an accurate fashion.

An alarming aspect of it is that there is no indication that certain parameters that have been included in the ARB amendment article for the ARB's consideration tonight were ever discussed in public at the many WG sessions of which I am aware. Is it possible they were simply inserted by the Planning Department? They include some of the most damaging concepts in the amendment such as no requirements for minimum lot size; no landscaped or usable open space etc. Explanation is needed for how this came to be. The ARB needs to include in its amendment for by-right MBTAC development, site requirements for open space, preservation of trees, historic homes etc. to avoid such overreach.

As it exists now the report is a propaganda piece for developers of dense gentrification goals replete with altered and inaccurate legal statements, baseless claims, and generation of cruel false hopes of affordable housing, and supply of senior housing among others. The report is hostile to Arlington's Master Plan which indicates that the housing

Arlington need is for affordable housing and senior housing (Master Plan p.88) - neither of which would be improved by the WG's Plan.

The report does not explain how or by whom the astounding over-compliance with the state's law was authorized nor is research presented showing that meeting a goal higher than 100% compliance (2,046 housing units) would be harmless. In a community of our current size it would increase taxes, reduce affordability, trash our trees and environment, and increase congestion – none of which is harmless.

Adoption of the recommended over compliance would result in unhealthy new construction with its huge loss of carbon, noise, demolition, pollution, and possible homelessness due to evictions as Arlington's houses and buildings including historic houses meet their end. The WG agreed to protect historic buildings but that has not been done.

Among other surprises in the WG report was enthusiasm expressed by the authors for their Forum of June 8. The WG certainly got its ideas for over-compliance presented there partly by allowing no dissent. Material I had brought explaining a better alternative was quickly confiscated. The only WG Forum where significant public comment was heard was on July 25. There was very little support for over-compliance which you can see from the following video: <https://youtu.be/Q2LU6b59BHg>

What is most important to realize about the report is that it doesn't seem as though the Working Group was given an understanding of the state Law they were supposed to be implementing. The proposal does not comply with the state guidelines, documentation and law.

There is a large WG effort regarding affordability (e.g., report pp.16, 28, 32). At the July public meeting, Claire Ricker said the state REQUIRES 10% affordable. Not true. State will allow up to 10%. They would prefer zero as they see affordability requirements as an obstacle to development. To my knowledge the Planning Department has not yet done the work necessary for a feasibility study to attempt to get state permission to use our Affordable Housing Bylaw in MBTAC projects (Section 8.2 of Arlington's Zoning Bylaw).

The 51 page WG report says in multiple places:

“Allow housing that is suitable for families with children “

And “Seniors having trouble finding appropriate housing to downsize into”

The law says

*“multi-family housing **shall** be without age restrictions and **shall** be suitable for families with children.”*

“Allow” is not the same as “shall”.

.....senior housing is frequently mentioned in the report (e.g. pp.5 and 6) in a manner leading to some seniors thinking that MBTAC units will be for them and sometimes are tearful when they find that is not the case. The MBTA C does **NOT** require senior housing. Mentioning senior housing is contradictory to “without age restriction.”

The report repeatedly mentions “*More housing in a variety of sizes*”, but the report uses 1000 square feet to figure capacity. 1,000 square feet is the minimum size allowed (assuming the State sticks to their requirements). So, many units will be higher (in recent multi unit developments, 1000 square feet and higher is luxury housing).

Also there is no requirement for unit accessibility (which is touted on p.5 of the report) or sustainability (see the law below) recommended for inclusion in chosen parameters for the amendment to be considered by the ARB.

In conclusion, much closer attention should be given to the words of the actual law. Although the WG Report frequently quotes it inaccurately which is very misleading, they never included the text of the actual law in the report. They even dismiss and avoid the final very important clause- “the district...shall be located not more than 0.5 miles from a commuter rail station” (Alewife). And so here below is the Law- a clear, simple document so that we know what we are talking about--

Mass. General Laws c.40A § 3A

An MBTA community shall have a zoning ordinance or by-law that provides for at least 1 district of reasonable size in which multi-family housing is permitted as of right; provided, however, that such multi-family housing shall be without age restrictions and shall be suitable for families with children. For the purposes of this section, a district of reasonable size shall: (i) have a minimum gross density of 15 units per acre, subject to any further limitations imposed by section 40 of chapter 131 and title 5 of the state environmental code established pursuant to section 13 of chapter 21A; and (ii) be located not more than 0.5 miles from a commuter rail station, subway station, ferry terminal or bus station, if applicable.

Very truly yours,
Patricia Barron Worden

From: Helen Zhu

Sent: Friday, September 8, 2023 1:10 PM

To: Claire Ricker Jim Feeney; Rachel Zsembery; Eugene Benson; Kin Lau; Stephen Revilak; Ashley Maher; MBTA Communities; Eric Helmuth; Stephen DeCoursey; Len Diggins; John Hurd; Diane Mahon

Subject: Arlington's Response to the MBTA density overlay

As a long-time resident of Arlington, I am strongly concerned the new zoning proposal to the already over densified town. I ask you to withdraw the proposal.

1. The process in Arlington should include several scenarios, at least including a map and scenario of meeting, but not exceeding the Act's requirements of 2,046 units and with some of the density placed, as the Act intends, within easy walking of Alewife.
2. Arlington should better notify and better get the input of residents and businesses. Other communities better involved the residents and businesses, such as sending letters or cards to homes and businesses in the density overlay areas, allowing for more public input and comment (Arlington has only had one public forum on July 25 - and comments were two thirds expressing concern). The WG proposals are justified poorly by a 213 respondent survey and an earlier very general survey of 1,000 - which didn't ask about density overlay details.
3. The response should have better data about each map/scenario.
4. Most people just don't know the Arlington 'overcompliance' proposal is happening - and when they do hear about it, they are very concerned.

Thanks

Hongxin Zhu