

Housing Needham (HONE) Advisory Group

Monday January 29, 2024

7:00 p.m.

Charles River Room

Public Services Administration Building, 500 Dedham Avenue

AND

Virtual Meeting using Zoom

Meeting ID:

834 7583 6726

(Instructions for accessing below)

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Direct Link to meeting: <https://us02web.zoom.us/j/83475836726>

- I. Welcome and Meeting Goals, *Heidi Frail and Natasha Espada, Co-Chairs*
- II. Approval of Minutes from HONE Meetings of December 11, 2023, December 20, 2023 and January 4, 2024.
- III. Overview of the Schedule Moving Forward. *Lee Newman, Director of Planning and Community Development; Katie King, Deputy Town Manager*
- IV. Review feedback from Community Meeting and Survey Results, *Heidi Frail and Natasha Espada, Co-Chairs; Eric Halvorsen, RKG Associates; Emily Innes, Innes Associates*
- V. Review feedback from Council of Economic Advisors (CEA) Meeting. *Heidi Frail and Natasha Espada, Co-Chairs, Bill Lovett, Hone and CEA member.*
- VI. Selection of final “Base Model” for MBTA Communities Compliance. *Eric Halvorsen, RKG Associates; Emily Innes, Innes Associates*

Housing Needham (HONE) Advisory Group

Heidi Frail	Select Board (co-chair)
Natasha Espada	Planning Board (co-chair)
Kevin Keane	Select Board
Jeanne McKnight	Planning Board
Joshua Levy	Finance Committee
Ronald Ruth	Land Use Attorney
William Lovett	Real Estate Developer
Liz Kaponya	Renter
Michael Diener	Citizen at Large

Town of Needham, Massachusetts
Housing Needham Advisory Group (HONE)
Meeting Minutes
December 11, 2023

Place: Virtual Meeting via Zoom
Remote: Co-Chair, Heidi Frail; Co-Chair, Natasha Espada; Michael Diener, Liz Kaponya, Joshua Levy, William Lovett, Jeanne McKnight, Ronald Ruth
Absent: Kevin Keane
Staff: Katie King, Deputy Town Manager; Lee Newman, Director of Planning & Community Development, Amy Haelsen, Director of Communications and Community Engagement; Alex Clee, Assistant Town Planner
Guest: Eric Halvorsen, RKG Associates; Emily Innes, Innes Associates

At 8:15 am., H. Frail called the meeting to order. The meeting is being video recorded.

I. Discussion on Modeling the Hersey Station area, Lee Newman, Director of Planning and Community Development

At the last HONE meeting, members discussed modeling the Hersey Station area assuming there were businesses currently located outside of the Neighborhood Business District that could meet the MBTA Communities Act contiguous parcel 5 acre minimum. A site assessment of existing land uses revealed this district almost entirely includes businesses within the Neighborhood Business District. The only other non-conforming use in this area is Hazel's ~~the~~ bakery at the intersection of Great Plain Avenue and Hillcrest Road. Combining these parcels would total under two acres.

The Housing Plan had recommended that apartment level zoning be allowed in the Neighborhood Business District. ~~The MBTA lot across the street is 1.56 acres.~~ After combining that with the Hazel's parcel, we ~~We~~ would need to find 3 more acres of contiguous parcels to be compliant with the MBTA Communities Act. HONE Co-Chairs and L. Newman reviewed the matter in light of the site assessment and did not think there would be community support to identify an additional 3 acres of Single Residence A-zoned land and recommend single-family residences beyond the areas now zoned for 10,000 square foot lots be rezoned to a minimum of 3 units per ~~acre~~ parcel.

It was noted that rezoning just along Great Plain Ave from the current Neighborhood Business District to Hazel's bakery would still be well under 5 acres. It was further noted that while there are two MBTA parking lots ~~The MBTA lot across the street is 1.56 acres~~ and town-owned land on Great Plain Ave currently used for the golf course, none of these parcels could be counted in a compliant five acre district.

Members discussed whether to recommend the Planning Board rezone the Hersey Station area as it clearly would not meet the MBTA Communities Act without including single residence neighborhoods to meet the minimum acreage requirement for a compliant MBTA Communities district.

Ms. McKnight noted that zoning matters are usually not brought to Town Meeting in the Special Town Meeting, but the MBTA-compliant proposal would be because of the state deadline. Any consideration of the Hersey area separate from the MBTA compliance would likely be targeted to the next annual town meeting in May.

Co-Chair Frail suggested there are two possibilities, either to recommend consultants model the Hersey Station area to include rezoning single-family residences as a part of Needham's MBTA communities district or recommend that the Planning Board make zoning changes around Hersey Station outside of the MBTA Communities requirements.

MOTION: J. Levy moved to instruct Consultants to include at least one 5-acre, contiguous district near Hersey that is compliant with the MBTA Communities Act in at least one of the scenarios for modeling.

SECONDED: R. Ruth

ROLL-CALL VOTE: M. Diener, no; N. Espadainada, no; H. Frail, no; L. Kaponya, aye; J. Levy, aye; W. Lovett, no; J. McKnight, no; R. Ruth, no.

MOTION REJECTED: 2-6

MOTION: J. McKnight moved to recommend that the Planning Board rezone the Hersey Station area, encompassing at least the area which is now commercially zoned which would not be an MBTA compliant district, for multi-family housing.

SECONDED: R. Ruth

ROLL-CALL VOTE: M. Diener, aye; N. Espadainada, aye; H. Frail, aye; L. Kaponya, no; J. Levy, aye;

W. Lovett, aye; J. McKnight, aye; R. Ruth, aye.

MOTION CARRIES: 7-1

Co-Chair Frail recapped that the HONE Group will not recommend the Hersey area for modeling. We will recommend it to be rezoned by the Planning Board. When we finalize our actual modeling, we will also finalize recommendations to the Planning Board.

At 8:55 a.m., J. Levy left the meeting.

II. Review of Center Business District Boundaries to be Modeled - Eric Halvorsen, RKG Associates

E. Halvorsen shared a presentation slide "Proposed B-CTR District Changes." The presentation is available at: <https://www.needhamma.gov/Archive.aspx>

At the direction of the HONE Group, Consultants have worked with Town Staff to propose incorporating a portion of the Center Business District (referred to as the “cruller” for its shape) into the MBTA 3A District. They are working with Town Staff to recommend allowing multi-family as of right instead of mandatory mixed use. This would provide continuity between other zoning districts for MBTA 3A. Consultants aimed to choose parcels with connectivity but not areas that necessarily must be mixed use.

He used a colored map showing what the HONE Group proposed to include in the MBTA 3A District versus what would remain which is known today as the Center Business District.

Members agreed with K. King that the public will have opportunity to provide feedback on specific parcel choices at the January meeting. We will revisit the idea of using some of the Center (cruller).

Members discussed with the Consultant whether a right of way could be used to bridge a break in contiguity along May Street. Consultants have asked Executive Office of Housing and Livable Communities for guidance and are awaiting a reply.

Members discussed incentives for commercial retail on Great Plain Avenue as well as a special permit process for allowing mixed use for Center Business overlay. One strategy mentioned for the Center area if zoned for housing as of right at the required underlying zoning of 35 feet and a FAR of 1, we are looking at mixed use in order to grab the extra density.

Co-Chair Frail took member consensus to move forward with these ideas. Everyone agreed on the Center District "cruller". The Consultants were commended for their work.

III. Update on What to Expect, December 20, 2023 HONE Meeting, Eric Halvorsen, RKG Associates

On December 20, updated compliance models and scenarios will be presented along with results of the economic feasibility analysis related to inclusionary zoning. A matrix will be presented assessing the potential for higher inclusionary zoning percentages. Fiscal impact analysis will also be conducted after final compliance model counts are obtained.

Co-Chairs requested the Consultants create a slide for the public showing why the Hersey Station area was not modeled because it is not an MBTA Communities compliant district and the reasons HONE decided not to move forward. HONE will make a recommendation to the Planning Board.

Informational - The Meeting Packet is available at <https://www.needhamma.gov/Archive.aspx>

MOTION: N. Espanada moved to adjourn the meeting at 9:08 am.

SECONDED: R. Ruth

ROLL-CALL VOTE: M. Diener, aye; N. Espanada, aye; H. Frail, aye; L. Kaponya, aye; W. Lovett, aye; J. McKnight, aye; R. Ruth, aye. Unanimous.

MOTION CARRIES: 7-0

Respectfully submitted,

Dale Michaud
Recording Secretary

Town of Needham, Massachusetts
Housing Needham Advisory Group (HONE)
Meeting Minutes
December 20, 2023

Place: Charles River Room, 500 Dedham Ave, Needham and Virtual Meeting via Zoom
Present: Co-Chair, Heidi Frail; Co-Chair, Natasha Espanada; Liz Kaponya, Kevin Keane, Joshua Levy, William Lovett, Jeanne McKnight, Ronald Ruth
Remote: Michael Diener
Absent: None
Staff: Katie King, Deputy Town Manager; Lee Newman, Director of Planning & Community Development; Alexandra Clee, Assistant Town Planner
Guest: Eric Halvorsen, RKG Associates; Emily Innes, Innes Associates

At 7:00 pm, H. Frail called the meeting to order. The meeting is being video recorded.

I. Welcome and Meeting Goals, Heidi Frail and Natasha Espada, Co-Chairs

CoChair Frail stated that the HONE Advisory Group will not recommend the Hersey Station area for modeling by Consultants for the following reasons:

1. There is not enough usable land within the Neighborhood Business District at Hersey Station to make ~~a district an MBTA~~ compliant district with the MBTA Communities Act of 5 contiguous acres.
2. The 1.5 acre MBTA parking lot can't be counted for MBTA Compliance as the land is publicly owned.
3. HONE Group has decided not to recommend rezoning acres of single-family residences to make Hersey Station an MBTA Communities compliant district.

The HONE mission is to create a compliant MBTA Communities District to pass at Town Meeting. HONE will recommend to the Planning Board the Hersey Station area business parcels be rezoned outside of the MBTA communities process.

II. Approval of Minutes from HONE Meetings of September 7, 2023, October 5, 2023, October 18, 2023, November 9, 2023 and November 15, 2023.

MOTION: J. Levy moved to approve HONE Meeting Minutes of 9/7/23, 10/5/23, 11/9/23 and 11/15/23.
SECONDED: N. Espada
ROLL-CALL VOTE: M. Diener, aye; N. Espanada, aye; H. Frail, aye; L. Kaponya, aye; K. Keane, aye; J. Levy, aye; J. McKnight, aye; R. Ruth, aye. Unanimous.
MOTION CARRIES: 8-0

MOTION: R. Ruth moved to approve HONE Meeting Minutes of 10/18/23.
SECONDED: J. McKnight
ABSTAINED: J. Levy was not present on 10/18/23.

ROLL-CALL VOTE: M. Diener, aye; N. Espanada, aye; H. Frail, aye; L. Kaponya, aye; K. Keane, aye; J. McKnight, aye; R. Ruth, aye.

MOTION CARRIES: 7-0-1

III. Review of Executive Office of Housing and Livable Communities (EOHLC) Compliance Modeling Results for Studied Scenarios, *Eric Halvorsen, RKG Associates; Emily Innes, Innes Associates*

E. Halvorsen explained 6 scenarios from the presentation, *Housing Needham (HONE), Town Visioning for Multi-Family Housing.ppt*. The presentation is available in the Meeting Packet at <https://www.needhamma.gov/Archive.aspx>

HONE members discussed the 6 Scenarios presented in the light of height and density, areas with or without General Residence that do or do not meet MBTA Communities compliance, and areas that could be made compliant as MBTA Communities Districts.

Members discussed contiguity in Scenario 3 versus Scenario 2. Scenario 3 has lower density but more units. Downtown buildings lack vibrancy. Scenario 3 would encourage vibrancy.

Members discussed whether or not to incentivize mixed use in other Scenarios. Consultants specified a 51% approval vote is required if seeking zoning for a housing use overlay. A two-thirds majority vote is required for mixed use other than housing only.

Consultants suggest separating in the Housing Plan what to accomplish with MBTA Communities zoning versus other zoning. MBTA will not work for everything.

Members discussed 3 Scenarios: minimum, middle, and maximum ground concepts ~~Scenarios~~. Consultants modeled unit density per parcel in the General Residence District. Members discussed proposing targeted units per acre rather than height specific. Create a control for the number of units per lot versus per acre and where to add density in each District.

Once the prime Scenario is approved, Town Staff will talk with Police, Fire, DPW, and schools regarding building infrastructure, capacity and school enrollment in the Due Diligence process.

Members discussed Districts for consultants to model for compliance with MBTA Communities Law.

J. McKnight, a Rosemary Ridge condominium homeowner and HONE Board member, will refrain from discussion of upzoning the Apartment A-1 districts and/or rezoning the Industrial District along Hillside Avenue to allow multi-family housing as an additional use.

Members will keep boundary Districts the same on Chestnut St. Center Business District and Avery Square and add density to get the maximum Scenario then get public feedback.

Members discussed modeling a 5 story height cap for Chestnut St. Center and Avery Square while keeping all General Residential.

MOTION: H. Frail moved to have Consultants model the 3 Scenarios as presented, two Scenarios as is: Scenario 1 for minimum ground, Scenario 3 for middle ground, and Scenario 6 as maximum ground to have density created to comply with MBTA Communities.

SECONDED: K. Keane

ROLL-CALL VOTE: M. Diener, aye; N. Espanada, aye; H. Frail, aye; L. Kaponya, aye; K. Keane, aye; J. Levy, aye; W. Lovett, aye; J. McKnight, aye; R. Ruth, aye. Unanimous.

MOTION CARRIES: 9-0

IV. Review of Alternative Affordability Percentage Thresholds Analysis, *Eric Halvorsen, RKG Associates; Emily Innes, Innes Associates*

Consultants presented the Economic Feasibility Analysis (EFA) available in the Meeting Packet at <https://www.needhamma.gov/Archive.aspx>

MBTA Communities Act guidelines require an EFA be completed for any community that wants inclusionary zoning (a set-aside for affordable units within a residential development over a certain number of units) higher than 10%.

For example, if a parcel will contain over a certain number of units, 12.5% of units must be set aside as deed-restricted affordable for people earning less than 80% of the area median income.

MBTA guidelines limit inclusionary zoning thresholds to 10% of total units at or below 80% of AMI for income restricted units. The EFA is can support an exception that allows higher limits. The model tests Scenarios to determine feasibility if inclusionary zoning is increased.

Consultants worked with EOHLC to develop EFA guidelines. They built a model for other communities. It is a point in time analysis. Assumptions and Return on Costs were discussed.

Consultants will clarify for the public that MBTA Act will not create more than a set percentage of affordable housing.

If the Town wants inclusionary zoning, it must comply with the State and ~~and~~ the EFA must be part of this package unless HONE members decide on inclusionary zoning between 0% and 10%. Because we are already at 12 1/2% in some zoning districts~~areas~~, HONE should make a recommendation as part of its submission ~~this recommendation~~ to the State by April.

Consultants presented the *Housing Needham (HONE), Fiscal Impact Model & Analysis Results* presentation available in the Meeting Packet at <https://www.needhamma.gov/Archive.aspx>

The Fiscal Impact Analysis (FIA) measures the impact of a hypothetical development scenario by comparing gross property taxes with municipal and school costs with positive impact if revenue outweighs costs.

Consultants shared model assumptions used. Consultants will meet with departments and schools in January to go over analysis results. The FIA is focuses on operating costs, not capital expenses.

The analysis calculated an estimated net fiscal impact for each District under each Scenario.

V. Review Strategy for January 18 Community Meeting, *Eric Halvorsen, RKG Associates; Emily Innes, Innes Associates*

The public meeting will be offered in-person with a hybrid option. Consultants will present the 3 Scenarios. A public feedback survey will be ready in the room and on-line to answer specific questions. The survey will remain open for two weeks so people can watch the video recording of the public meeting. HONE members will hear public comments. Members will answer clarifying questions. Complex answers will be provided after the public provide survey responses.

VI. Next Steps

Town Staff will produce a timeline of decisions that need to be made.

Consultants will finalize Scenarios.

Consultants will create visual maps showing height and density for the January 18 public meeting.

Consultants will prepare draft survey questions for the public meeting.

The second HONE postcard will be mailed to residents for outreach before January 5.

Town Staff will meet to discuss consultants fiscal impact analysis.

Informational - The Meeting Packet is available at <https://www.needhamma.gov/Archive.aspx>

MOTION: R. Ruth moved to adjourn the meeting at 10:13 pm.

SECONDED: N. Espanada

ROLL-CALL VOTE: M. Diener, aye; N. Espanada, aye; H. Frail, aye; L. Kaponya, aye; K. Keane, aye; J. Levy, aye; W. Lovett, aye; J. McKnight, aye; R. Ruth, aye. Unanimous.

MOTION CARRIES: 9-0

Respectfully submitted,

Dale Michaud
Recording Secretary

Town of Needham, Massachusetts
Housing Needham Advisory Group (HONE)
Meeting Minutes
January 4, 2024

Place: Charles River Room, 500 Dedham Ave, Needham and Virtual Meeting via Zoom
Present: Co-Chair, Heidi Frail; Co-Chair, Natasha Espanada; Michael Diener, Joshua Levy, William Lovett, Jeanne McKnight, Ronald Ruth
Remote: Kevin Keane
Absent: Liz Kaponya
Staff: Katie King, Deputy Town Manager; Lee Newman, Director of Planning & Community Development; Alexandra Clee, Assistant Town Planner
Guest: Eric Halvorsen, RKG Associates

At 7:00 pm, H. Frail called the meeting to order. The meeting is being video recorded.

I. Welcome and Meeting Goals, Heidi Frail and Natasha Espada, Co-Chairs

The HONE Advisory Group goals for this meeting include planning for the 1/18/24 Public Workshop; review small, medium and large draft Scenario compliance models to present to the Town; and discuss ways to engage the public for feedback and answer questions.

II. Review of Updated Executive Office of Housing and Livable Communities (EOHLC) Compliance Modeling Results for Studied Scenarios, Eric Halvorsen, RKG Associates; Emily Innes, Innes Associates

E. Halvorsen described modeling results for three Scenarios selected by the HONE Advisory:

- Scenario 1 (minimum) - no changes to modeling results
- Scenario 3 (middle), modified Housing Plan without General Residence - no changes
- Scenario 6 (maximum) with General Residence, modeling results were changed to intensify/upzone Commercial Districts

Scenario 1 – request that the maps be adjusted so it does not appear that conservation land will be developed. Clarification that it cannot be developed but it can be rezoned.

Changes to Scenario 6 include:

- Maximum of 50 dwelling units per acre in the Commercial Business Districts
- Maximum heights of 4-5 stories with the exception of General Residence at 2.5 stories
- Change General Residence from 4 dwelling units per acre to 4 dwelling units per parcel or lot

Unit Capacity are the maximum, potential allowable number of units that could be built if everything was rezoned and then fully built out under the new zoning.

Existing Housing Units represent the Assessor data for existing units on every parcel that overlaps with proposed MBTA Districts.

Net New Units = unit capacity – existing housing units

The presentation is available in the Meeting Packet at: <https://www.needhamma.gov/Archive.aspx>

III. Review of Presentation Materials and Engagement Strategies for Community Meeting of January 18, 2024, Eric Halvorsen, RKG Associates; Emily Innes, Innes Associates

Members discussed adding diagrams to the maps showing current and future number of unit capacities according to building heights in each of the Scenarios for the Public Workshop. Members clarified the current number of units existing today is below the unit capacity (total possible units) allowed under the town's existing zoning.

E. Halvorsen reviewed the suggested agenda, presentation and survey questions for the Public Meeting with updated Scenario modeling results. The presentation outline includes: Recap feedback from Public Meeting #1; Describe 3 Scenarios; Go through Key Questions/Survey.

The order of the agenda will include:

- Introduction by a HONE member who can answer MBTA 3A questions and discuss goals, process and decision timelines
- Consultant presentation of Scenarios with both paper and SurveyMonkey questions
- Public open comment and questions period moderated by a HONE member
- Designated HONE members to respond to questions
- Next steps and decision timelines defined by a HONE member

The survey will be left open for 6 days beyond the 1/18/24 Public meeting until 1/24/2024. Objective and clarifying questions will be answered at the meeting. Feedback questions (FAQs) will be provided in a separate document posted to the Town web site.

The 1/4/24 presentation, *Housing Needham (HONE) Town Visioning for Multi-Family Housing.ppt*, is available in the Meeting Packet at: <https://www.needhamma.gov/Archive.aspx>

Consultants will give an explanation of potential results when reading each survey question.

Members discussed using visioning questions instead of complex survey questions to determine what the public envisions for housing proposed by HONE. Should the proposed housing be introduced throughout the entire District or within a smaller portion of the District?

The focus of the public meeting is to understand the public's vision for Needham including preferences for standalone multi-family housing or first floor commercial units. Either preference can achieve MBTA compliance. Provide images of 3-4 story multi-family housing.

IV. Next Steps

- Consultants will finalize draft survey questions for the public meeting.
- SurveyMonkey will remain available 6 days after the 1/18/24 Public meeting.

- HONE members are invited to attend a listening session with CEA on 1/23/24 to hear from bankers and developers on their feedback to proposals.
- Before the 1/29/24 HONE meeting, Town Staff will check in with Police, Fire and DPW to learn what they believe the impacts of MBTA Communities Act zoning will be.
- Consultants will provide a running list of public comments from 1/18 meeting.

Informational - The Meeting Packet is available at <https://www.needhamma.gov/Archive.aspx>

- Housing Needham Advisory Group (HONE) 1/4/24 Agenda
- Town Visioning for Multi-Family Housing, RKG Associates, Innes Associates
- December 17, 2023 e-mail memo from Jeffrey Kaufman to the Planning Board
- January 3, 2024 e-mail memo from Paula Dickerman to the Planning Board

MOTION: R. Ruth moved to adjourn the meeting at 8:46 pm.

SECONDED: J. McKnight

ROLL-CALL VOTE: M. Diener, aye; N. Espanada, aye; H. Frail, aye; K. Keane, aye; J. Levy, aye; W. Lovett, aye; J. McKnight, aye; R. Ruth, aye. Unanimous.

MOTION CARRIES: 8-0

Respectfully submitted,

Dale Michaud
Recording Secretary

HONE Scope of Work/Timeline

The key tasks and anticipated timeline are provided below.

Task	Previous Schedule	UPDATED Schedule
HONE Community Meeting No. 2.	January 18, 2024	January 18, 2024
HONE Advisory Group meeting - discussion of feedback from Jan. 18 meeting and survey results. - Discuss CEA feedback Decision Points: - Determine alternative to using offset calculation - Finalize base scenario boundaries - Finalize base scenario zoning parameters - Decide on affordable/inclusionary zoning % - Decide on parking requirements	January 29, 2024	January 29, 2024
Planning Board (present update on HONE work to date)		February 6, 2024
Design Review Board (request feedback on design guidelines)		February 12, 2024
Select Board update (present update on HONE work to date)		February 13, 2024
HONE Advisory Group meeting - Presentation to group of final base scenario. Decision Points: - Finalize add-on scenario boundaries - Finalize add-on scenario zoning parameters - Decide on affordable/inclusionary zoning % - Decide on parking requirements	February 15, 2024	February 15, 2024
HONE additional meeting - Review deliverables from consultants for base and add-on scenario: - Likely build out - Fiscal impact - EFA for affordable/inclusionary zoning % - Maps and zoning parameters for base and add-on - Design Guidelines Decision Points: Finalize format of workshop.	March 7, 2024	March 7, 2024
ADDED MEETING DATE Community Meeting No. 3. Base and Add-on Scenarios presented.		March 28, 2024
HONE meeting Debrief from community meeting Decision points: Make final edits on both scenarios.	April 4, 2024	April 4, 2024
ADDED MEETING DATE HONE Advisory Group meeting to review final report and final zoning. Vote to approve and send to Planning Board & Select Board.		April 25, 2024
Joint meeting of HONE, Select Board, Planning Board, Finance Committee		April 30, 2024 (proposed)
Send proposals to State (EOHLC)		May 1



NEEDHAM MBTA COMMUNITIES

Public Meeting #1 Input Summary



Prepared by
RKG Associates
76 Canal Street
Suite 401
Boston, MA 02114
617.847.8912



Prepared by
Innes Associates
40R Merrimac Street
Suite 201 West
Newburyport, MA 01950
857.226.3815

INTRODUCTION

On November 9th, 2023, the HONE Committee of the Town of Needham hosted a Public Meeting at Powers Hall to discuss the town's compliance requirements for the MBTA Communities Act and to receive input from the public on potential MBTA districts, zoning districts, and zoning parameters. The meeting was held in-person and online with a synchronous presentation for all attendees and mirrored asynchronous activities so all could participate regardless of where they attended from. Overall, the meeting attracted approximately 300 participants both online and in-person.

This document provides a summary of the activities and feedback received from the participants of the Public Meeting.

PARTICIPANT EXERCISES: OVERVIEW

TABLE EXERCISE 1: ZONING OPTIONS

In the first table exercise, participants had the opportunity to review the Town's current zoning district map and a comparison map to the proposed changes under the Town's 2022 Housing Plan. This interactive exercise was designed to show the differences between the two zoning maps and options before participants engaged in the individual stations with information about each proposed zoning district.

TABLE EXERCISE 2: CENTER BUSINESS OPTIONS

In the second table exercise, participants provided their input on whether the Center Business District should be considered for inclusion in the MBTA District. Participants were asked to use sticky dots to indicate whether they would support allowing standalone residential in the Center Business District, which is not allowed today. The other option was to keep mixed use mandatory in the Center Business District as it is today.

STATION EXERCISES 1-5: ZONING LEVERS AND DISTRICTS

The station exercises provided space for public input on different zoning levers that impact MBTA unit capacity and density measures in different zoning districts that could be used to reach compliance with the MBTA Communities Act. For each station and each zoning lever, attendees were asked to place individual sticky dots where they would like to see zoning levers changed (or left the same). The density of the dots on each zoning lever thermometer were used as preference indicators for how attendees felt zoning could potentially change in each zoning district.

The red arrows indicate where the zoning lever is currently set in Needham's existing Zoning Bylaw. The purple colors represent the in-person feedback while the green represents the online feedback.

Below are the results that were aggregated from both the in-person and online input sessions.

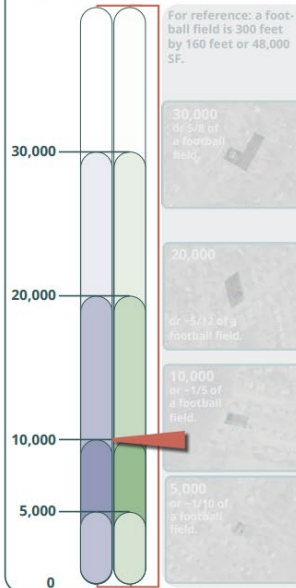


General Residential

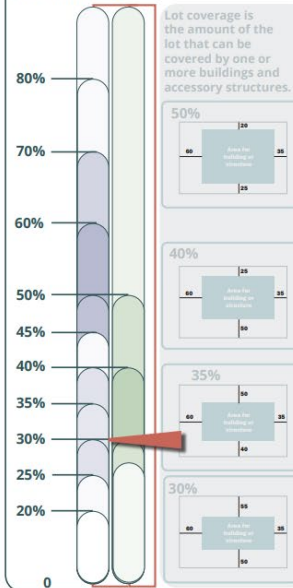
Scan this code with your phone for more information!



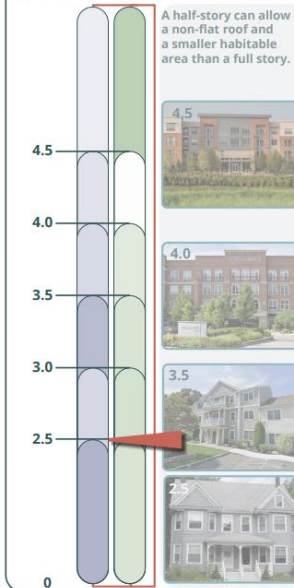
Lot Size (Minimum, SF)



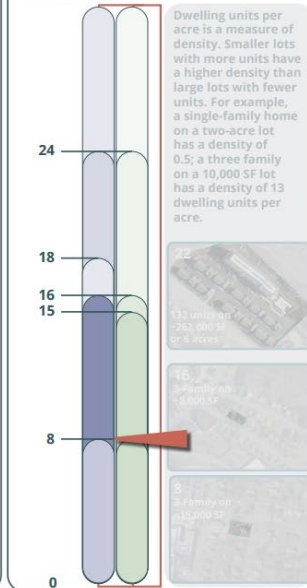
Lot Coverage (Maximum, %)



Height (Maximum, Stories)



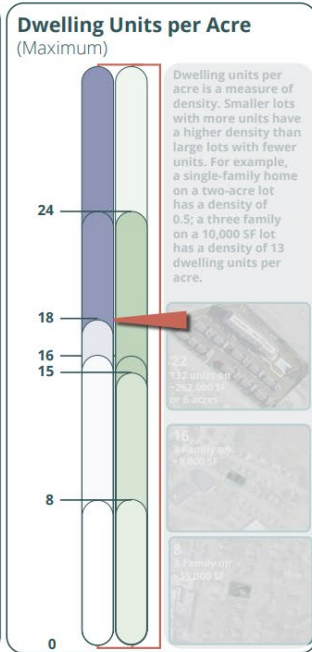
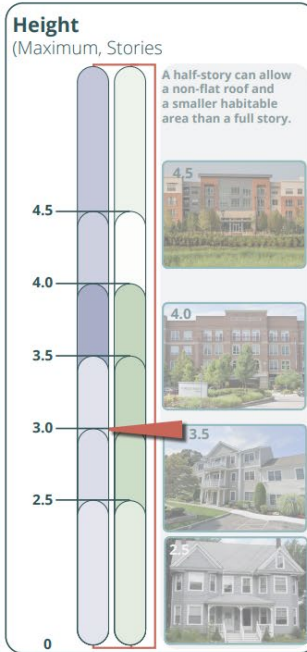
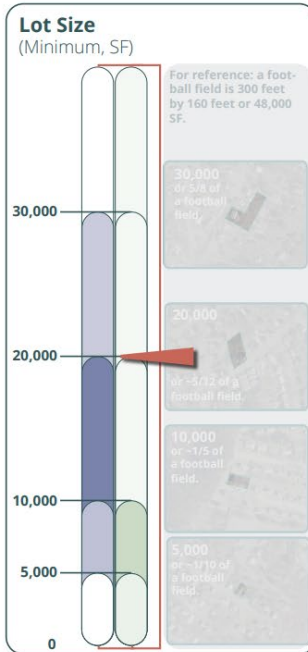
Dwelling Units per Acre (Maximum)



B

Apartment-1

Scan this code with your phone for more information!

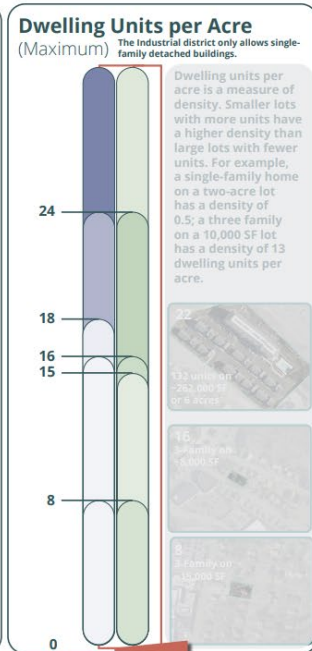
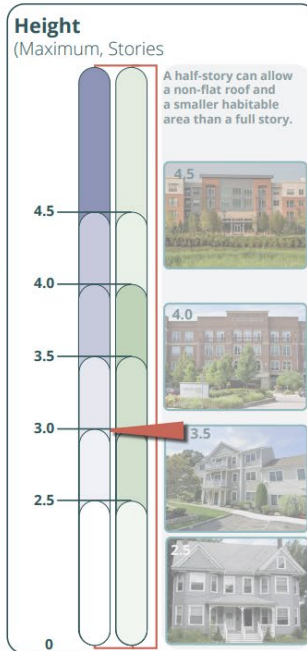
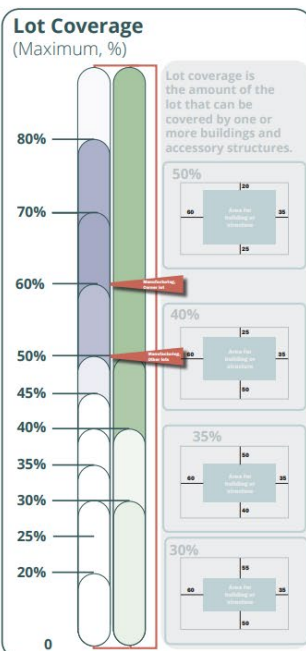
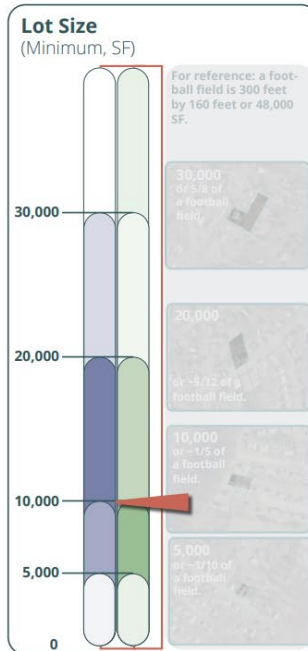


RESULTS: Community Meeting #1 | November 9, 2023 | Town of Needham RKG innos

C

Industrial

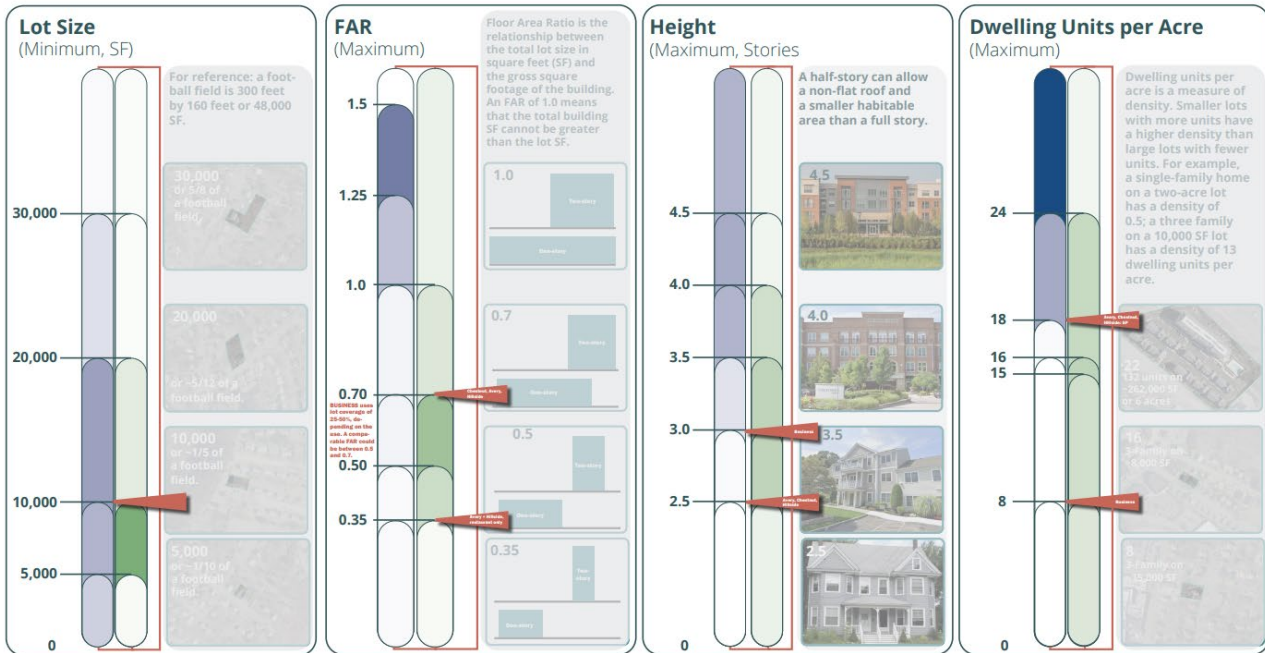
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Business, Avery Square, Chestnut Street, Hillside Avenue

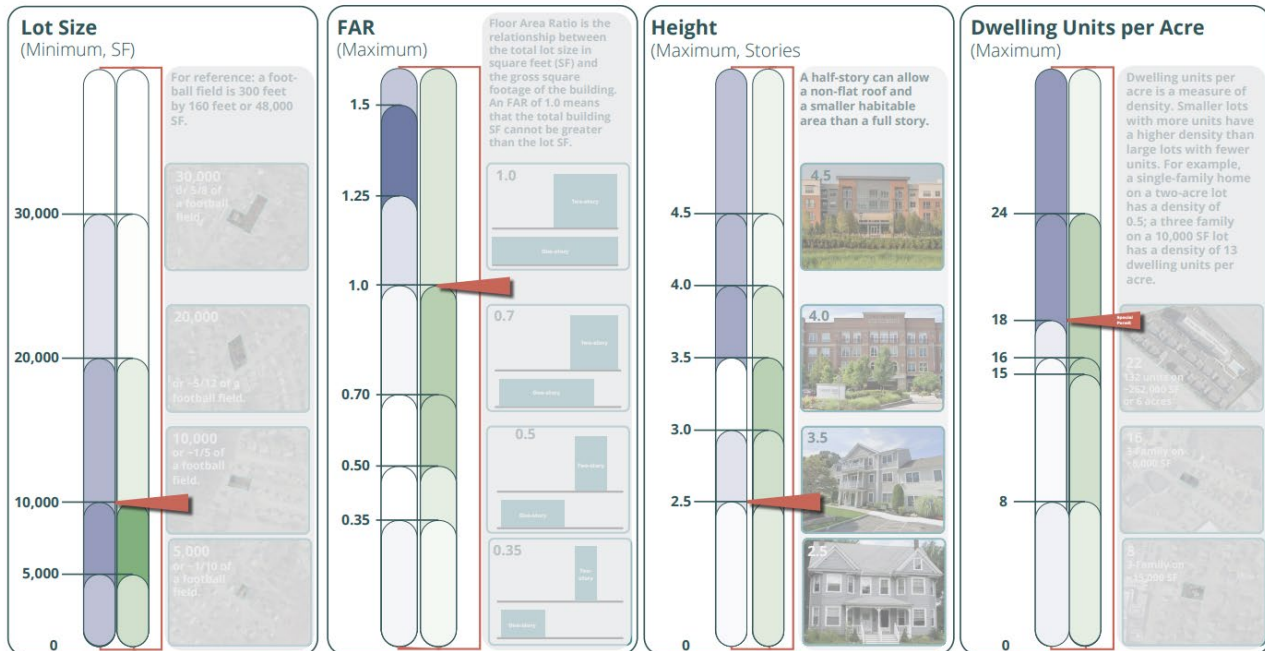


RESULTS: Community Meeting #1 | November 9, 2023 | Town of Needham



Center Business

Scan this code with your phone for more information!



RESULTS: Community Meeting #1 | November 9, 2023 | Town of Needham



COMMUNITY INPUT

After concluding the interactive activities, attendees regrouped to report results and leave comments on the exercises. Below is a summary of the community input received at each of the zoning stations during the public meeting.

A. GENERAL RESIDENTIAL

LOT SIZE (MINIMUM, SF)

- 0 - 5k: 14 dots
- 5 - 10k: 26 dots
- 10 - 20k: 15 dots
- 20 - 30k: 4 dots
- > 30k: 0 dots

LOT COVERAGE (MAXIMUM, %)

- 0 - 20%: 0 dots
- 20 - 25%: 1 dot
- 25 - 30%: 5 dots
- 30 - 35%: 4 dots
- 35 - 40%: 5 dots
- 40 - 45%: 1 dot
- 45 - 50%: 12 dots
- 50 - 60%: 14 dots
- 60 - 70%: 8 dots
- 70 - 80%: 1 dot
- 80 - 100%: 1 dot

HEIGHT (MAXIMUM, STORIES)

- 0 - 2.5 stories: 21 dots
- 2.5 - 3.0 stories: 10 dots
- 3.0 - 3.5 stories: 18 dots
- 3.5 - 4.0 stories: 9 dots

- 4.0 - 4.5 stories: 7 dots
- > 4.5 stories: 4 dots

DWELLING UNITS PER ACRE (MAXIMUM)

- 0 - 8 units: 13 dots
- 8 - 16 units: 32 dots
- 16 - 18 units: 5 dots
- 18 - 24 units: 9 dots
- > 24 units: 5 dots

Comments 1-3:

1. None of these options are desirable in a town already congested and Fully developed!
2. Were? does the MBTA have the right to tell the Town they need larger? dwelling units.
3. We need more housing! As a recent NHS grad/ I won't be able to move back to Needham, as well as many of my friends.

GENERAL RESIDENCE DISTRICT LOCATIONS (MAP)

Comments 1-2:

1. Wexford St Area
2. Also support Wexford St/general area north of highway. Even if it's not contiguous, its still worth doing in general.

B. APARTMENT-1

LOT SIZE (MINIMUM, SF)

- 0 - 5k: 0 dots
- 5 - 10k: 10 dots
- 10 - 20k: 24 dots
- 20 - 30k: 8 dots
- > 30k: 0 dots

FAR (MAXIMUM)

- < 0.35: 2 dots
- 0.35 - 0.50: 1 dot
- 0.50 - 0.70: 6 dots
- 0.70 - 1.0: 14 dots
- 1.0 - 1.25: 14 dots
- 1.25 - 1.5: 10 dots
- > 1.5: 0 dots

HEIGHT (MAXIMUM, STORIES)

- 0 - 2.5 stories: 5 dots
- 2.5 - 3.0 stories: 7 dots
- 3.0 - 3.5 stories: 5 dots
- 3.5 - 4.0 stories: 19 dots
- 4.0 - 4.5 stories: 10 dots
- > 4.5 stories: 12 dots

DWELLING UNITS PER ACRE (MAXIMUM)

- 0 - 8 units: 0 dots
- 8 - 16 units: 1 dots
- 16 - 18 units: 4 dots
- 18 - 24 units: 22 dots
- > 24 units: 21 dots

No Comments.

A-1 DISTRICT LOCATIONS (MAP)

- 6 Dots in the bottom left portion of the top AV-SQ circle Perrault Rd area
- 9 Dots in the upper right portion of the top AV_SQ circle Alfreton Rd area
- 2 Dots at the bottom of the top AV-SQ circle
- 7 Dots to the far right outside the lines above Brookline St

- 4 Dots on a parcel bisected by May St in the middle circle
- 5 Dots on a parcel to the right of CTR purple dot on Warren St
- 3 Dots on a parcel touching the CTR purple dot
- 2 Dots on a parcel on Great Plain Av
- 4 Dots to the far right of the map near Plymouth Rd and Wilshire Pk

Comments 1-5:

1. Town should keep Hillside land for future use. [Next to this comment is a parcel with 14 dots - upper left GR in the AV-SQ circle Glen Gary Rd area]
2. Hersey should be part of Rezoning.
3. Why is Hersey not part of the discussion for rezoning & building!?
4. Do not include Baptist Ch. In A1 zoning.
5. Less dense/tall(?)/zoning in the Needham Center parcel (the closest to the purple dot) to keep the small-feel character.

C. INDUSTRIAL

LOT SIZE (MINIMUM, SF)

- 0 - 5k: 2 dots
- 5 - 10k: 13 dots
- 10 - 20k: 30 dots
- 20 - 30k: 7 dots
- > 30k: 0 dots

LOT COVERAGE (MAXIMUM, %)

- 0 - 20%: 0 dots
- 20 - 25%: 0 dots
- 25 - 30%: 0 dots
- 30 - 35%: 0 dots
- 35 - 40%: 0 dots
- 40 - 45%: 0 dots

- 45 - 50%: 3 dots
- 50 - 60%: 13 dots
- 60 - 70%: 18 dots
- 70 - 80%: 16 dots
- 80 - 100%: 1 dot

HEIGHT (MAXIMUM, STORIES)

- 0 - 2.5 stories: 0 dots
- 2.5 - 3.0 stories: 3 dots
- 3.0 - 3.5 stories: 5 dots
- 3.5 - 4.0 stories: 12 dots
- 4.0 - 4.5 stories: 12 dots
- > 4.5 stories: 27 dots

DWELLING UNITS PER ACRE (MAXIMUM)

- 0 - 8 units: 2 dots
- 8 - 16 units: 2 dots
- 16 - 18 units: 3 dots
- 18 - 24 units: 15 dots
- > 24 units: 28 dots

No Comments.

INDUSTRIAL DISTRICT LOCATION (MAP)

Comments 1-1:

1. Is there an opportunity to rezone + allow for commercial or mixed use without requiring + still get credit)

D. BUSINESS, AVERY SQUARE, CHESTNUT STREET, HILLSIDE AVENUE

LOT SIZE (MINIMUM, SF)

- 0 - 5k: 8 dots
- 5 - 10k: 14 dots

- 10 - 20k: 18 dots
- 20 - 30k: 5 dots
- > 30k: 1 dot

FAR (MAXIMUM)

- < 0.35: 1 dot
- 0.35 - 0.50: 1 dot
- 0.50 - 0.70: 1 dot
- 0.70 - 1.0: 2 dots
- 1.0 - 1.25: 11 dots
- 1.25 - 1.5: 28 dots
- > 1.5: 3 dots

HEIGHT (MAXIMUM, STORIES)

- 0 - 2.5 stories: 0 dots
- 2.5 - 3.0 stories: 1 dot
- 3.0 - 3.5 stories: 2 dots
- 3.5 - 4.0 stories: 14 dots
- 4.0 - 4.5 stories: 16 dots
- > 4.5 stories: 14 dots

DWELLING UNITS PER ACRE (MAXIMUM)

- 0 - 8 units: 0 dots
- 8 - 16 units: 0 dots
- 16 - 18 units: 1 dot
- 18 - 24 units: 18 dots
- > 24 units: 32 dots

No Comments.

BUSINESS DISTRICT LOCATIONS

1. Concentrate taller, dense zoning on the lower side of CH(M?)-ST (avoid Great

Plan & Highland intersection).

2. How tall is the Town Hall? I wouldn't want business/center zoning to obstruct the "dome" of the Town Hall

3. I would like to see us maintain options for commercial while allowing pure residential. Don't let all business space in town disappear

E. CENTER BUSINESS

LOT SIZE (MINIMUM, SF)

- 0 - 5k: 9 dots
- 5 - 10k: 16 dots
- 10 - 20k: 11 dots
- 20 - 30k: 2 dots
- > 30k: 0 dots

FAR (MAXIMUM)

- < 0.35: 1 dot
- 0.35 - 0.50: 0 dots
- 0.50 - 0.70: 0 dots
- 0.70 - 1.0: 1 dot
- 1.0 - 1.25: 4 dots
- 1.25 - 1.5: 24 dots
- > 1.5: 8 dots

HEIGHT (MAXIMUM, STORIES)

- 0 - 2.5 stories: 1 dot
- 2.5 - 3.0 stories: 6 dots
- 3.0 - 3.5 stories: 0 dots
- 3.5 - 4.0 stories: 17 dots
- 4.0 - 4.5 stories: 13 dots
- > 4.5 stories: 12 dots

DWELLING UNITS PER ACRE (MAXIMUM)

- 0 - 8 units: 2 dots
- 8 - 16 units: 1 dot
- 16 - 18 units: 3 dots
- 18 - 24 units: 18 dots
- > 24 units: 18 dots

No Comments.

SHOULD NEEDHAM'S CENTER BUSINESS ZONING DISTRICT BE INCLUDED IN THE MBTA DISTRICT?

- Change the zoning to allow multifamily right: 31 dots
- Leave zoning as it is: 33 dots

WHAT QUESTIONS DO YOU HAVE ABOUT THE MBTA COMMUNITIES ACT AND NEEDHAM'S

1. It seems to me this law does not alleviate the affordable housing crisis for low & middle income folks, meaning less diversity in Needham and still no housing for those in crisis. Why is that?
2. Central Business Center SHOULD have multi-family development but should not restrict mixed-uses. For businesses to thrive on Great Plain Ave, they need the foot traffic generated by over-commercial residential development.
3. Any zoning changes should not exclude mixed use development in commercial zones.
4. Hersey Station Area should be part of the rezoning.
5. Why isn't Hersey Station in the conversation?
6. Hersey Area should absolutely be included.
7. Concern about the tax income implications - for example putting housing eliminates industrial (see #13 below).
8. Why is the Hersey Station area not included in the rezoning discussion? (red dot on note).
9. Add Hersey where D&D and gas station are.
10. Center Business District - didn't state change requirements as it relates to multifamily & mixed use?

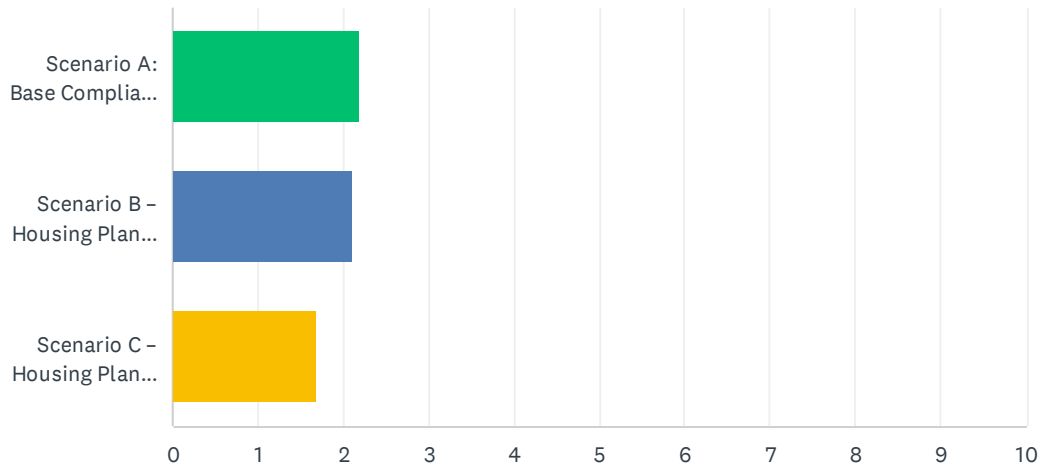
11. What about zoning near Hersey that (simply) allows 2- or 3-family houses?
12. Will there be traffic impacts taken into consideration.
13. (continuation of #7 comment) Concern about potential cost of educating students - any estimates?
14. There seems to be some misinformation that the added housing needs to be contiguous and it does not. Please be sure to clarify in future discussion.
15. There is information that the golf course is conservation land and therefore we cannot consider the Hersey area. Please clarify.
16. Let's master control the downtown parking areas so it can be efficiently used for parking to serve residential density [¶] support our vital business community.
17. How do we know this consultant data is independent and objective:
18. How much has the consultant been paid?
19. Have we researched a legal Avenue to oppose this?
20. Why not convert Avery to affordable housing.
21. Can we get rid of train whistles

SUMMARY

After reviewing and tallying the results from the individual stations, both in-person and online, it appears that participants would like to test increases to many of the levers above what is currently allowed in the Town's Zoning Bylaw. This includes increases to lot coverage and floor area ratio (FAR), building heights, and density as measured by dwelling units per acre. These summary findings will be shared with the HONE Committee and incorporated into future scenarios for Needham's MBTA District.

Q1 Of the three scenarios presented this evening, which scenario most closely aligns with your vision for complying with the MBTA Communities Act here in Needham? Please rank them in order of preference with 1 being your preferred and 3 being your least preferred.

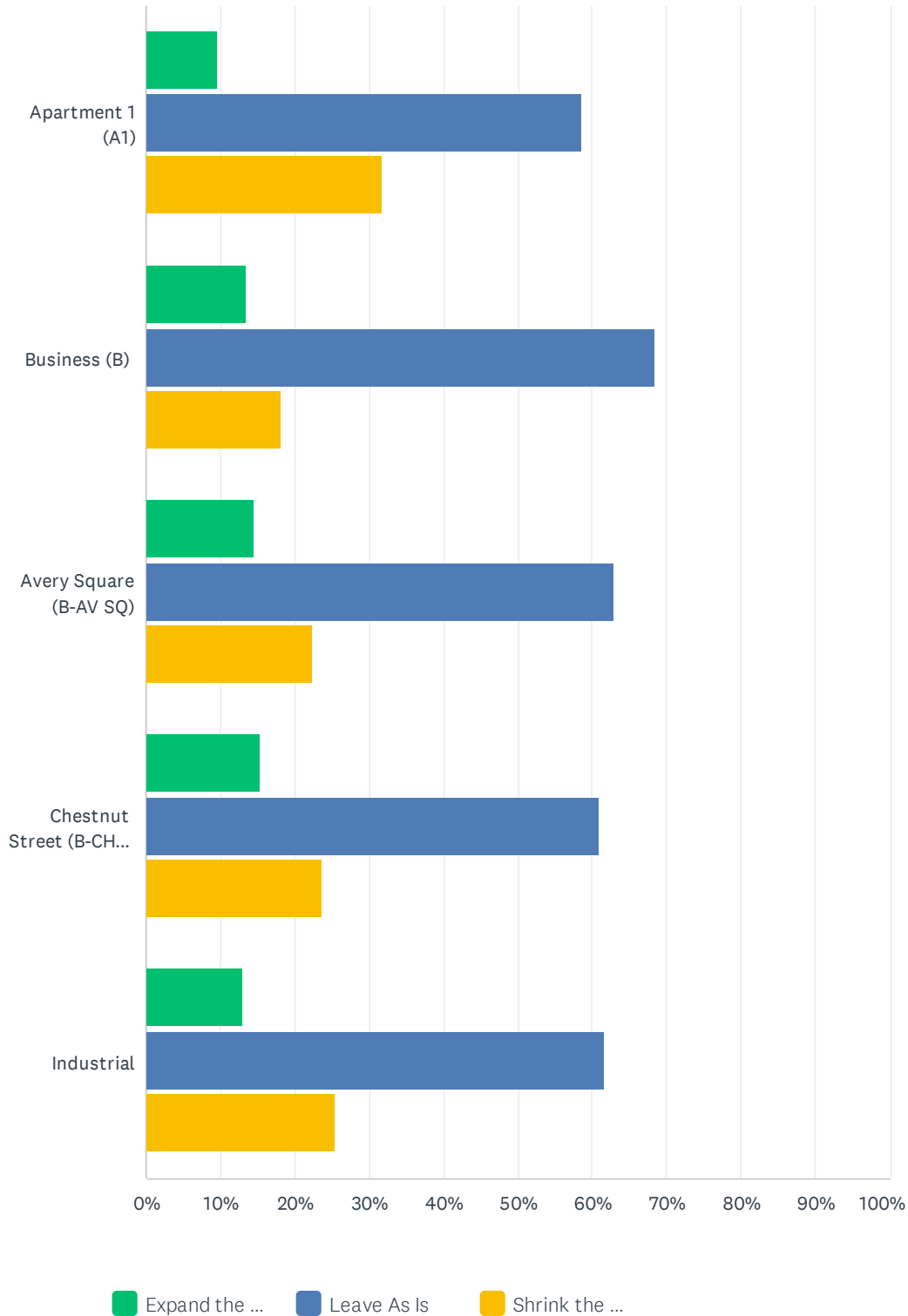
Answered: 595 Skipped: 0



	1	2	3	TOTAL	SCORE
Scenario A: Base Compliance Scenario	52.10% 310	15.29% 91	32.61% 194	595	2.19
Scenario B – Housing Plan without General Residence	17.82% 106	76.30% 454	5.88% 35	595	2.12
Scenario C – Housing Plan with General Residence and Added Density in Commercial Districts	30.08% 179	8.40% 50	61.51% 366	595	1.69

Q2 Please note if you would like to see the boundaries changed in any of the individual zoning districts delineated on the Scenario A map.

Answered: 235 Skipped: 360

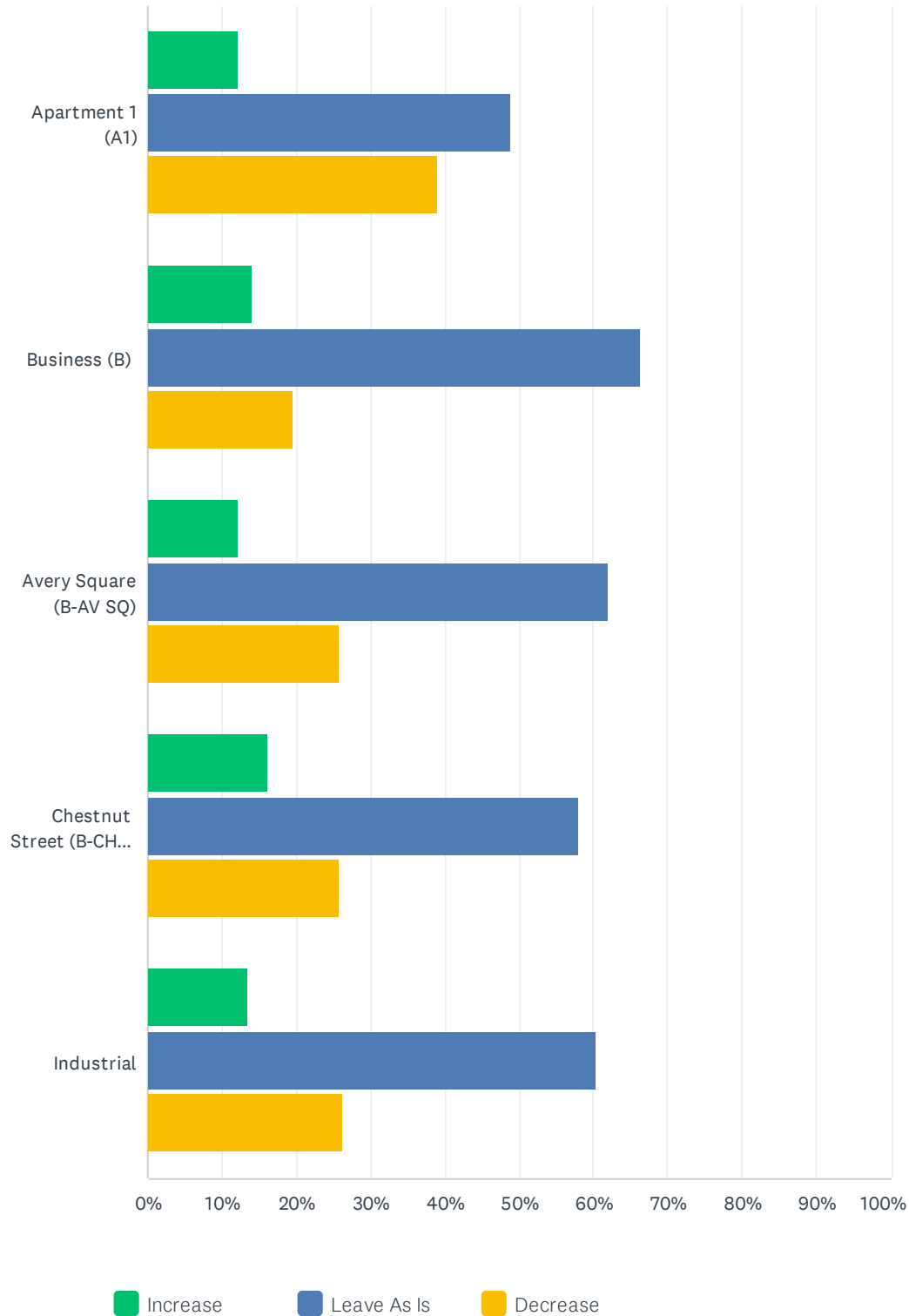


Needham Community Meeting #2

	EXPAND THE DISTRICT	LEAVE AS IS	SHRINK THE DISTRICT	TOTAL
Apartment 1 (A1)	9.57% 22	58.70% 135	31.74% 73	230
Business (B)	13.33% 30	68.44% 154	18.22% 41	225
Avery Square (B-AV SQ)	14.54% 33	63.00% 143	22.47% 51	227
Chestnut Street (B-CH ST)	15.35% 35	60.96% 139	23.68% 54	228
Industrial	12.95% 29	61.61% 138	25.45% 57	224

Q3 Please note if you would prefer to see changes in the number of units for any of the zoning districts in Scenario A.

Answered: 236 Skipped: 359

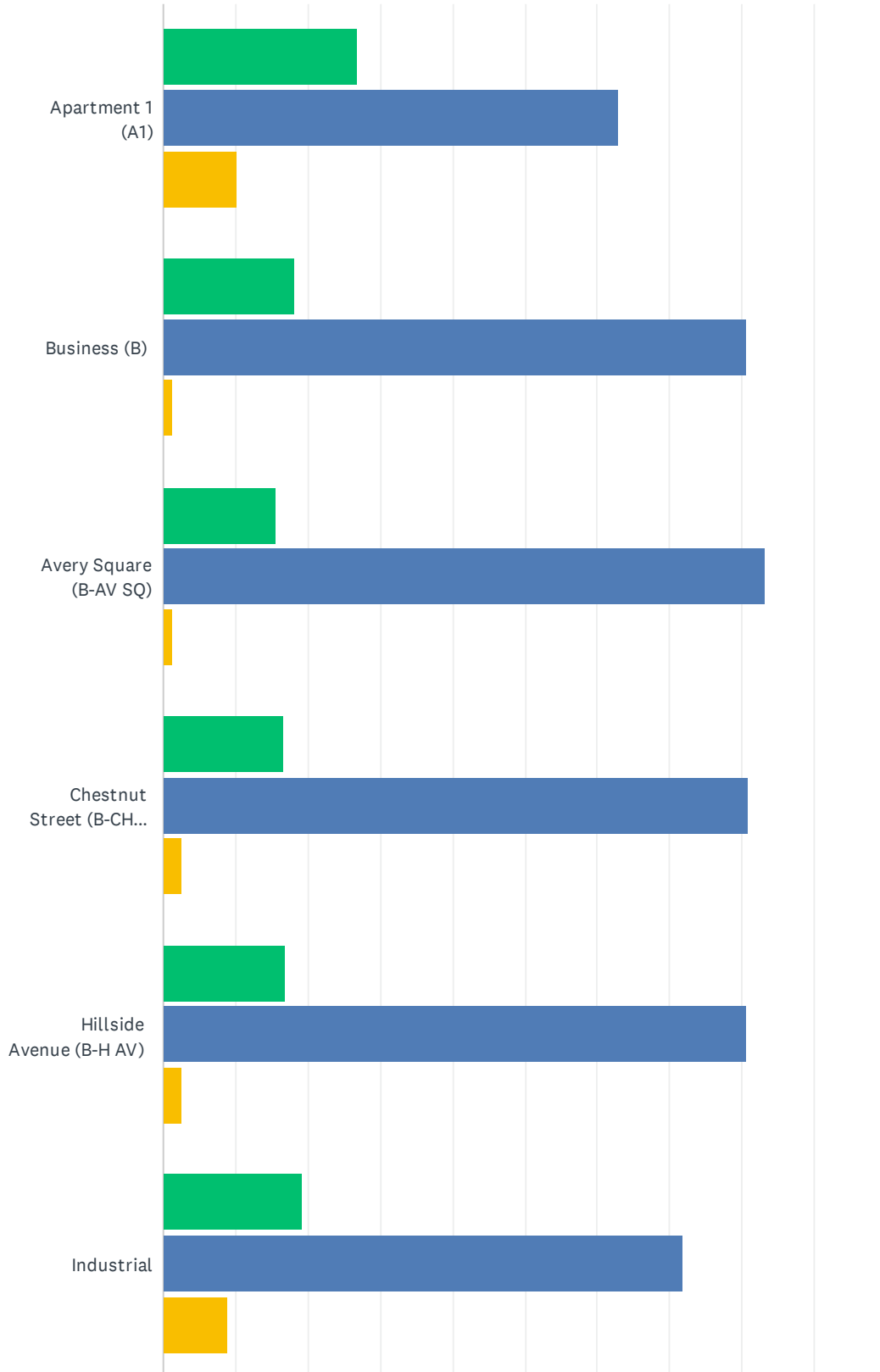


Needham Community Meeting #2

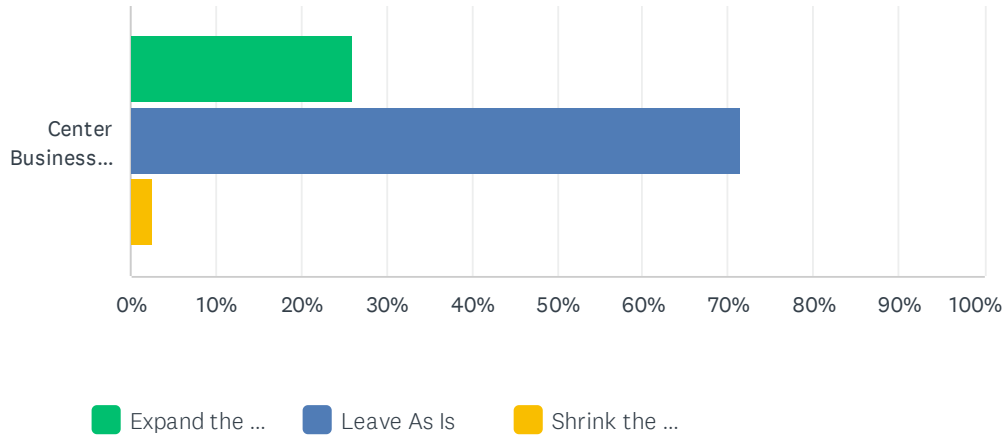
	INCREASE	LEAVE AS IS	DECREASE	TOTAL
Apartment 1 (A1)	12.12% 28	48.92% 113	38.96% 90	231
Business (B)	13.97% 32	66.38% 152	19.65% 45	229
Avery Square (B-AV SQ)	12.23% 28	62.01% 142	25.76% 59	229
Chestnut Street (B-CH ST)	16.23% 37	57.89% 132	25.88% 59	228
Industrial	13.33% 30	60.44% 136	26.22% 59	225

Q4 Please note if you would like to see the boundaries changed in any of the individual zoning districts delineated on the Scenario B map.

Answered: 79 Skipped: 516



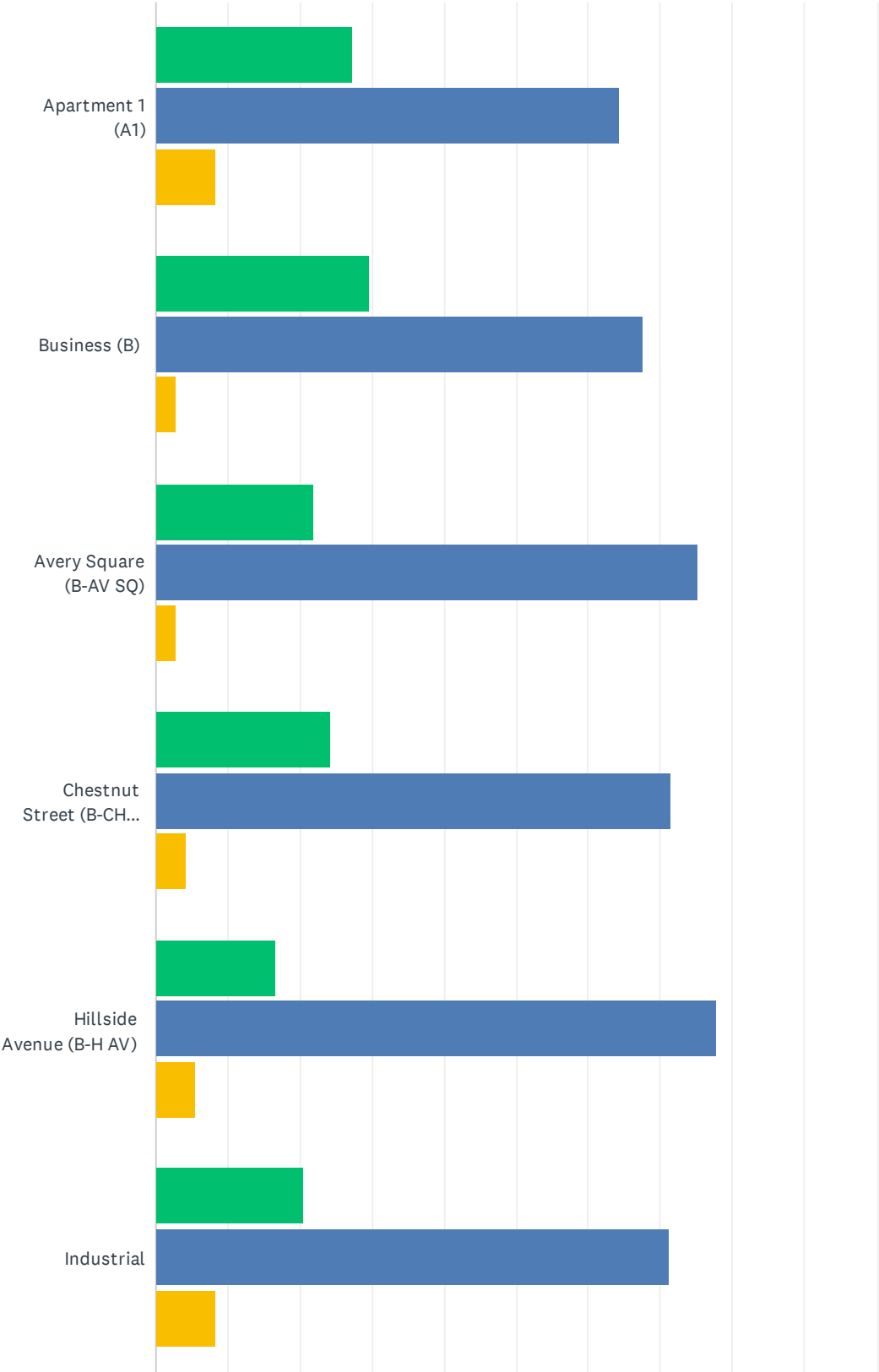
Needham Community Meeting #2



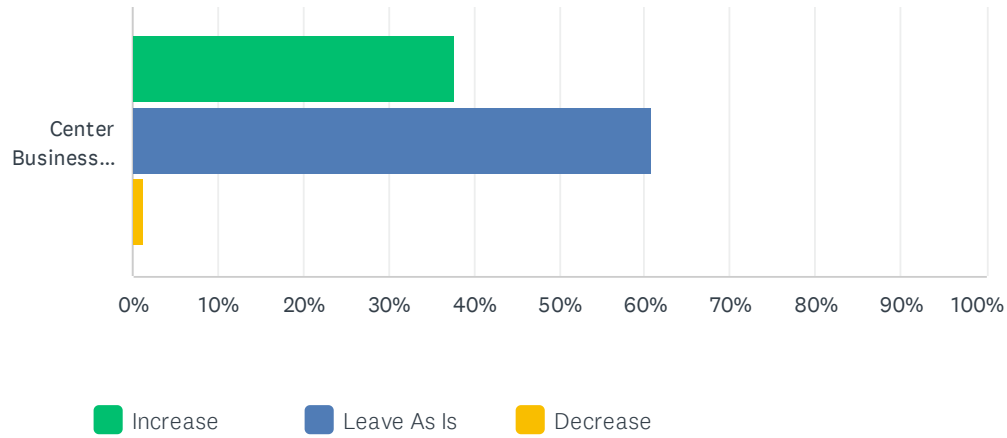
	EXPAND THE DISTRICT	LEAVE AS IS	SHRINK THE DISTRICT	TOTAL
Apartment 1 (A1)	26.92% 21	62.82% 49	10.26% 8	78
Business (B)	18.18% 14	80.52% 62	1.30% 1	77
Avery Square (B-AV SQ)	15.58% 12	83.12% 64	1.30% 1	77
Chestnut Street (B-CH ST)	16.67% 13	80.77% 63	2.56% 2	78
Hillside Avenue (B-H AV)	16.88% 13	80.52% 62	2.60% 2	77
Industrial	19.23% 15	71.79% 56	8.97% 7	78
Center Business Residential (CTRR)	25.97% 20	71.43% 55	2.60% 2	77

Q5 Please note if you would prefer to see changes in the number of units for any of the zoning districts in Scenario B.

Answered: 74 Skipped: 521



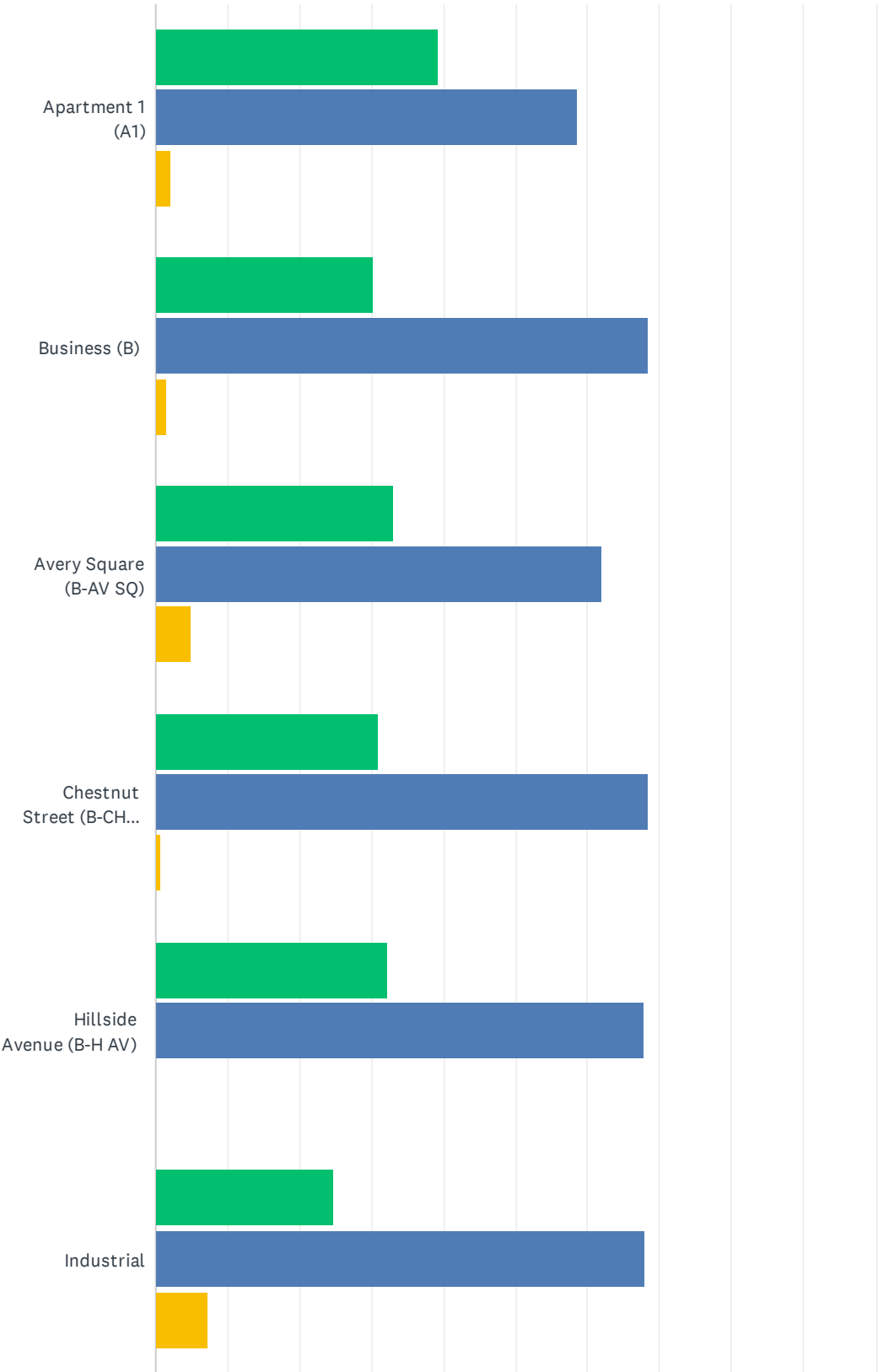
Needham Community Meeting #2



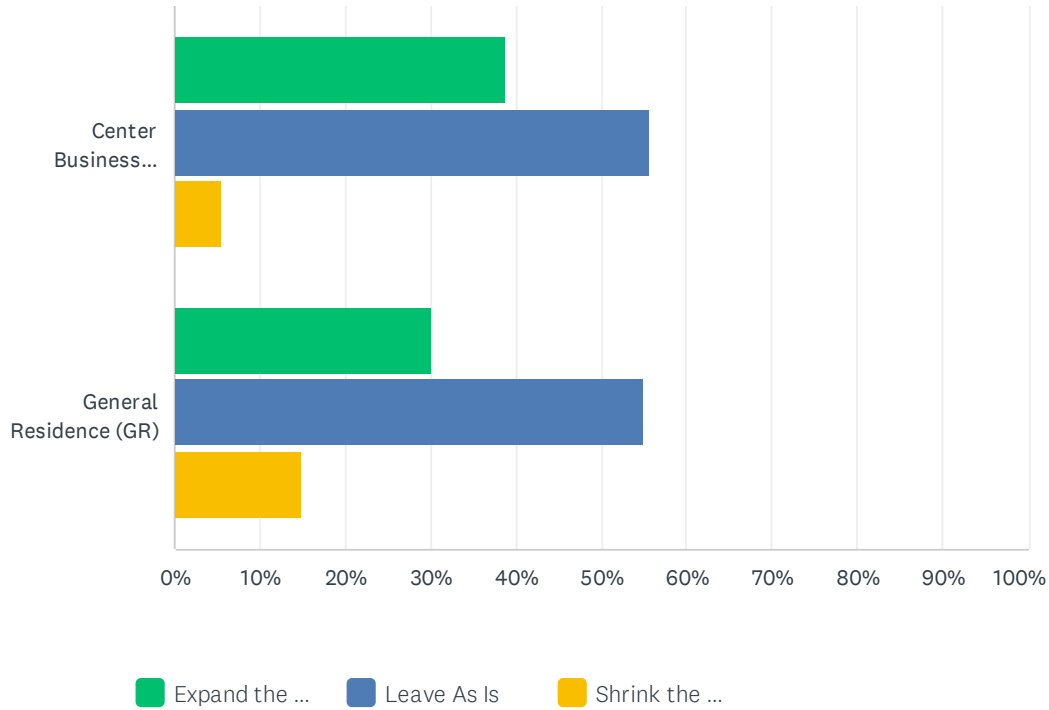
	INCREASE	LEAVE AS IS	DECREASE	TOTAL
Apartment 1 (A1)	27.40% 20	64.38% 47	8.22% 6	73
Business (B)	29.73% 22	67.57% 50	2.70% 2	74
Avery Square (B-AV SQ)	21.92% 16	75.34% 55	2.74% 2	73
Chestnut Street (B-CH ST)	24.29% 17	71.43% 50	4.29% 3	70
Hillside Avenue (B-H AV)	16.67% 12	77.78% 56	5.56% 4	72
Industrial	20.55% 15	71.23% 52	8.22% 6	73
Center Business Residential (CTRR)	37.84% 28	60.81% 45	1.35% 1	74

Q6 Please note if you would like to see the boundaries changed in any of the individual zoning districts delineated on the Scenario C map.

Answered: 146 Skipped: 449



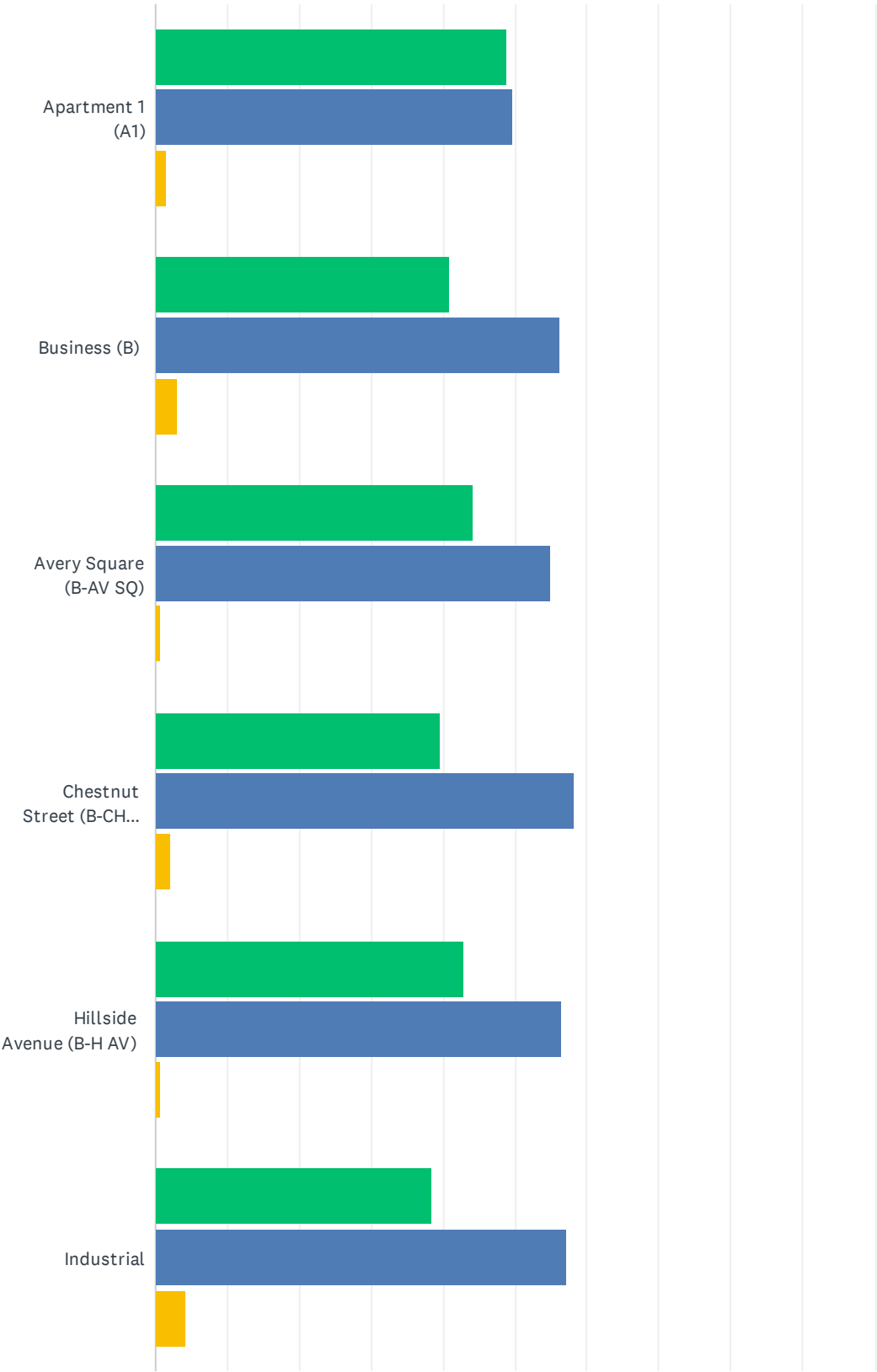
Needham Community Meeting #2



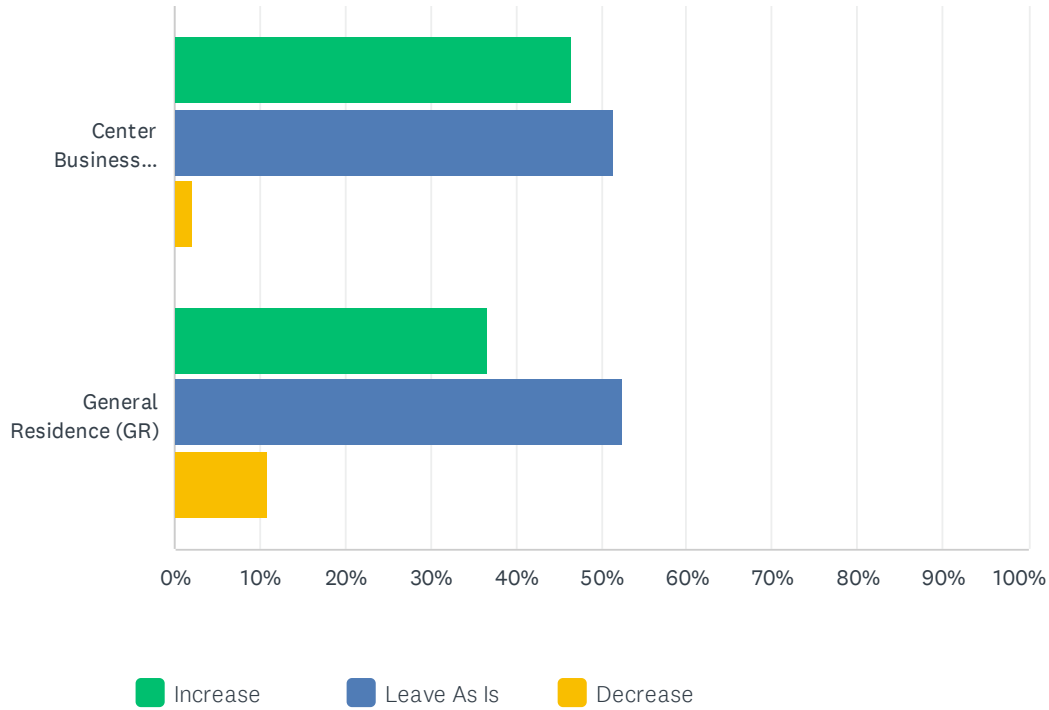
	EXPAND THE DISTRICT	LEAVE AS IS	SHRINK THE DISTRICT	TOTAL
Apartment 1 (A1)	39.29% 55	58.57% 82	2.14% 3	140
Business (B)	30.22% 42	68.35% 95	1.44% 2	139
Avery Square (B-AV SQ)	33.10% 47	61.97% 88	4.93% 7	142
Chestnut Street (B-CH ST)	30.94% 43	68.35% 95	0.72% 1	139
Hillside Avenue (B-H AV)	32.14% 45	67.86% 95	0.00% 0	140
Industrial	24.64% 34	68.12% 94	7.25% 10	138
Center Business Residential (CTRR)	38.73% 55	55.63% 79	5.63% 8	142
General Residence (GR)	30.00% 42	55.00% 77	15.00% 21	140

Q7 Please note if you would prefer to see changes in the number of units for any of the zoning districts in Scenario C.

Answered: 145 Skipped: 450



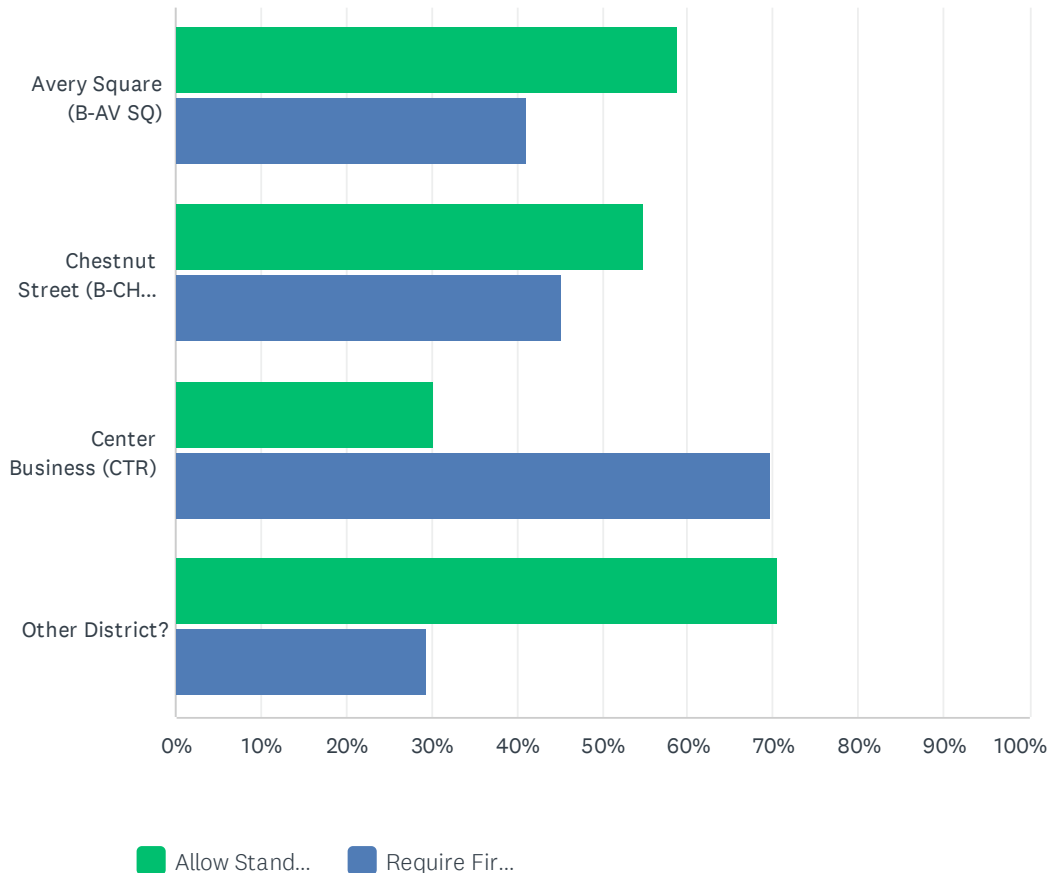
Needham Community Meeting #2



	INCREASE	LEAVE AS IS	DECREASE	TOTAL
Apartment 1 (A1)	48.92% 68	49.64% 69	1.44% 2	139
Business (B)	40.88% 56	56.20% 77	2.92% 4	137
Avery Square (B-AV SQ)	44.20% 61	55.07% 76	0.72% 1	138
Chestnut Street (B-CH ST)	39.57% 55	58.27% 81	2.16% 3	139
Hillside Avenue (B-H AV)	42.86% 60	56.43% 79	0.71% 1	140
Industrial	38.41% 53	57.25% 79	4.35% 6	138
Center Business Residential (CTRR)	46.43% 65	51.43% 72	2.14% 3	140
General Residence (GR)	36.69% 51	52.52% 73	10.79% 15	139

Q8 In the commercial districts listed below (or others you feel appropriate) would you support including standalone multifamily housing as an allowed use or would you prefer to require first floor commercial with housing above? Check the boxes that apply.

Answered: 448 Skipped: 147



	ALLOW STANDALONE MULTIFAMILY HOUSING?	REQUIRE FIRST FLOOR COMMERCIAL?	TOTAL
Avery Square (B-AV SQ)	58.86% 259	41.14% 181	440
Chestnut Street (B-CH ST)	54.90% 241	45.10% 198	439
Center Business (CTR)	30.30% 133	69.70% 306	439
Other District?	70.65% 195	29.35% 81	276

#	PLEASE IDENTIFY THE OTHER DISTRICT OR DISTRICTS YOU CHOSE.	DATE
1	Industrial District	1/25/2024 2:28 PM
2	Main commercial should be at the options of the developers.	1/25/2024 2:18 PM

Needham Community Meeting #2

3	B-H AV	1/25/2024 2:14 PM
4	Hersey	1/25/2024 2:07 PM
5	NA	1/25/2024 1:57 PM
6	This should not be allowed	1/25/2024 7:32 AM
7	The district labeled 'B' in scenario C	1/24/2024 9:26 PM
8	General Residence	1/24/2024 7:07 PM
9	Hersey	1/24/2024 4:46 PM
10	Hersey	1/24/2024 4:44 PM
11	We should strongly incentivize first floor commercial in our business districts even if not requiring it. For any areas we can leave out of MBTA so we can rezone as we choose, we should. The town must preserve retail businesses and commercial if it wants to become a more walkable, transit oriented town.	1/24/2024 3:16 PM
12	GR districts should include multifamily anywhere in the town	1/24/2024 2:19 PM
13	I do not know enough about the pros and cons of this.	1/24/2024 1:20 PM
14	Hersey	1/24/2024 10:23 AM
15	Hersey	1/24/2024 6:31 AM
16	Hersey	1/23/2024 10:27 PM
17	Hersey Station area	1/23/2024 7:29 PM
18	B	1/23/2024 7:28 PM
19	B, I	1/23/2024 5:36 PM
20	I would like to see multi family zoning with light commercial throughout the town. I like the village model similar to Newton that would make walking to shops more accessible.	1/23/2024 4:58 PM
21	I want to know why Hersey parking lot isn't on the list	1/23/2024 4:42 PM
22	In favor of required ff commercial in "core" areas, mf on the "edges"	1/23/2024 4:36 PM
23	expand to entire town	1/23/2024 10:56 AM
24	Industrial	1/23/2024 9:19 AM
25	Hersey should be included and the maps redrawn to allow multi-family. A comment was made at the meeting regarding the difficulty to own/managed mixed use (commercial / residential in one parcel). This is why I think standalone multi-family should be allowed. If this isn't the case, first floor commercial is fine as long as there is demand.	1/22/2024 3:16 PM
26	Industrial	1/22/2024 1:22 PM
27	Hillside	1/22/2024 12:28 PM
28	Hersey Station Area	1/22/2024 10:37 AM
29	Hersey district, where's the multi family zoning there?	1/22/2024 10:09 AM
30	More apartment and multifamily in Needham Junction area	1/22/2024 8:45 AM
31	Hersey	1/22/2024 3:21 AM
32	Hersey	1/21/2024 8:45 PM
33	industrial district that is between rosmay and west street	1/21/2024 7:20 PM
34	Hersey	1/21/2024 3:07 PM
35	Would like to see Hersey area included	1/21/2024 9:23 AM
36	Hersey	1/21/2024 6:09 AM

Needham Community Meeting #2

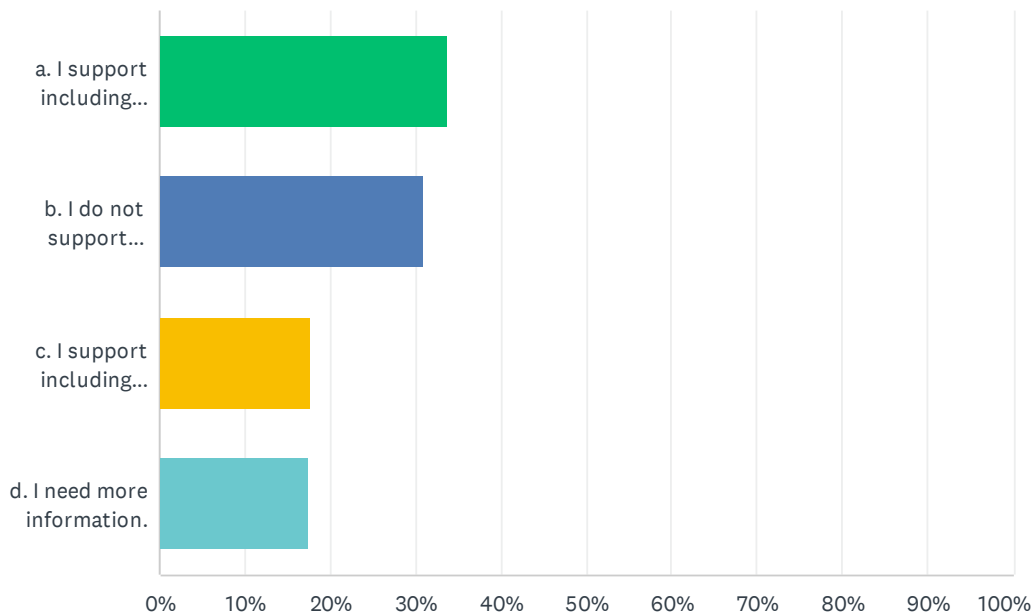
37	A1 Apt Housing Section	1/20/2024 5:41 PM
38	B-HA-V & B	1/20/2024 5:41 PM
39	B-HA-V and B	1/20/2024 5:28 PM
40	Industrial	1/20/2024 5:27 PM
41	A1 south of memorial	1/20/2024 5:04 PM
42	Junction	1/20/2024 4:39 PM
43	Hersey	1/20/2024 3:50 PM
44	Hillcrest	1/20/2024 3:17 PM
45	I - Industrial along Crescent St and A-1 sections adjacent to Industrial	1/20/2024 2:18 PM
46	Industrial	1/20/2024 2:06 PM
47	I cannot believe the Hersey area is left out. Not acceptable	1/20/2024 1:50 PM
48	Hersey	1/20/2024 12:50 PM
49	I support multi family housing town wide	1/20/2024 12:31 PM
50	any other commercial districts	1/20/2024 12:29 PM
51	Birds Hill	1/20/2024 12:22 PM
52	None	1/20/2024 12:05 PM
53	Industrial	1/20/2024 11:52 AM
54	Highway Abutters	1/20/2024 11:51 AM
55	Yes, standalone MF for Business, Hillside Avenue Business, Industrial	1/19/2024 5:36 PM
56	Remaining	1/19/2024 4:57 PM
57	In CTR, there can be some standalone MFH farther from the very center.	1/19/2024 2:22 PM
58	the industrial zone near Avery Square	1/19/2024 10:50 AM
59	Industrial	1/18/2024 8:57 PM
60	B	1/18/2024 8:08 PM
61	Hillside	1/18/2024 8:08 PM
62	Hillside Ave	1/18/2024 8:08 PM
63	Hillside Ave	1/18/2024 8:06 PM
64	Industrial (in the Heights)	1/18/2024 8:05 PM
65	Industrial area on the other side of 128	1/18/2024 8:05 PM
66	I'm okay with stand-alone multi family housing in other districts, however I'm inclined to lean towards duplex, triplex, courtyard apartments, or bungalows in these (and ALL) these areas.	1/18/2024 8:03 PM
67	Apartment	1/18/2024 8:01 PM
68	Perhaps a downtown district buffer between district and SRA of stand alone multi family	1/18/2024 8:00 PM
69	allow stand-alone multifamily in any district	1/18/2024 7:58 PM
70	I would have voted for "require some commercial" in most districts but that wasn't an option	1/18/2024 7:57 PM
71	Hersey	1/18/2024 7:56 PM
72	Hersey	1/18/2024 7:54 PM
73	Chestnut can have zoning density bonus to allow MXU with more height limit	1/18/2024 7:53 PM
74	Industrial	1/18/2024 7:49 PM

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75	GR	1/18/2024 7:49 PM
76	Hersey	1/18/2024 7:48 PM
77	All others	1/18/2024 7:47 PM

Q9 Needham's 2022 Housing Plan envisioned the inclusion of some General Residence zoning districts in the town's MBTA District. Are you supportive of the inclusion of General Residence as part of the MBTA District and a zoning change that would allow up to four (4) units on a parcel of land?

Answered: 456 Skipped: 139



ANSWER CHOICES	RESPONSES	
a. I support including General Residence as part of the MBTA District.	33.77%	154
b. I do not support including General Residence as part of the MBTA District.	30.92%	141
c. I support including General Residence but would prefer to limit the zoning to three (3) units on a parcel.	17.76%	81
d. I need more information.	17.54%	80
TOTAL		456

Q10 Please use the comment box below to relay any additional comments, questions, or feedback you have about the scenarios and zoning options presented.

Answered: 219 Skipped: 376

#	RESPONSES	DATE
1	Bigger developments in residential areas will lead to greater flooding.	1/25/2024 2:45 PM
2	1. Limit % affordable. 2. Affordability requirement only for large projects. 3. Reduce parking requirements. 4. Increase maximum number of stories in Scenario A. 5. Increase units per acre in A, B, and I districts.	1/25/2024 2:44 PM
3	I would like to see zoning allow buildings as high as possible up to 5 or 6 stories in selected places. These could be tapered down to areas that are zoned for 2 1/2 stories. Developers will need this latitude to make developments economically feasible.	1/25/2024 2:40 PM
4	Should include Hersay Station! What would this cost the people of Needham?	1/25/2024 2:35 PM
5	Shrink GR and decrease number of units. One thing I noticed is that where I live is currently SR, but in Scenario C, it is zoned as GR. Not a fan, especially since Hersey is off the table because acreage needs to be rezoned as GR. Why add Highland Ave between Morton and the Library? How many acres is that?	1/25/2024 2:26 PM
6	Shrink B-H AV, expand BTCRR, leave GR as is. Decrease the number of units in B-H AV, increase in BTCRR, leave GR as is.	1/25/2024 2:22 PM
7	I like standard housing. Limit retail; parking and traffic could be an issue.	1/25/2024 2:18 PM
8	Thank you for the Committee's past and continued work for the MBTA zoning regs.	1/25/2024 2:14 PM
9	This is an unfunded state mandate. Confine Needham's compliance to the minimum required to comply. Preserve Needham's character as embodied in our one acre zoning and General Residential zoning. Do not allow excessive theoretical capacity (units) because if authorized it will be built! Scenario A.	1/25/2024 2:12 PM
10	What would happen if the Heights Station is closed - is that possible? Why does Needham need 3 stops which are approximately 1 - 1 1/2 miles apart.	1/25/2024 2:07 PM
11	Please include controls and incentives to ensure there is affordable housing getting built, rather than more profitable housing for builders and sellers.	1/25/2024 2:01 PM
12	3 units per GR lot probably doesn't make 15 unit per acre required average. If so, do it (allow 3 units per confirmed GR lot) in a separate bylaw. Thank you.	1/25/2024 1:57 PM
13	Expand Chestnut St area - Density between Chestnut & R.R. Thanks.	1/25/2024 1:47 PM
14	None scenario is preferred. I think the state does not have the constitutional authority to force a town to zone in any way.	1/25/2024 1:39 PM
15	These maps are hard to read streets need to be identified better	1/25/2024 1:37 PM
16	Expand Hillside Ave District (B-H AV), Expand Center Business Residential District (BTCRR), Shrink General Residence (GR). General residence inclusion would invite developers to reap easy profits without providing any commuter incentive to limit car usage. We should not include residential neighborhoods.	1/25/2024 1:34 PM
17	Congestion will increase and infrastructure does not support this as witnessed by this past year rain	1/25/2024 7:32 AM
18	The town, and in particular these congested parts of the town, simply cannot in my opinion handle the densification being proposed. The net result of the proposal will be to transform the heart of our town into at best, something resembling most parts of Somerville and at worst,	1/25/2024 1:12 AM

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something resembling the horrific mess of Needham Street in Newton. Further, I cannot even comprehend why anyone would consider anything more than the bare minimum (Scenario A), if the decision is actually made to comply with the state's legislation. Scenario B and C should never have been created, let alone showed to the public. The town would be far wiser to look at options for executing a growth plan of OUR choosing, as aligned with the people of the town. We should even go so far as to consider removing certain transit stops to sidestep the state's ill-conceived legislation, and to ally with other towns to push back on the state's misguided strategy for: 1. further densifying (at what will prove to be extremely high cost to the eventual occupants) one of the most expensive real estate areas in the country, 2. inflicting not-yet-even-being-discussed-in-any-detail cost on the 177 named towns to make massive and comprehensive infrastructure updates because they were unlucky enough to have rail /bus lines within their borders, 3. not geographically diversifying the Boston/128 loop economic zone, by continuing to starve economic development through a failure to instead invest in the periphery loop cities (e.g. Lowell, Worcester, Wrentham, and beyond), where dollars spent will go FAR further than dollars spent inside of the 128 loop, 4. hobbling the state's economic and housing diversification plans to align with existing transit lines, which (let's please admit) though well-intended are not well planned, executed, operated, and utilized given how the region has evolved over the past many decades.

19	I appreciate the color-coded maps and want to rewatch the recording a few more times. I still find it complicated. I am very curious to hear about what other towns are doing (such as Wellesley and other neighboring towns). I am concerned about traffic too.	1/24/2024 11:18 PM
20	I believe it is good to start with a basic approach with just the required number of units and not more.	1/24/2024 10:44 PM
21	For General Residence, I am concerned in the amount of space and its environmental impact. I am in favor of more housing (with option C), but I am concerned with flooding impact and the loss of land that can absorb rainwater. I would like to see this explicitly addressed with any further details provided with any of the plans, as we have issues with even the current state.	1/24/2024 9:26 PM
22	Why are you unfairly rezoning the heights. It's clear that your agenda is that the heights is the expendable casualty of this unlawful act. I see nothing about your plans for the district near Hersey? Show us that plan before you start allowing heights to continually be over built.	1/24/2024 8:37 PM
23	I need more info on the meaning of general use I do not understand why we would take away green space for apartments. I support more residential options but not at the cost of green space	1/24/2024 7:45 PM
24	I am supportive of Option C as a future vision plan. I am concerned that we ensure that infrastructure plans (roads, parking, drainage, schools, etc.) keep up with building changes, and I am not sure how we do that with a single-step zoning law change. It is also important to integrate affordable housing requirements with zoning changes intended to comply with the MBTA Communities Act. If that can't be done this year, perhaps a stepwise approach is more appropriate.	1/24/2024 6:35 PM
25	I support including general residence with 4 units per parcel, particularly if height restrictions are increased 3 or more stories. (2.5 is silly!) THANK YOU to all involved in the research and community conversations to create more housing in Needham! This is in important initiative and a great opportunity to bring new families and businesses to Needham while improving the economy and with sustainability in mind. Not to mention the restorative justice for the decades of redlining policies that have shut out people of color in Needham and surrounding towns. I wish the Central Business District buildings that are only 1/1.5 stories would be torn down and 3 or 4 story mixed use buildings (first floor commercial) built in their place, like in Dedham Square. Such a sad waste of space not having apartments or condos above commercial first floors in so many building in this area. This would also support attracting more diverse businesses to the community. If NIMBYs claim these changes will stress our schools - Needham didn't always have a gazillion schools! Over the past centuries, when the community outgrew existing school spaces, more were built. We can do that again. With the tax dollars... from the new residents and businesses. SMH. :)	1/24/2024 6:04 PM
26	One of the greatest difficulties in attracting workers to Metro West is housing/commuting costs. The more housing that goes up, the better for business!	1/24/2024 5:44 PM
27	Hersey seems like a village, please show a scenario D. Also, 10% should be outside the 1/2 mile radius. Hold meetings with people who know little about this please.	1/24/2024 4:46 PM

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28	1. Need to insure more resident awareness and information before finalizing this HONE decision. 2. Include a Hersey development scenario. 3. Show a possible scenario of units (10%) outside of designated circle zones.	1/24/2024 4:44 PM
29	I chose A only because some choice was required. I do not think the state has the legal authority to impose zoning requirements on the towns.	1/24/2024 4:31 PM
30	The maps in the PDF's are a bit of a challenge to follow, and the map legend clarity could be improved. For example, what is considered industrial? Right now there are medical offices located in the area designated as "I." Are they considered business or industrial? If the area is industrial, would they no longer be permitted to be there?	1/24/2024 4:21 PM
31	1. Need more info re increases in school population, impact on water, sewer & environment, provisions of parking for residents & businesses. 2. Upgrade of storm drains, provision of infrastructure, construction requirements to prevent street & building flooding. 3. Focus on providing housing for senior citizen who want to down-size & for young individuals & families.	1/24/2024 3:27 PM
32	I am in favor of changing zoning for additional housing units in Needham, however I am concerned that not enough people in town are aware of the MBTA Communities Law and the resulting proposals put forth by HONE. Given the tight time frame in which to comply as well as the "by right" nature of the zoning changes, my preference would be to go the conservative route (Option A). Separately, and after compliance, when there will be more time to fully understand the new zoning changes and subsequent opportunities for additional housing, the town should look at options B and C to see what is viable and desired by the community.	1/24/2024 3:21 PM
33	I am open to seeing some areas of GR upzoned, I do not think a blanket 4 unit per lot makes sense and I think we could create a better zoning plan without the restrictions the MBTA act calls for. Adding GR requires us to up densities elsewhere making the calculation more complicated. Remove it and look individually at the 'step down' areas around the commercial districts that could be rezoned, including some SRB into 2 family and GR to 3 or 4 in some spots. NHA property should not be included at all, as the requirements are separate and zoning should be done in tandem with their planning. The high rock estates area is not suitable to move to 4 units per lot by right due to traffic and parking issues, there are much more walkable areas of town that are not as adjacent to a school and NHA is already increasing density on Linden with its other project. I prefer to see us meet the MBTA zoning at a minimum and tackle each section of town with a focus on housing, business and economic vitality and community benefit. Looking at each area without being forced into MBTA requirements will net the best result. Everyone argues that it will take many many years for these units to be built. So why shouldn't we take the time to have a community conversation about each area and allow ourselves some of the current zoning protections we have in place now, such as site plan review? Allowing everything by right may have downsides for the community. I'm all for bringing more housing and smaller units to the walkable business areas of Needham, but I want the town to maintain control of what we can. I also think that GR is not evenly spread out in town that it is all a natural step down from the most walkable areas. Some very walkable areas are SRB and some GR less so. Town center needs to be left out but should be upzoned for more height to encourage new development and housing. Chestnut street heights and Avery square can be higher as well if ground floor commercial is added. Hillside school should remain in town ownership and should not be touched. All land the town owns at this point is too valuable. More bodies in town may mean more schools at some point in the future. Also - areas being rezoned in flood zone areas need to be looked at through the lens of storm water protections as well. Will the town need to redo the storm water piping or capacity with more housing, less permeable space etc? These things will have a financial impact and this far I have not felt the impact studies have been thorough or even particularly accurate.	1/24/2024 3:16 PM
34	We need more housing and commercial businesses but if we have to pick, I pick more housing	1/24/2024 2:33 PM
35	It was explained in the meeting that the Hersey station area was not available for application to the quota due to its size ("it would not count" per Heidi Frail) and in order for it to count it would require rezoning of GR and that was out of scope for the work of the committee. I am surprised to see an expansion proposed as a scenario where GR would be rezoned in Scenario C. Given this, why is the area around Hersey not included in a similar scenario where GR is proposed to be rezoned?	1/24/2024 2:19 PM
36	Complying with a new, untested state statute should be approached carefully. The law eclipses some of the town's ability to protect its interests, and so complying with the statute's requirements should be the only change. Perhaps there are other changes we wish to make. We could still do this under our own zoning bylaws, as the HONE committee seems to think	1/24/2024 1:20 PM

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should be done around the Hersey Station. For example, Needham may want more inclusionary zoning than permitted by the MBTA statute. The bigger the zone created to comply with the statute, the less room available for projects serving the town's perhaps different goals. Whatever scenario chosen, the zoning changes should be sure to fully protect the town's interests in "what Needham should look like," including with open space requirements, setback, landscaping, traffic impacts and the many other interests protected by zoning. The bylaws should assure the town, which includes the neighbors and abutters to any of these changes, is fully protected against the most uncooperative developer. Comments that the changes will be slow, or organic, or not to be cause for concern should not guide us on this task. Instead, we should be sure that our bylaws comply with the MBTA statute, while fully protecting the interests of the people that call Needham home. Site plan review should be included as part of these changes, and the site plan review considerations should be expanded to assure the town has the authority to regulate these projects appropriately, to allow for the building of these project and the protection of the town's interests. Assuring input by neighbors at every stage of the site plan review process, for example, should be included no matter what changes we make. Requiring meetings with abutters before filing applications (a standard practice for most reputable developers), and notice to neighbors upon filing of building of permits can be included. Traffic implications should always be included in considering these changes, as well as any specific project.

37	The way some of the questions are structured makes it very difficult to answer. For example, for Q2 I would suggest shrinking the A1 district north of Honeywell, but increases A1 to include Greene's Field for contiguity purposes (knowing that Greene's Field will be open space in perpetuity). Also, as mentioned at the 1/18/24 meeting, building height allowances should not be uniform within a district; there should be step-downs as the district gets closer to existing GR or SR zones. For Chestnut St., suggest incentivizing mixed use development with density bonuses, allowing 3.5 stories on the east side and 4 stories on the west side.	1/24/2024 12:21 PM
38	Hire independent research company to evaluate impact on community before any thing is done.	1/24/2024 12:17 PM
39	I would support GR to limit the zoning to 2 units on a parcel	1/24/2024 11:51 AM
40	Don't want massive housing units. We are not Somerville.	1/24/2024 9:27 AM
41	Any plan that does not include Hersey station reeks of red-lining and will result in lawsuits by the residents of Needham. To exclude this district is not fair to those that live in, or near, the other areas under consideration. A more equitable approach would be to spread the impact of this onerous mandate to all station areas.	1/24/2024 6:31 AM
42	It's complex and confusing. Most of my neighbors are unaware or do not understand the implications of these selections. Do you have 3d model for each option? Best to hold meetings at each of the neighborhoods?	1/23/2024 10:27 PM
43	I don't believe we should change zoning for more than what the states required developers can always go through the CBA to get exceptions, but we are allowing Needham to totally change with this and I don't see other towns, extending what is needed to be offered developers will always build more, and we need to keep Needham Suburban Town	1/23/2024 9:51 PM
44	My concern is about the lack of on-street overnight parking, which could make it difficult to have 4 units on a parcel.	1/23/2024 9:27 PM
45	I find it difficult and ill-advised to request public opinion on upzoning scenarios with no data relating experts' views on reasonable density thresholds for the town's schools, sewer, water, storm drains, police, traffic patterns, etc. What are ballpark price tags of upgrades required? When we upzone what are likely forecasts of growth? How does dark real estate like Air BnB, etc. play into the equation? The questions posed here are way beyond the knowledge base of most people, and do not provide an overview of goals/pros/cons. Is taking option A prudent for individuals who are fearful about tax increases and pressures on the school system, or do neutral experts have some examples to the contrary? In other words, provide links to arguments so that citizens can become more educated.	1/23/2024 9:21 PM
46	Needham needs more time to evaluate these proposals & their effects on the town. How will this impact traffic, schools, fire/police services, etc. This feels rushed & doesn't need to be voted on until the end of the year.	1/23/2024 9:17 PM
47	I am against rushing a vote through on this proposal as More time needs to be taken to study this proposal due to the dramatic change in Needham zoning that this will result in and the lack	1/23/2024 9:09 PM

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of Needham citizen attention to this matter. Needham needs to hire a consultant/expert familiar with the legislation and similar State initiatives across the United States in order to determine the appropriate path forward.

48	Hersey area should be included in any plan.	1/23/2024 7:29 PM
49	It's necessary to consume availability for all.	1/23/2024 6:19 PM
50	I do not support using this "compliance" effort to change the character of the town. That is a bigger discussion than this.	1/23/2024 6:08 PM
51	Adding business to the center district is fine but would want to limit the residential and also maintain the current parking availability	1/23/2024 5:41 PM
52	I'd like to hear more about ensuring that the housing is affordable. The current requirements for % are too low	1/23/2024 5:08 PM
53	N/A	1/23/2024 5:03 PM
54	See last comment box.	1/23/2024 4:58 PM
55	why isn't Hersey parking lot on the list it is perfect, but I already know the answer	1/23/2024 4:42 PM
56	I have several comments I will share via email.	1/23/2024 4:36 PM
57	I support zoning to create more, denser housing in Needham. We need to do our part to increase housing in the metro Boston area.	1/23/2024 3:43 PM
58	I support stretching beyond the HONE Scenario C, by expanding the GR zones for more up to three (3) units per parcel.	1/23/2024 3:36 PM
59	We should consider only the compliance aspect of the zoning laws. Affordable housing is a different issue. Scenarios B & C seem dependent on developing Glover Meadows for apartment housing. Dense housing in such a low-lying area is not ecologically sound. There is nowhere for rain water to go.	1/23/2024 3:24 PM
60	I think we need to be looking at the overall impact on the town - school capacities, services etc. Adding multiple units per parcel will increase the impact on all local services.	1/23/2024 2:31 PM
61	What is the size of the parcel of land? What about parking for these 4 units? Also I do not see on the map where the General Residence areas are located.	1/23/2024 2:09 PM
62	Mixed used in the town center and commercial districts is critical to the vitality of downtown businesses.	1/23/2024 2:04 PM
63	High priority should be given to keeping as much trees and other open space as possible. Drainage/flooding issues should not be made worse, and in fact should be improved. Thank you for your work.	1/23/2024 2:01 PM
64	1. I chose scenario A because it FULFILLS THE STATE REQUIREMENTS. Could we not expand the zoning in the future? 2. Would strongly like to see GREEN SPACES preserved in Needham for quality of life, especially when there will be an increase in housing and population density. 3. Can the former CARTER'S BUILDING be considered for housing? 4. There is development going in where MUZI MOTORS once stood. Is this area considered part of the homes needed to be built .5 miles away from the train station? 5. I am concerned about the KINDS OF BUILDINGS that will be constructed. I much prefer "colonial" style looking construction than buildings like The Kendrick. Anything that could be done to make the buildings "homey" would be much appreciated. 6. THANK YOU TO THE TEAM OF PEOPLE ON THIS COMMITTEE WHO IS GIVING OF THEIR TIME, ENERGY AND AS MUCH EXPERTISE AS THEY HAVE. I AM GRATEFUL TO EACH ONE OF YOU.	1/23/2024 1:22 PM
65	Very limited GR, not as much as in C.	1/23/2024 1:21 PM
66	I am a 40+ year resident of Needham living on Highland Avenue. When I bought my house my realtor stated that Highland Avenue is the gateway into Needham. The homes have been kept up and are beautiful to view. I do not want to see changes done in this section of the upcoming zoning changes. Also, I am disappointed to learn that the members of the HONE committee made the decision to exclude the Hersey Station area in this process. There should be equity throughout the town. This should have gone out to all residents to voice their opinion on whether to include Hersey area or not. In this law it includes 177 towns throughout	1/23/2024 12:30 PM

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Massachusetts. There are town that are considered abutters to towns with MBTA systems. Those town have to comply so in that vein Hersey Station area should comply as well.

67	I felt some of the questions on this survey were unclear and therefore I was unable to answer them all. I would like more clarity on why the area around Hersey station was not included in any of the plans. Was there any thought into why the trains don't travel beyond Avery square to the Muzi Area, which might include possible more housing opportunities.	1/23/2024 12:05 PM
68	I own a home in Needham with over 1 acre, would like to build another home on my lot.	1/23/2024 10:56 AM
69	I feel strongly that Needham should have more projects like the apts over Latina...commercial or retail on the first floor with 1-2-3 br apts on a 2nd, 3rd, 4th and possibly 5th floor...all within reasonable walking distance to the MBTA. We would attract young professionals, young families who are still working towards home ownership, and give older "empty nest" residents an opportunity to stay in Needham in a smaller space. Needham's first-floor retail and commercial spaces, with few exceptions, could really use an upgrade and a bigger project that includes housing could make it attractive to investors, builders, and residents.	1/23/2024 9:27 AM
70	Thank you for this work. Many issues although some may be beyond this iteration. Carter Memorial Methodist, St. Joseph, and First Church seem to be included. The wetlands in Glover Meadow are a problem. Why is the library included? The number of units, height, and the size on each lot are missing ingredients.	1/23/2024 9:27 AM
71	It is typical of the State to issue edicts like this expansion of housing but as usual the State never responds with the money to implement these edicts. As infrastructure costs soar out control (new schools costing \$1,000/SF as example) how does a community like Needham (which has fix land area to tax) pay for the necessary sewer, water, drainage and traffic infrastructure to support this housing? Real estate taxes and other assessments are already burdening seniors and others. I question how the Town can support these improvements without major tax increases. Needham and other communities impacted need to push back and negotiate increase State funds as a condition of implementing these changes.	1/23/2024 9:19 AM
72	I moved to Needham 30 years ago because I liked the character of the town. If I wanted to live in a town that looks like Brighton I would have moved there. I propose stopping train service through Needham thereby eliminating the excessive noise, air pollution and loss of zoning control that comes with it.	1/22/2024 6:50 PM
73	1. Don't understand why the area around the Hersey MBTA station isn't included in this multi-family compliance. I would like to know why it isn't included as I feel there needs to be a very good reason why compliance around Hersey has been excluded. 2. Would prefer the height of any buildings to be limited to 2.5 stories in areas outside the town center and no more than 3 in the center. 3. In each of these proposed developments are there any units which will be designated as "affordable?" 4. Will any of the buildings be rental units or are all to be owner occupied? 5. Once the new zoning multi-family areas have been established, will it be possible to tear down older, single-family properties in streets where they become available within the new zone, and re-built as three or four family properties? 6. I am concerned about the additional parking and traffic congestion, as well as the burden the additional units will place on the school system, which will ensue as a result of compliance with this law. This is mainly why I have chosen the basic compliance option.	1/22/2024 6:10 PM
74	I support bringing our town smartly into compliance with the rules	1/22/2024 4:05 PM
75	Baby steps in this development. Make these improvement testable and verifiable as going in the right direction. Need to have compliance with sustainable, renewable clean energy and clean Air Quality standards. Need to have flexibility with future option on better choices of energy sources. I believe that every square utilized for human usage there must be an equal square footage for green space for plants and wild life.	1/22/2024 3:42 PM
76	The town has failed to restrict VERY LARGE HOUSES, which I think was an enormous failure. Perhaps, one way to deal with that is to allow multiple units, but this will not solve the VERY LARGE HOUSE problem (unless the developer stands to make more money building multiple units). The other significant problem is that many houses / lots are flooding regularly due to lack of water diversion, permeable ground access and a generally high water table due to high-volumes of rainfall. High-density zoning is likely to exacerbate this problem, so we should err on the conservative size with respect to density. We should also be (severely) restricting the size of single-family in height and % of lot-coverage. High-density zoning around commuter rail assumes people living in these areas won't have cars, but of course, they will. Parking for all	1/22/2024 3:16 PM

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these people has to be part of the planning effort. And lastly, the town has to factor in the cost of providing schools for MANY additional children if high-density zoning is allowed. Where will these schools be added ? What about the cost? High-density housing is not necessarily more affordable, but this should also be a consideration. With these zoning changes, we should increase the number of (truly) affordable homes and apartments, in addition to requiring the building codes be structured to ensure ecological sustainability (robust insulation, green HVAC, green outdoor spaces, trees, robust rainwater and sewer drainage).

77	I prefer using dimensional and density requirements to limit size and scale versus number of units; as that provides more incentive and flexibility for the creation of 1 and 2 BR housing	1/22/2024 2:19 PM
78	This is quite a technical survey. I wish you had provided links to explain each of the technical questions beyond the three scenarios. Please do take my answers as to say, please rezone to allow much more multi-family housing while preserving our downtown businesses in the Center and the Heights	1/22/2024 2:18 PM
79	Thank you for all your work.	1/22/2024 1:54 PM
80	Please keep as much green space as possible. Include affordable units in all planning	1/22/2024 1:51 PM
81	I also will send expanded comments to your "planning" mail box by Jan-24. I support Scenario A as Needham's MBTA compliant districting, done to satisfy the State mandate. And beyond this I support a 2nd phase which would be a local-centric effort starting in 2025 which would see Needham folks formulating their own vision for an enhanced housing solution, solely controlled and designed + built by Needham residents and outside of State oversight. This phase 2 would include components of Scenarios B and C that are NOT contained in Scenario A. I believe there are some good parts of Scenarios B and C that just require more thoughtful consideration and time. It just seems to me that for the Committee to attempt to implement a Scenario B or C by Dec 31, 2024 is unreasonable and asking for trouble since the Scenario B and C choices are much more complex. For 2024, I think we need to concentrate on creating the "As-of-Right" rules to avoid later second thoughts, unique future situations, and new concerns in future. In regards to As-of-Right use it should be universal to all zoning efforts in Needham. Trust the market; zoning's purpose is to prevent harms, not force creation of benefits. Keep regulations simple, flexible, and predictable. Once written, leave the rules alone; apply rules by as-of-right with absolute consistency within districts. Lastly, separate the process of defining the rules of zoning from the designation of particular districts. This makes the process far less contentious and arduous. And realize there are no silver bullets to increase housing supply. And also remember that the MBTA Communities Zoning Law contains no affordability requirement; and yet affordability weighs heavily on the minds of Needham residents, which is a real problem and another reason for just doing Scenario A for purposes of complying with the State's mandate and then do the affordability vision as part of a phase 2 under full local control and oversight. Thank you.	1/22/2024 1:22 PM
82	It seems like all plans will create more housing. But will it be affordable?	1/22/2024 1:19 PM
83	The minimum changes that are required to meet the new laws should be implemented at this time. This is not a low income housing initiative and should not be treated as such.	1/22/2024 12:34 PM
84	I think more of the areas should allow for 3.5 - 4.5 stories. I don't think 2.5 stories max is appropriate	1/22/2024 12:14 PM
85	I think it is imperative that, at this moment, Needham should maximize the housing/business option (C) in order to fulfill its role in meeting/exceeding the state mandate AND address housing (now) and far into the future.	1/22/2024 12:02 PM
86	I have been contacting a number of town meeting members on another initiative and have asked some of them what they think of the various scenarios. I am quite disturbed to find that some TMMs think this is an affordable housing initiative (as did many in the recent audience) and would be partially solved by the renovation of the existing affordable housing to improve and increase the number of units. Our own TMMs do not know what these changes mean to the town. I am wondering why you would proceed with "goldilocks" changes so quickly when there is general lack of understanding of how these changes impact the town. It would be a shame to expand beyond compliance when our town is clearly (from the meeting held in January) unaware of how the scenarios impact us. Please stay with compliance as the young man stated in the meeting. If there is interest in changing zoning then have that discussion when there is sufficient time to educate at least our own TMMs! Thank you	1/22/2024 11:31 AM
87	No more apartments! Stop!	1/22/2024 11:03 AM

Needham Community Meeting #2

88	Do not understand why area around Hersey Station is not included...with the station and existing open space (the Town's golf course!), it would be an ideal location for higher density residential	1/22/2024 10:37 AM
89	Allow 5 stories in Center and Heights.	1/22/2024 10:36 AM
90	Traffic is my main concern.	1/22/2024 10:29 AM
91	We should not overly build and expand just to accommodate this quasi legal act. I am opposed to mandated zoning changes regardless of what the state threatens. We are not Boston and shouldn't be expected to be like them.	1/22/2024 10:09 AM
92	Keep it to the minimum required so as not to completely change the character of the community, add to traffic congestion and require additional taxation to support influx.	1/22/2024 10:00 AM
93	Personally, I do not like any of the scenarios. Needham does not need any more housing, our infrastructure is already over- burdened. Our supposedly excellent schools are bursting at the seams. This plan needs to also include how this population increase will affect the zoning of our elementary schools and a vision of our middle and high school expansion plan. Additionally, it takes 15- 20 minutes to drive through the center of town at peak times of the day. This should also include a traffic analysis and report. The last thing this town needs is more housing as with more housing comes more people and more issues. Let's take a different approach and stop allowing tear downs and over development, Let's put a moratorium on greedy builders who tear down affordable houses and build unaffordable McMansions that are displacing rainwater. Which is leading to the flooding and storm water issues the town is dealing with. Several towns on the North and South Shore have stood up to the state, why can't Needham stand with these towns and protect the community that we love.	1/22/2024 9:53 AM
94	I have not participated in any of the meetings, so there may be an easy answer here, but it's surprising to see so much upzoning in the heights and junction area and so little in the central business area. As a general rule, I am supportive of ground floor commercial, but it should only be required in locations where it can actually be successfully tenanted. I like the idea of 3-4 unit general residence, but was unclear how that is differentiated from other housing types analyzed. I should probably start joining the meetings, but weekday evenings are difficult for those of us with young children (I recognize scheduling is difficult and appreciate all the work this team is doing!)	1/22/2024 9:22 AM
95	Why no apartment zoning in Needham Junction?	1/22/2024 8:45 AM
96	I believe we should move slowly and just meet the requirements of the MBTA And take a deeper look at the larger picture in the future	1/22/2024 7:56 AM
97	I believe we should meet the minimum requirements of the MBTA zoning and not expand beyond that level at this time. We need more discussing and study beyond the basic requirements	1/22/2024 7:37 AM
98	It is not clear from your presentation what the different zone categories mean. What exactly could get built? Would all of the color coded areas be subject to the 15 units per acre? Would they be rentals and/or Condos? Would it be all 3 districts? Or only some of them? Why is Hersey excluded? And where do the decision makers reside? I say put Hersey in the table and let the people decide. What is the cost of non compliance to the residents? It feels like you are jamming this down our throats. More time is needed to do this right, The reason Needham has high relative property values and is a place where people want to live is because there are reasonable limits on density. People are willing to pay a premium to live in a safe community to raise their children. Young people do not want to live in Needham. They choose to live in and around Boston for many reasons, like proximity to their college friends. Then they look to communities like Needham later in life to raise their own families. The transformation of Needham into an affluent community has been a success. The builders are merely satisfying demand. The increase in property values has allowed the tax base to increase dramatically and support our school system. Don't allow the state to ruin what we have. We worked hard to live in Needham because it was NOT like Chelsea or Brighton.	1/22/2024 3:21 AM
99	Our schools are already overcrowded	1/22/2024 2:32 AM
100	3 MBTA stops in Needham is excessive. Shut down Needham highlands stop.	1/21/2024 9:20 PM
101	I moved here from Somerville, and I loved the vibrancy that density provides. It would make me very happy to see Needham's business centers develop along the lines of Inman Square. I	1/21/2024 8:54 PM

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also feel very strongly that we have a moral obligation to undo the wrongs of exclusionary zoning and segregation that have resulted in Needham becoming so exclusive. Even if it means we have to expand the schools or install a few traffic lights.

102	Need to include Hersey	1/21/2024 8:45 PM
103	1. why not expand along highland the whole length and on both sides of the train tracks all the way up to muzi. It seems certain areas are not included yet appear workable. Such as where businesses are opposite the town Green, is there a reason? Also noted church lands are being rezoned, as well as the memorial parking lot and appears ball fields. I don't understand the way the lines are drawn. 2. we expanded size and setbacks in late 90s and there has been major change in scale of housing, much higher as well as foot print, therefore I don't feel there is any argument for limiting multifamily buildings due to size. 3. per Globe series, I learned economy of scale is essential to enable home unit cost to be lowered, therefore more units per lot is going to be needed, so I am in favor of that. I would prefer no more than 3 stories. Ideally there will be various options in various zones to enable builders to choose to build a variety of housing options per their business models, basically set the ground rules and let capitalism function. 4. heard comments on: water/flooding issues is a great point and several zones are in wetland areas, we will need to avoid those areas or the town will need to address and enable a place for the water to go. again thinking 50 years out there will be more water. 5. wondered why we say commercial but does that allow office (differing from retail I mean)? 6. I fully support broadening standalone multifamily much more widely from highland ave. in GR. 6. perhaps if you expand the standalone MF it could be up to 4 close to highland and then up to 3 in a concentric zone further out. 7. hersey should be considered for SAMF, however I heard you that it can be done later. 8. one person suggested doing A and then modifying later, however I disagree, I think now is the time to make the change as it will take decades for building to occur, and this will be a ton of work to go back in say five years to start over, it's been 3 years to this point. 8. for any historical home, I wonder if they should not be in the color zones. 9. good point about traffic being more for commercial v housing- consider also about lowering # of required parking places-- from globe, that will lower the cost per unit. 11. more housing and higher value buildings (with more housing) will increase tax base and compensate for increased cost to schools with higher enrollments, no new roads are being built so that is a net good positive, fire and police are function of # residents so slight increase in cost there, I believe that our current single fam stock will run lower on students in a period of time due to the very high cost of homes at present -- most new builds appear to be 1.5-2.5M. 10. thank you to you all for all this work and for listening.	1/21/2024 8:45 PM
104	Include the Birds Hills area	1/21/2024 7:21 PM
105	I feel at this point we should do the minimum to meet the requirements to meet the mandate and a later time as requirements change we can revisit the B and C scenarios. I think placing the industrial zones into play for multi family is something that we should enable.	1/21/2024 7:20 PM
106	Birds Hill area should be excluded	1/21/2024 7:15 PM
107	I do not think it is fair to exclude the area around Hersey station. Even if it is challenging, one area should not be treated differently. By excluding Hersey area, the density in the other areas is increased. The density per area would be less in Hersey area was included.	1/21/2024 6:37 PM
108	Any of these scenarios are awful. Really terrible planning by the town.	1/21/2024 5:01 PM
109	Housing near commuter transit means that more people will be walking. Please consider increasing pedestrian walkways/paths and improving safety at current crosswalks.	1/21/2024 5:01 PM
110	I live right in town center and would be personally affected by any choice. I support increasing affordable housing in town. My main concerns include having adequate parking, limiting tear-downs and mc-mansions, ensuring adequate water drainage, and maintaining the nice town center character. Allowing builders to come in and replace beautiful homes with mcMansions would be awful. Losing the town character to fast food and large apartment buildings would ruin the town. You can legislate good taste, but you can prevent some of the more egregious practices.	1/21/2024 5:00 PM
111	I want to minimize any addition to our town and not overwhelm our public schools	1/21/2024 4:54 PM
112	We have experienced substantial challenges with water mitigation in our neighborhood near Needham Junction, with significant flooding impacting homes on Grant Street. This has become increasingly pertinent over time. Overall, there appears to be insufficient infrastructure	1/21/2024 4:50 PM

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to meet some of the towns needs as they currently stand. Adding more density will detract from some of the reasons we sought to move here from Boston.

113	Are the School growth plans being included in the housing growth plan?	1/21/2024 3:47 PM
114	When things can go wrong or right with our final plan, one thing that would go wrong more than anything else is residential by right in downtown, image 20 years from now the whole downtown being residential, which no recourse for the town. That would be a big mistake.	1/21/2024 3:35 PM
115	Imperative that flooding problems as well as parking issues be considered from the beginning	1/21/2024 2:49 PM
116	Town should comply with the law first (scenario A), then take more time and thought for expansion	1/21/2024 2:48 PM
117	I favor Scenario A but would increase it to include CTRR, increasing it by adding the 90 units from Scenario B or the 174 units from Scenario C.	1/21/2024 1:31 PM
118	This is very concerning as adding units will increase congestion of already busy Needham heights. Eliot school can't support increased number of students. There should be exploration into other parts of Needham	1/21/2024 1:23 PM
119	I do not agree with complying at all	1/21/2024 11:41 AM
120	Please answer all questions that were presented on 1/18/24. Please explain in detail why Hershey Station is not included as a zoning option. Thanks in advance	1/21/2024 10:44 AM
121	Consider looking at Hersey area as well	1/21/2024 9:23 AM
122	As a town, we need to limit the number of 5,000 sq foot homes that are being built on 10,000sq foot lots. These "McMansions" destroy land, overuse resources, and create eyesores. We are destroying green spaces to allow single families to live in giant, empty houses. Housing prices have skyrocketed and there is no affordable housing, in part because the houses that are available are 6,000 sq feet and are prohibitively expensive.	1/21/2024 7:39 AM
123	Why was Grant Street, Warren, garland, Norfolk, laurel drive etc. not included when so closely located to the junction? The heights already has parking and density issues that this is could impact negatively. These roadways are not wide enough for on street parking and redevelopment of these smaller parcels will limit off street parking space and overall green space. Storm water management and a tree bylaw should be considered. Kevin Reulbach	1/21/2024 7:15 AM
124	Are there flexible scenarios in zoning? Such as allowing commercial when it enhances the quality of life in the area and meets an important need in the community.	1/21/2024 6:09 AM
125	I agree with the comments made by Johnathan Drum and Dina Crier- the committee should limit its efforts to compliance of the MBTA regulations. The time frame for a larger undertaking is too short for due process and, as Mr. Fox pointed out, people are largely unaware of the changes being considered by this committee. In fact, a large number of people think this is about affordable housing opportunities and do not really understand the ramifications of zoning changes. Respectfully, I believe the committee may be overreaching. If we need to be "future forward" with housing, let's have that conversation in a more comprehensive way and bring in affordable housing, infrastructure considerations, density and so forth, all of which need more thought than the very brief timeline with which you are working. Thank you!	1/20/2024 6:17 PM
126	I strongly support generally expanding the options for higher density as outlined in scenario C. I support allowing first floor residential dwellings in all business districts which reduces the barrier to builders. Allowing 4 units per lot in General Residence seems to be an approach that helps move us away from the knock downs with huge expensive single family homes. Thank you for your efforts to move this process ahead.	1/20/2024 5:41 PM
127	I feel strongly that this is a golden opportunity for Needham to expand access to our town for others who cannot now find housing but want to live here. I feel strongly that the general residential zoning in option C to 4 units per parcel is key to this plan. I find it intolerable that we are knocking down starter homes and replacing them with so many huge homes, when we could be building more units on those properties. This is not only a housing issue, but an environmental issue as well.	1/20/2024 5:28 PM
128	I understand there is not much control of architectural design but I am highly in favor of construction that blends with the feel of the suburban community (like those in the sample images of 3 unit dwellings). Also, I know in areas of Newton where they have multi-family	1/20/2024 5:08 PM

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homes, many were single homes that were expanded on but maintained the original style of the house. The expansion of the areas for multi-families in Needham could potentially reduce the number of homes demolished in order to create very large new houses.

129	The school plan needs to support the implied population expansion	1/20/2024 5:04 PM
130	It's still all pretty confusing to me.	1/20/2024 4:46 PM
131	We need more apartments and multi-family apartments in Needham, as there is a huge demand; especially where we have access to commuter rail and about Newtons with the T.	1/20/2024 4:39 PM
132	Thank you to the leaders doing this work.	1/20/2024 4:08 PM
133	What would multifamily housing look like? I would certainly be ok with 2 family houses, but more than that changes the neighborhood to a city feel which people that live in the proposed neighborhoods don't particularly want. I noticed while watching the meeting, that the people who had the most to say and that wanted the densest zoning, did not live in any of the areas affected. It might be good to have a meeting for just the people that live in the areas that will change to see if we can come to a decision that everyone can be comfortable with.	1/20/2024 4:01 PM
134	I think the Hersey area should be in scope. Given the golf course is only used by a select few residents, and that station has the largest parking lot it makes sense to add housing and commercial there	1/20/2024 3:50 PM
135	My priorities are (1) having first floor commercial throughout our business zones and (2) if there is standalone residential in the commercial areas, having it be on the larger side (3-4) to create "life" and activity in those spaces. Ideally restaurants and bars could be increased in the mixed commercial and residential zones to create a lively and vibrant town feel.	1/20/2024 3:36 PM
136	Allow Assisted Living Zoning by Right	1/20/2024 3:17 PM
137	I think we should focus only on complying with the MBTA act requirements as suggested by plan A and leave any other housing plans for the future.	1/20/2024 3:16 PM
138	I would support this at another time with other boundaries; but the mapping currently presenting GR areas is too large/dense.	1/20/2024 2:18 PM
139	Increasing housing around Needham Center and Needham Heights will have a huge impact on traffic that I feel has not been addressed at the meetings. While the increased housing units are around trains, it does not mean that people won't be driving. In fact, adding commercial on first floors will bring people to Needham. Our roads are not set up for that. Traffic lights in Town Center are a mess; back up in the Heights is notoriously bad. I also do not understand why Hersey has totally been removed from the rezoning discussions. Because it's primarily "single family"? Isn't the whole point of rezoning that we can change that? Hersey needs to be put back into the discussion. Scenario C is the least acceptable. The increased in number of units along GPA/Center is too much for the area.	1/20/2024 2:11 PM
140	I am concerned about allowing General Residence zoning in the southern part of Maple Street due to likelihood of increased flooding from over-building in that area. I would like to know what lot size will be required to comply as suitable for General Residence zoning.	1/20/2024 2:06 PM
141	We cannot support it as a town school-wise or traffic wise. We also need to see a plan for the Hersey stop. There's no reason that area should be excluded	1/20/2024 1:50 PM
142	Needham needs to do more with multi family dwellings to ease the housing crisis in the Boston area going forward as long as schools are included in the decision making b/c continued high level school accreditation is paramount in keeping Needham a great town for families.	1/20/2024 1:47 PM
143	Thank you to everyone who has put an extraordinary amount of time into bringing us this survey, and helping residents navigate this complicated landscape.	1/20/2024 1:41 PM
144	Get rid of the sweet deal (for the Golf Club at least) that the town gave away and we would have plenty of land to meet requirements for additional housing without rezoning anything in the Hersey area.	1/20/2024 1:25 PM
145	We should do the BARE MINIMUM to comply with the new law. Then as a town we can consider other re-zoning and development options when there is more time and normal voting procedures. We don't want to change the character of our town without ample time for consideration.	1/20/2024 12:57 PM

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146	Making a walkable and bicycle friendly downtown is most important.	1/20/2024 12:50 PM
147	Leave zoning to towns and cities not MBTA	1/20/2024 12:35 PM
148	Needham is well positioned to increase housing density. I support anything that would increase diversity in our town. We are agile enough to handle any demands on our community infrastructure and schools	1/20/2024 12:31 PM
149	The state should not dictate the Needham community's strategy for housing. We are required to comply, but by maintaining minimum compliance leave more wiggle room to do what is best for us. With the limitations on schools, infrastructure, and resources in town, increasing housing density is contradictory to our best interests. Density does not equate to affordability.	1/20/2024 12:29 PM
150	I would be okay increasing units in or expanding any of the districts. However, to know which really makes the most sense I would have to do much more extensive study. HONE and the previous planning board study committee have spent extensive time and effort in doing this and if they thought there was a reasonable area to increase, I trust that it would be suggested. I understand that the likelihood that even scenario 1 is fully realized is slim. I support multi-family housing anywhere in town, even in the single family zoned areas. I don't believe it will have any negative impact on home values and actually increases the Needham's home values and contributes to the greater good. Thanks for everyone's time and effort.	1/20/2024 12:29 PM
151	I feel strongly that the area around Hersey Station should not be excluded from MBTA Communities rezoning. This places all of the burden of multi-family zoning on those around the other 2 stations and preferences this area over the other 2. The area along Great Plain between the Station and up to where Hazel's Bakery is located specifically seems like an ideal location for additional commercial and multi-family residential. Change the zoning specifically along Great Plain between Harris Ave and Green Street to allow 1st floor commercial plus multifamily housing or multifamily housing by right. Then, reduce the multifamily zoning that is NOT along main roads within the Heights accordingly to alleviate the burden within that area.	1/20/2024 12:29 PM
152	(1) The radius area around Hersey must be included. It is biased to completely exclude this area as part of the MBTA plan. It is an MBTA station just like the 3 other MBTA stations in Needham. (2) What specific state grants and dollar amounts would Needham lose if we do not comply by Dec 31, 2024? Some residents may support absorbing the loss of state grants depending on what they are and how much they are for. (3) I strongly support and advocate for the minimum changes required to comply with the state requirements at this time. This should be a plan similar to Scenario A, but with Hersey included. Additional zoning changes beyond that should be evaluated separately as part of other efforts, such as Affordable Housing, etc. (4) I worked and saved for 20 years to be able to afford to move from multi-family neighborhoods/towns to Needham, which is primarily single-family residential. That was our family goal and we worked hard to finally achieve it. It is upsetting to think that my area will change to a multi-family zone, and eventually my family and property will revert to aspects similar to where we previously lived. I am for affordable housing programs, but I'm against being penalized for personally working, saving and achieving the ability to own a single-family zoned property in Needham.	1/20/2024 12:28 PM
153	I think these questions are not written well and I worry the data you will get back will reflect that. I suggest in the future you usability test these surveys with regular people who don't follow zoning and don't understand all the language used.	1/20/2024 12:27 PM
154	I am a lifelong Needham resident who owns a \$2 million home in Birds Hill, Who has served as a Town Member member and member of the school committee. I grew up in general residence homes that is single-family homes over 100 years old located in general residence districts. The 4-7000 square-foot homes need to be housing more people.	1/20/2024 12:22 PM
155	Bare minimum is all we should do.	1/20/2024 12:05 PM
156	I think GR would be expanded to include all the streets bounded by Central Ave., Nehoiden, Rosemary, Hillside, and Hunnewell.	1/20/2024 11:49 AM
157	No	1/20/2024 11:46 AM
158	In addition to supporting this meaningful opportunity to improve housing access, I am hopeful that future teardown activity in town might result in more multifamily housing rather than the current trend of oversized, wasteful single family homes.	1/20/2024 11:46 AM
159	This requires zoning change is a terrible idea from the State. There are no issues with housing.	1/20/2024 11:41 AM

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The issue is with developers not developing housing in areas where it should be. Adding housing in Needham will only make everything denser, not less expensive.

160	No high density housing in existing residential neighborhoods.	1/20/2024 8:30 AM
161	Thank you for the attempt at getting residents opinions	1/20/2024 6:12 AM
162	I think this survey asks questions that can't possibly be answered in an informed way by the vast majority of the people being asked to respond. Even with a planner standing over my shoulder, explaining the concepts and ramifications of the various choices, I struggled.	1/19/2024 7:18 PM
163	For any potential redevelopments of broader areas, relative to the objectives of the climate action plan, let's consider networked geothermal heating/cooling solutions.	1/19/2024 6:01 PM
164	I support Scenario A to fulfill Needham's requirements under the MBTA Community Act. Do what the state requires, no more. Any further zoning changes in Needham should be generated from a citizen/town initiative and voted on at Town Meeting/town wide vote at another time but not in conjunction with the MBTA Community Act. I would also like assurance from the MBTA that the Needham commuter rail service will not be discontinued. As far as I can tell, the Needham Line is the only line that serves just ONE community outside of Boston. Other than the four stops in Needham all the other stops on the Needham line are in the limits of the city of Boston whose communities also have access to other modes of public transportation, eg buses, trolley service. The MBTA is having issues. It would be tragic if in order to resolve some of these issues that the MBTA would consider discontinuing the Needham line since it serves only one community outside Boston city limits and argue that Needham would have access to commuter rail in Natick, Wellesley, Newton.	1/19/2024 5:59 PM
165	Scenario A doesn't show Hillside Avenue Business, and it should be added to Scenario A and (like Industrial, Business and Chestnut Street Business districts) should be rezoned to allow stand-alone MF by right (stand-alone MF is now allowed in Hillside Avenue Business by SP - see 8-unit condominium recently built at 400 Hunnewell Street). Scenario A also doesn't show as Apt A-1 the parcel on Highland Ave (developed as Hamilton Highlands apartments) that is now zoned Apt A-1 - it should be added to Scenario A. Scenario A also doesn't show the parcel on Highland Avenue (Avery Condominium - formerly a public school) that is developed for MF housing but is now zoned SRB - it should be added to Scenario A and rezoned Apt A-1. Even though these 2 Highland Avenue parcels are not contiguous with the rest of the proposed MBTA 3A-compliant district farther South on Highland Avenue/Chestnut Street, together they have at least 5 acres, so could count. Scenario B does show these 2 Highland Avenue parcels but links them by rezoning a significant area along Highland Avenue, now zoned SRB, as Apt A-1 - I do not agree that SRB rezoning should be proposed. Another parcel that might be rezoned Apt A-1 (as shown on Scenario B) is the Stephen Palmer School apartments at the corner of May and Pickering Streets; since it is likely not 5 acres, it would need to be linked to the Apt A-1 zone along Highland Avenue between May Street and Highland Street (developed with The Highlands Condominium and institutional uses) by rezoning a portion of St. Joseph's School (now zoned SRB) along May Street to connect the Highland Avenue/May Street Apt A-1 district with the Stephen Palmer site - this is only worth pursuing if the Stephen Palmer site would not be excluded land, being owned by the Town and leased to the apartment operator. Furthermore, since 90% of 3A-compliant parcels must be within 1/2 mile of commuter rail stations, and 10% can be outside the 1/2 mile radius, can we include the condominium development at 1202-1212 Greendale Avenue and 31 Hamlin Lane (148 units) that is now zoned Apt A-1? My reason for choosing Scenario A with these additions, rather than Scenario B is that I don't want to allow stand-alone MF along Great Plain Avenue in the Needham Center District between Garden Street and Nehoiden/Linden Streets. It appears (as shown in Scenario A) that we can achieve contiguity between the Business district and the Chestnut Street district by allowing stand-alone MF on Garden Street without extending that use to Great Plain Avenue other than by using a narrow strip by the RR ROW.	1/19/2024 5:36 PM
166	What considerations are being made for the impact on Needham's schools with respect to increases in population along the MBTA corridor.	1/19/2024 4:57 PM
167	I was unable to complete question #3, having no idea why my answers wouldn't be the same as question #2. If I want a small area, I get fewer units; if I want a larger area to be zoned, then we have more units. Help. How are the units counted? What are the height limits? Over what area? I strongly encourage you to address the Hersey issue so that it will go away and stop being a distraction. One idea is to commit to an article, to be offered at the 10/24 Town Meeting, that zones for multi-family housing near the Hersey station (without touching single-	1/19/2024 2:22 PM

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family districts, in an area less than 5 acres). Please mention in future meetings that the new zoning will be overlay districts and that current zoning will remain in place.

168	First, thank you for your hard work and clarity of presentation. Full disclosure: (a) I live close to the intersection of Hunnewell St. and West St....i.e. Needham Heights where the concentration of the neighborhood re-zoning plan will be primarily impacted; (b) I have lived in center cities most of my life, so I am well aware of the benefits and problems of a more concentrated population. As a for instance, parking in Avery Square area is already overflowing. So, two primary comments: (i) I support the Scenario A: Base Compliance due to the potential strain on surrounding support, traffic/parking and commercial services. Accordingly, I would appreciate an analysis on how the added housing will impact the need for services in the area and whether the town has appropriately positioned itself in anticipation of same. And, of course, re-zoning in excess of the Base Compliance, without first realizing on its sole benefits and problems, may be a step to far at this point. Yes, I understand that the HONE program is an incentive for the town to look "deeper" into its future...but, please be mindful of unintended consequences. Lastly, just an overall general comment. While Needham Heights would benefit from a more active commercial and services center; I am not unaware that most of the impact will fall on the Needham Heights neighborhood...so I hope the comments from the local residents in that area will be viewed by the committee with a bit more importance than from Needham residents in other less impacted areas of the town. Thank you Len Singer 574 Hunnewell St. Needham MA, singer283@comcast.net 203-550-5442	1/19/2024 12:32 PM
169	Where GR and A1 district about single family district, there should be a step down density "buffer" between the two districts.	1/19/2024 10:50 AM
170	I am particularly in favor of loosening restrictions in the Chestnut St. zone. It could not help but improve things.	1/19/2024 10:38 AM
171	Glover Meadow area should be excluded and flooding/water mitigation issues should be considered in the expansion of zoning area.	1/18/2024 9:17 PM
172	I prefer something between B and C -- include GR, but keep the height limit in center business to 3 stories and require a bit more open space in Apt and Ind. Taller buildings without setbacks (which are inappropriate in center) create shadows on pedestrian streets and since they're wood these days, are firetraps. 2 1/2 stories in GR, and 3 1/2 in Apt. zones should fit in.	1/18/2024 9:05 PM
173	There is no affordable housing in Needham except for those eligible for Section 8 housing. Everything is districted for the Heights not the south of Needham. The Heights already is too congested. Furthermore why would a developer want to create affordable housing in Needham given the price of Needham land. Not including Hersey Station is shameful & Needham land such as the golf course should be included. Why should the MBTA dictate how Needham should be zoned. The MBTA is corrupt to the core. This is not about affordable housing. This is about the MBTA controlling the zoning of Needham.	1/18/2024 8:57 PM
174	What will happen with the existing houses, not meeting zoning requirements?	1/18/2024 8:51 PM
175	Due to likely impact on school capacity, and traffic, I don't understand why we would implement a larger zone and larger housing capacity than the minimum required at this time	1/18/2024 8:12 PM
176	Why would we want to jump into any more than the minimum state law requirement when our schools are over capacity and our roads are congested and have become less safe than ever before.	1/18/2024 8:12 PM
177	The massing of the typical mcmansion is probably like a three unit mfh already.	1/18/2024 8:10 PM
178	What is the lot size for general residence?	1/18/2024 8:09 PM
179	I believe we should provide Needham as much flexibility as possible to address our current and future housing needs. By selecting the most ambitious, scenario C, we will be doing that.	1/18/2024 8:08 PM
180	I would like to see the Center Business District or the permission of stand alone buildings on GPA to the right from the Town Center as we look at the map in the area running done to across from the YMCA. In GR, I support 4 units per 10000sq ft lot	1/18/2024 8:08 PM
181	I support ensuring first floor businesses in the town center and Avery Square.	1/18/2024 8:08 PM
182	Need more info on general residential areas. What will happen to those current residences? Also thinking about the type of structures and would people who are physically disabled be able to access those structures?	1/18/2024 8:08 PM

Needham Community Meeting #2

183	I am generally in favor of allowing for as much additional affordable housing as possible to make Needham an inclusive and accessible community	1/18/2024 8:07 PM
184	The Hartney Graymont parcel should be removed from the Chestnut district for this rezoning process. Development of this parcel was blocked by residents recently. Most of the opposition was related to the unique situation of this site. There would need to be extensive modification to the site and surrounding infrastructure in order to safely develop this parcel. I strongly support inclusion of the central business district in this process but feel strongly that first floor commercial space should be required in this district in order to preserve the active downtown area. Lastly, the vacant parcel btw the church and Needham house of pizza should be added to this district to encourage development of this site. Finally, as you know we have experienced flooding in many of these districts this past year. Improvement of the storm drainage in these districts should be prioritized and the use of materials that allow for the the floor of water and minimize runoff should be encouraged. Development on existing water storage land should be prohibited. This is one of the reasons I oppose optionC. Thank you.	1/18/2024 8:07 PM
185	The potential financial impact on the town and taxpayers is the primary reason I am picking option A. You can always expand in the future, but will be difficult to roll back if option B or C is chosen.	1/18/2024 8:07 PM
186	Rezoning the abandoned retirement home parcel in the Heights should be a priority.	1/18/2024 8:05 PM
187	Given that up to 10% can be outside of the 1/2 mile radius, I would like to see zoning to encourage multifamily housing in other parts of the town. The Hersey decision needs to be better explained and to demonstrate with a map why it would not be compliant with MBTA requirements	1/18/2024 8:05 PM
188	I think we might consider this as a phase 2. I prefer option B.	1/18/2024 8:05 PM
189	Scenario C appears to be most expansive without adding significant value. It appears to be trying to push other ideas that are not necessary to the MBTA district requirements. It's not necessarily a bad plan but can be added at a later date or as part of a more thoughtful long-term approach rather than forced through as part of the existing need.	1/18/2024 8:04 PM
190	What is the current average density in General Residence?	1/18/2024 8:04 PM
191	Worried that my neighbors would sell to a contractor and build a multi unit property . I live near wingate which is too compact and building higher or more units is too much	1/18/2024 8:03 PM
192	This is hard to envision - more specifics, including sketches, would be helpful.	1/18/2024 8:03 PM
193	Some options look to encroach on Glover Meadows wetlands. I don't know the rules here but want to support our wetlands and conservation land.	1/18/2024 8:02 PM
194	I am very much against an increase in transience (increased transience means an increase in crime), traffic and overcrowding. Going above and beyond the state law's requirements for zoning (options b and c) seems preposterous. We don't want Needham to look like Brookline or turn into Newton	1/18/2024 8:02 PM
195	The HONE are volunteers doing a lot of hard work. I truly believe leaving Hershey out is short sighted. The future almost begs for there to be more housing there. It would be a small "Village." We have to think of the future. If it is not planned for now it will a lifetime before it changes. There is a very logical break where the 5 acres would fall. If needed for fear of push back add the 5 acrea parcel as an additional above and beyond the minimum requirement.	1/18/2024 8:01 PM
196	Does changing the units/acre (if it were to happen) for GR within the MBTA district also change it town wide? Also, why is the A1 district in between the two halves of B-CTRR not also B-CTRR? Personally I would support making it B-CTRR but maybe there is something that complicates doing so.	1/18/2024 8:00 PM
197	For great plain, chapel, highland and chestnut, I strongly recommend enabling mixed use: 1st fl retail, 2.5 stories of housing above w partial 3rd setback, at 50 units/acre, which is similar to what 50 Dedham st is currently.	1/18/2024 8:00 PM
198	Handle GR carefully.	1/18/2024 7:59 PM
199	The rezoning presents us with an amazing opportunity to expand the ability to produce much needed housing in Needham and the state in general. An important consistently that isn't	1/18/2024 7:59 PM

Needham Community Meeting #2

represented is all the people who would like to move to Needham but can't. Please don't forget about them!

200	I would caution against too much more density on Hillside Ave, between Rosemary Street and West Street. The traffic there is already bad and on-street parking makes it dangerous. So if density is potentially increasing, then traffic management and parking regulations need to change. I hope that will be considered in all of this.	1/18/2024 7:58 PM
201	Need to comply at the minimum required level to maintain quality of life for existing residents, and need to understand infrastructure costs for each scenario, as well as incremental revenue from property taxes as we are flying blind.	1/18/2024 7:57 PM
202	My concerns would be around an increase in traffic, crowding, transience, and crime in the town that come with expanded zoning laws.	1/18/2024 7:57 PM
203	I feel that the entire town should share in denser zoning and not limited to the districts that are shown in 3 scenarios.	1/18/2024 7:57 PM
204	Id like to see more two or three-family options throughout general residence districts in town	1/18/2024 7:57 PM
205	I do feel strongly that we should have a vision for what types of housing we are seeking to achieve. I also think that including multi-family stand alone units that are owned rather than rental units provides a path for permanent residency in Needham at a lower entry point.	1/18/2024 7:56 PM
206	I would like to see parking minimums set to 0 per unit, allowing the market to decide what is appropriate.	1/18/2024 7:56 PM
207	Handicapped accessible as well as affordable housing units should be a top priority	1/18/2024 7:54 PM
208	Thank you. More diversity of housing options helps all of us. More can stay in their homes or in the community. School diversity....vibrancy ... income diversity hopefully ... and attracting young families to live, work, recreate, and worship here.	1/18/2024 7:54 PM
209	The heights should respect ground floor commercial along Highland and West and change ht limit to 3.5stories to allow more residential above retail	1/18/2024 7:53 PM
210	I'm learning about this process and the complex balancing act this takes. In general, I'm in support of plans that favor equity and favor opportunity for disadvantaged groups.	1/18/2024 7:52 PM
211	I think we need to plan and allow Needham to change over the next 30-50 years. We need more multi-family housing and more life.	1/18/2024 7:51 PM
212	It would be awesome to get some economic diversity in Needham.	1/18/2024 7:51 PM
213	How can we get a variety of housing options in terms of affordability	1/18/2024 7:48 PM
214	The goal of the HONE board should be to meet the minimum requirements to comply with law and not push through other zoning changes under the guise of Complying with law.	1/18/2024 7:48 PM
215	Allow 50 units acre across highland, chestnut, great plain, chapel. Enable 1st floor retail + 2.5 stores above of residential Allow by right of 18 units/acre, by sp 50 units	1/18/2024 7:48 PM
216	None	1/18/2024 7:47 PM
217	None	1/18/2024 7:46 PM
218	How will parking be handled at these properties?	1/18/2024 7:46 PM
219	The goal should be to legitimately create housing and economic development and not just comply with the minimum MBTa requirements.	1/18/2024 7:44 PM

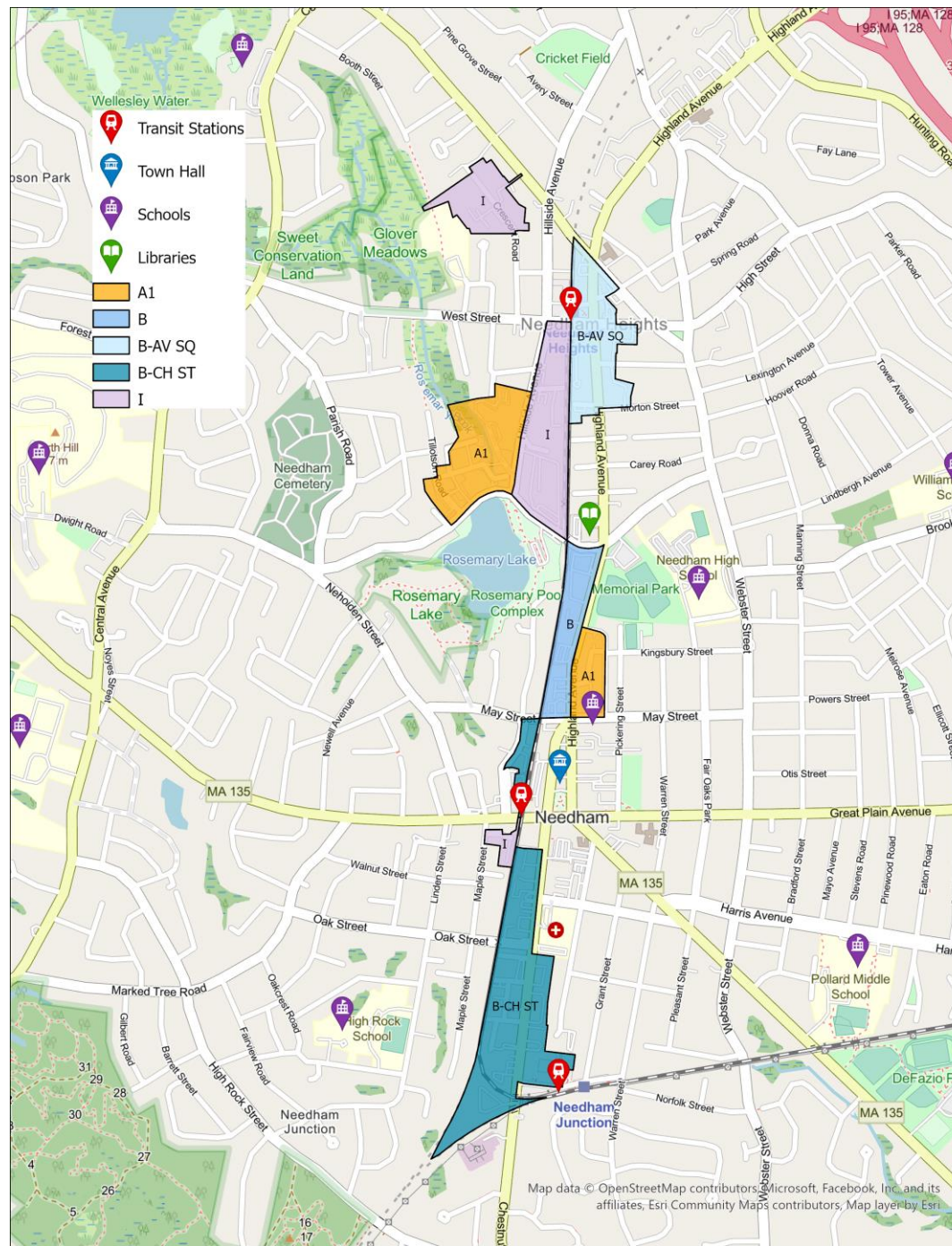
Scenario Overview

Scenario 1 - Minimum Housing Unit Count

- 1. Begin with existing zoning districts.
- 2. Apply Housing Plan height, dimensional, density changes.
- 3. Keep 1.5 parking space per unit requirement.
- 4. Subtracting zoning districts to lower unit count while being mindful of impact on density (15 DU/AC).
- 5. Introduced 18 DU/AC cap in Avery Square and Chestnut Street to get unit count down further without impacting overall density of the MBTA District.

Zoning Metrics	District Name				
	Apartment 1	Business	Avery Square Business	Chestnut Street Business	Industrial
Max Units per Lot					
Minimum Lot Size	20,000	10,000	10,000	10,000	10,000
Height (Stories)	3.0	3.0	2.5	3.0	3.0
FAR	0.50		0.70	0.50	0.50
Max Blg Coverage					
Max Lot Coverage		25%			
Minimum Open Space (%)					
Open Space per Dwelling Unit					
FY Setback	25	10	10	25	25
Rear Setback	20			20	20
Side Setback	20			20	20
Parking per Unit	1.5	1.5	1.5	1.5	1.5
Lot Area per Dwelling Unit					
Maximum Dwelling Units per Acre	18		18	18	

Scenario Overview



Scenario Overview

Scenario 1 Results

D2 - Model Outputs	Apartment 1	Business	Avery Square Business	Chestnut Street Business	Industrial	Total
Gross Acreage	23.07	9.78	16.20	34.25	28.08	111.38
DDD Acreage	20.77	9.78	16.20	34.25	28.00	109.00
Unit Capacity	433	210	198	448	348	1,637
DU/AC	20.8	21.5	12.2	13.1	12.4	15.0

CTRB Mixed Use Offset Calculation

1. Ran Compliance Model on the full CTR-B District.
2. Resulting unit capacity is 337 units.
3. Using the 337 units as an offset, we can bring the unit capacity of the MBTA 3A District from 1,637 to the required 1,784 units.

Scenario A: Framing Questions

To ensure that we can finalize the final parameters of Scenario A for MBTA Communities Compliance at the meeting of January 29, we ask that you come prepared to discuss and answer the following questions.

1. To utilize the mixed-use offset in the Center Business District, Needham likely has to eliminate minimum parking ratios for all non-residential uses. We believe this would apply to mixed-use buildings as well as stand-alone commercial uses (i.e. an office or retail building). Is this something HONE is comfortable with or should other options be pursued?
2. If we cannot use the mixed use offset, we need to identify additional land to add to Scenario A to gain back approximately 147 units that the offset accounted for. We can gain back 56 units by adding in the Hillside Avenue district once again. Is that something HONE is comfortable with?
3. Adding in the Avery School parcel and Hamilton Highlands could create a new 5.7 acre contiguous district which could be zoned to Apartment 1 and has the zoning potential to accommodate about 100 units. Is that something HONE is comfortable with?
4. Another option is to look at adjusting the zoning parameters in certain districts to increase unit capacity and density to meet Needham's requirements. Is that something HONE is comfortable with?
5. Presently Scenario A applies the dimensional requirements from the A-1 Apartment district to the Chestnut Street Zoning District. These adjustments create a different built form from the remainder of the Chestnut Street Business District. Should the zoning parameters currently assigned to the Chestnut Street Business District under Scenario A be reframed to follow the current Chestnut Street Business District dimensional requirements even if it may result in a loss of units that must be made up somewhere else?
6. Presently Scenario A allows stand-alone residential in the Heights downtown of the Avery Square Business District. This is consistent with current zoning which allows this use by special permit. Should active continuous ground floor commercial along Highland and West in the Heights be required in whole or in part within the Avery Square Business district even if it may result in a loss of units that must be made up somewhere else?

												Resdeintial Districts	
Dimensional standard	Chestnut Street	Lower Chst Overlay	Garden St Overlay	Base Scenario Chestnut Street	Bus.	Base Scenario Business	Avery Sq.	Avery Sq. Overlay	Base Scenario Avery Sq.	Industrial	Base Scenario Industrial	A-1	Base Scenario A-1
Minimum Lot Area	10,000 SF	15,000 SF	15,000 SF	10,000 SF	10,000 SF	10,000	10,000 SF	10,000 SF	10,00 SF	10,000 SF	10,000 SF	20,000 SF	20,000 SF
Minimum Frontage	80 feet	100 feet	80 feet		80 feet		80 feet	80 feet		80 feet		120 feet	
Maximum Building Height: By Right	35 feet 2.5 Stories	35 feet 2.5 Stories	35 feet 2.5 Stories	3 stories	40 feet 3 stories	3 stories	35 feet 2.5 Stories	35 feet 2.5 Stories	2.5 stories	40 feet 3 stories	3 stories	40 feet 3 stories	3 stories
Maximum Building Height: By Special Permit	N/A	For lots with frontage on Chestnut Street: 37 feet 3 stories <u>or</u> 48 feet 3+1 stories	37 feet 2+1 stories		N/A		N/A	44 feet, including the elevatoir shaft overruns 49 feet Up to 4 stories, where the fourth story is allowed by Special Permit for specific uses, not exceeding 35% total roof area		N/A		N/A	
<u>Minimum</u> Building Height	N/A	N/A	N/A		N/A		N/A	N/A		N/A		N/A	
Floor Area Ratio: By Right	0.7	0.7	0.7 by right	0.5	N/A		<u>For eating establishments, or any use providing service to patrons while in autos, or any use having gas pumps</u> 0.35 <u>For all other uses</u> 0.7	1.1	<u>0.7</u>	N/A	0.5	0.5	0.5

												Resdeintial Districts	
Dimensional standard	Chestnut Street	Lower Chst Overlay	Garden St Overlay	Base Scenario Chestnut Street	Bus.	Base Scenario Business	Avery Sq.	Avery Sq. Overlay	Base Scenario Avery Sq.	Industrial	Base Scenario Industrial	A-1	Base Scenario A-1
Floor Area Ratio: By Special Permit		For lots with frontage on Chestnut Street: 1.5 <u>or</u> 2.0	1.0 for multi-family 1.2 for other uses		N/A								
Front Setback	Minimum 20 feet	Minimum 5 feet or Average of setbacks within 100 feet, whichever is smaller	Minimum 10 feet or Average of setbacks within 100 feet, whichever is smaller	Minimum 25 feet	<u>For lots zoned Bus. prior to April 14, 1952</u> Minimum 10 feet <u>For lots zoned Bus. thereafter</u> Minimum 20 feet	10 feet	<u>Minimum</u> 10 feet <u>or</u> a setback consistent wth the stebacks for principal buildings existing on the premises as of the effective date of this provisiion, <u>or</u> the average of the setbacks of the buildings on adjoining lots, whichever is less restrictive <u>Maximum</u> not more than 15 feet on Highland Ave	Same as Avery Square	10 feet	<u>All lots zoned for a manufacturing district prior to April 15, 1952</u> Minimum front setback of 10 feet <u>All other lots</u> 20 feet	25 feet	25 feet	

												Resdeintial Districts	
Dimensional standard	Chestnut Street	Lower Chst Overlay	Garden St Overlay	Base Scenario Chestnut Street	Bus.	Base Scenario Business	Avery Sq.	Avery Sq. Overlay	Base Scenario Avery Sq.	Industrial	Base Scenario Industrial	A-1	Base Scenario A-1
Side and Rear Setback Adjacent to Residential Zones	Minimum 50 feet, including 25-ft landscaped buffer closest to residential boundary	Same as Chestnut Street except: <u>Lots adjacent to residential districts</u> *Minimum setback 10 feet for underground parking structure <u>Lots adjacent to MTBA ROW</u> *Minimum setback 10 ft. for underground parking structure *Minimum 25-ft setback composed of: (a) 10-ft landscaped buffer or, by special permit, surface parking if landscaped and (b) 15 ft for accessory uses, excluding buildings or structures	Minimum 10 feet side and rear	District has 20 foot side and rear setback	<u>For lots zoned Bus. after April 15, 1952 adjoining a residential district</u> 50 foot setback, which shall be landscaped, no accessory parking or storage within setback (few exceptions may be granted by ZBA SP)		No Building or structure for a use not allowed in a residential district shall be placed within 50 feet of a residential district boundary, including 10-ft landscaped buffer closest to residential boundary	Same as Avery Square		<u>For lots zoned manufacturing or industrial after April 15, 1955 adjoining a residential district</u> 50 foot setback, which shall be landscaped, no accessory parking or storage within setback (few exceptions may be granted by ZBA SP)	District has 20 foot side and rear setack	District has 20 foot side and rear setback	
Building Coverage	N/A	N/A	N/A		range from 25% to 50%, dependant on corner or interior lot and number of stories	25%	N/A	N/A		<u>lots devoted to a manufacturing use listed in Section 3.2</u> 60% for corner lots 50% any other lot		N/A	

												Resdeintial Districts	
Dimensional standard	Chestnut Street	Lower Chst Overlay	Garden St Overlay	Base Scenario Chestnut Street	Bus.	Base Scenario Business	Avery Sq.	Avery Sq. Overlay	Base Scenario Avery Sq.	Industrial	Base Scenario Industrial	A-1	Base Scenario A-1
Enclosed Parking	Included within FAR calculation with exception of underground parking exclusion by Special permit	Underground parking exempt from FAR	Underground parking exempt from FAR		Underground parking, or parking contained within a building, allows max. coverage of the building to be increased up to the limits of the required setbacks. The lot coverage of the building up to 2.5% points above max., by one SF for each SF of parking space that is undergrdound or within building.		Included within FAR calculation with exception of underground parking exclusion by Special permit	the enclosed area of a building devoted to off-street parking shall not be counted towards FAR				N/A	
Basic Off-Street Parking Requirements	Per Zoning By-Law Section 5.1.2	Same as Needham Center Overlay	Same as Lower Chestnut Overlay	1.5 spaces per unit	Per Zoning By-Law Section 5.1.2	1.5 spaces per unit	Per Zoning By-Law Section 5.1.2	Per Zoning By-Law Section 5.1.2	1.5 spaces per unit	Per Zoning By-Law Section 5.1.2	1.5 spaces per unit	Per Zoning By-Law Section 5.1.2	1.5 spaces per unit

TO: MBTA Communities Act Rezoning Working Group (HONE)

As a lifelong resident, I have witnessed a legacy of passionate and dedicated Needham residents who have served as our government leaders. They have made every effort to improve the town and balance growth and beneficial progress, while preserving and protecting the town and the residents for both current and future generations. (And yes, it is likely a good idea that we no longer have cattle farms in Needham!)

These dedicated leaders volunteered their time and expertise because they knew we have something very special to protect. Now, however, I am troubled by the way that our town's zoning requirements are being cavalierly tossed aside here in Needham, as a community served by the MBTA, which could destroy these special qualities. Once these **"As of right"** multi-family districts are in place, neighbors will have little recourse to challenge or mitigate the negative effects of developments near their homes or businesses.

While some of these consequences may be beneficial, others might be toxic and irreversible. In short, the current proposal is rushed, has not been properly evaluated, and is potentially reckless. Many impact studies and detailed analytics need to be performed by independent and objective experts who do not have a financial or political stake in the process; only then will we better understand the short-term and long-term consequences of these zoning proposals. In their absence, it is anyone's guess what could happen.

In searching for guidance, I recently asked a seasoned consultant who helps communities across the US, Canada, Europe, and the Middle East solve complex problems like these, and I have paraphrased what he told me:

"To do this right, these kinds of proposals should be vetted by studying those instances where similar policies were previously established, and then learning from them: both the upside and the down. When no comparable cases are in place, then run a limited Beta-Test within a single town or groups of towns and observe the impacts and consequences. Then you go from there."

So, I am asking HONE leadership to take the following, common-sense approach:

- 1) The current options (and mindset of this HONE committee) are needlessly expansive and go beyond what the law requires. Let's adopt a policy that satisfies the requirement and stops there.
- 2) Let's include the public dialog in this process, BEFORE any surveys or votes are taken.
- 3) Let's slow down and comply with the required timeline of December 31, 2024 and not before. During which time we bring in experts who can impartially represent the residents/ tax payers of this great town to study the financial impact and study our current infrastructure. Let's then listen to these experts, build a wide consensus and then develop a sensible zoning plan, together, that we can live with.

We can achieve our common goal when we collaborate and work together.

Gary Ajamian, 60+ year resident, TMM Precinct F, GaryAjamian@gmail.com

From: [Marianne Cooley](#)
To: [Planning](#); [Heidi Frail](#); [Kevin Keane](#)
Subject: HONE Comments
Date: Thursday, January 18, 2024 8:13:11 PM

Hello,

I realized that I submitted my survey, but there was not a question about density in business districts. I would be willing to permit a limited number of up to 50 units/acre projects in business districts. Is there a way to add this??

Marianne

From: [Michael Normile](#)
To: [Planning](#)
Subject: Comments on the 1/18/24 Public Meeting
Date: Thursday, January 18, 2024 10:26:26 PM

All,

Firstly, I echo all of the “thank you” comments voiced at the meeting.

Where are the maps?

I really would have liked to have had them before tonight’s meeting. I wanted to print them out so I could follow the presentation better. Please make any and all maps available on-line **before** the next public meeting.

Just now I went to www.needhamma.gov/mbtc. That takes you to <http://needhamma.gov/5402/MBTA-Communities-Law-the-Housing-Needham>. But I don’t see the maps, or any mention of them, on that page. I presume they will be there soon.

Earlier today I found the “full packet” for the Committee’s Jan 4 meeting. That talked about scenarios 1, 3, and 6, including maps. The presentation tonight spoke of scenarios A, B, and C. At first, I was totally confused. Gradually, it became clear that scenarios 1 and A were the same, B and 3 were the same, and C and 6 were very similar with some significant differences.

Again, I was really hoping to see the scenarios and the maps BEFORE the meeting.

The Muzi Property

I’ve commented on this before, but yes, I’m going to do it again.

Preliminary: I really think the state’s emphasis on housing within 0.5 miles of a train station is overdone. Commuter rail is of use ONLY to people with daytime, Monday-to-Friday jobs in either the Back Bay or downtown. That’s only a small portion of the total jobs in the Boston area. For everyone else, proximity to commuter rail is irrelevant.

OK, wisely or not, the state has mandated that 90% of the zoning used to comply with the law must be with 0.5 miles of a station. We have to live with that.

But, scenario A gets us into compliance with the law.

My question: If we go beyond the minimum requirement of the law (I agree we should), why do the areas that take us beyond the minimum still have to be within 0.5 miles of a station? If our goals include both complying with law and actually getting more housing built (those two are not the same thing, as became clear in the meeting), why not a mix of Scenario A for compliance plus changes outside the station areas where zoning changes might actually result in new housing sooner rather than later???

Of course, I’m thinking of the Muzi property. I know we rezoned that just a few years ago, and the zoning allows for a certain amount of residential. But I also know that Bullfinch’s development plans are on hold because of changes in the office/laboratory market. Maybe we

need to rezone it again.

There's also the business park. I'm I'm not mistaken, the old PTC building is still vacant. And isn't the Coke plant shutting down or significantly downsizing? Any opportunity to enable and/or encourage housing there?

To clarify: I'm not saying I'm necessarily against Scenarios B and C. Though people did bring up some valid concerns about C. What I am saying is we should pay attention to both goals: compliance with the MBTA Communities Act and actually getting housing built. The second goal requires that we think outside the 0.5-mile circles.

In closing, I echo all of the "Thank you" comments made at the meeting.

Michael Normile
mnormile@comcast.net

From: 7819641179@vzwpix.com
To: [Alexandra Clee](#)
Date: Friday, January 19, 2024 10:42:47 AM

Alex,

Thanks to you and the entire HONE committee members on all your hard work regarding the Massachusetts MBTA multi family zoning mandate. Quick question. When the mandate states a minimum of "15 dwellings per/acre", if an available Needham lot within the new zoning districts is less than one acre but would meet the required side variances and frontage, based on approved building height would (15) dwellings still be mandated, or could (less) dwellings be approved, yet adding of course, to the total of new additional Needham housing units. Thank you in advance for the clarification, Alex. Have a great day.

Michael

From: [Scott Schwartz](#)
To: [Planning](#)
Subject: Last Night's Meeting
Date: Friday, January 19, 2024 9:34:01 AM

Hello,

I attended last night's meeting over zoom and I found it very interesting. I would like the following question addressed in the FAQ as mentioned at the meeting.

How much have the independent consultants like RKG & Innes Associates billed for the work that they have completed on this project, and how much is budgeted for consultants on this project?

Scott

From: [John Cross](#)
To: [Planning](#)
Cc: j.e.cross@ieee.org
Subject: Apartment zoning for "Glover Meadows"
Date: Saturday, January 20, 2024 1:28:31 PM

Hello,

I attended most of the Jan 18 meeting by Zoom and voted my preferences in the survey, but I did not really note what seems to be a wetlands violation near the Hillside School area in Scenarios B and C. I see an apartment district created in what are currently wooded or grassy areas which I have observed to be very wet. Perhaps these areas are not part of Needham's official "wetlands", but they sure seem like they should be to me. Is this a good idea? I remember distinctly the problems with trichlorethylene contamination of ground water in the 1990's in that area. Should development be allowed by right there?

Another comment is that the Scenario maps should include a sum total of units allowed as well as the district breakdown that you do list. That would better allow weighing the benefit of trimming or expanding certain districts.

Thank you for your work on this issue.

Regards,

John Cross, Precinct A

From: [Eric Fritz](#)
To: [Planning](#)
Subject: Zoning map question
Date: Sunday, January 21, 2024 10:54:20 PM

Thank you for providing clear maps and soliciting community feedback about the options for compliance with the state multi-family zoning mandate. One question that I had after reviewing the maps: none of the maps include any zoning change for the area around Hersey station - what is the reason for this?

Housing Needham Advisory Group

01/21/23 Meeting Response

To: Housing Needham Advisory Group (HONE)
From: Needham Housing Coalition (NHC)
Date: January 21, 2024
Re: Thoughts on the recent 01/18/23 HONE MBTA Community Workshop #2 materials

NHC has assembled an MBTA Working Group (members listed below) and we want to collectively offer our thoughts and reactions to the latest materials regarding the Town's work on the MBTA Communities Law that were shared by HONE and the consultant team at the second Community Workshop on January 18, 2024. Please see the attached presentation (in .ppt format).

We understand that HONE's work is ongoing, and our attached materials are an attempt to provide parallel and more illustrative information to explain the zoning changes that are being evaluated and shared with the Needham community. In our own recent community engagement experience, we have realized how difficult zoning concepts can be to grasp, even by those who are somewhat familiar, and we are very focused on trying to educate the community so they can feel confident in their understanding of, and contributions to, this important zoning reform process. To that end, we offer the following summary comments which accompany the separate Powerpoint document.

1. We strongly encourage HONE to work toward a recommendation to the Town for zoning reform that responds to the ***intent*** of the MBTA Communities Zoning Law and not just the letter of the law. We believe that the zoning reform required should be seen as an opportunity to positively address the significant need for missing middle housing in Needham.
2. We strongly encourage publicly available materials to be more readily understandable, including simplification of zoning diagrams, development precedents of multi-family housing showing a range of housing types and densities, district diagrams at a larger scale to explain each area's boundary, the building height limits particular to each area, and hypothetical sketch/3D views to help people understand the scale of possible development in a sampling of areas across the district.
3. The attached deck, which we would welcome being shared, includes some helpful precedent reference (*slides 8-17*), a simplified zoning map (*slide 17*), as well as a set of MBTA district illustrations (*slides 18-39*) that break down the overall MBTA area into smaller districts using color-coded aerials, proposed zoning height limits, and a set of four sample sketches of possible development scale and visual impact (*interspersed with the different district slides*).
4. We encourage an MBTA zoning effort that would allow different height requirements by parcel to guide appropriate step-down scale of higher density multi-family (MF) to transition to our surrounding single-family and two-family neighborhoods.
5. We believe that, given the notable affordability gap described in the 2022 Needham Housing Plan, it is in the best interests of the town to require the maximum amount of inclusionary zoning that is economically feasible.
6. We believe that Needham's current retail areas, including Town Center, Needham Heights, and Hersey (neighborhood commercial), should be respected as vital ground-floor active uses and therefore should NOT be zoned for stand-alone MF housing. We think it is clearer to

acknowledge our mixed-use (MXU) areas and keep them separate from the stand-alone designated MBTA districts. Since we understand that residential units provided for above these commercial ground floors can be counted up to 25% (446 units) of our required total of 1,784 units, we should consider additional rezoning of these commercial overlay districts to make them more viable as residential MXU development areas. We know our small businesses will benefit from the added residential density that comes with a more walkable and bikeable community nearby day and night, supporting our vibrant local economy.

7. We understand that the conversion of some Single Residence B (SRB) areas to General Residence (GR) districts, *as shown in the current HONE maps*, is necessary to be able to comply with the requirement for one contiguous district that is equal to 50% of the total MBTA area. This contiguous requirement is also why these select GR districts also need to be slightly adjusted from existing 1- and 2-family to a minimum of 3 units per parcel to meet the definition of a multi-family district. The conversion of these SRB and GR areas to allow lower density multi-family also creates more opportunity for the smaller infill housing options that might happen over time and contribute to the missing middle housing choices we desperately need in town.
8. We understand HONE has chosen not to pursue the Hersey neighborhood as part of the MBTA district since the Hersey neighborhood cannot meet the minimum compliance of a 5-acre MF district without converting some SRB areas to GR. While we prefer that the Hersey neighborhood be included in the MBTA rezoning plan, we understand that the Planning Board has indicated that it will pursue rezoning to include more multi-family units in areas not touched by the MBTA Communities Act. We recommend that the Hersey neighborhood be part of that rezoning process.
9. Parking requirements should be looked at aggressively, with minimum/maximum limits, to be mindful of the parking impact on our surrounding areas. We should further understand how the town can make more efficient shared use of our downtown parking areas so they can be leveraged to serve our commercial/community needs and also be available for new downtown development parking support.

The comments and attached presentation deck are offered in the spirit of collegial support for Needham's pursuit of an equitable and responsible solution for our town to address the requirements of the Massachusetts Communities Act, and also to lay the groundwork for zoning reform that will lead to Needham being able to address the very real need for new housing choices for our current and future residents.

Please let us know if it would be helpful to discuss these materials with you directly.

Respectfully submitted by the NHC MBTA Working Group,

Paula Dickerman
Mike Fisch
Jim Flanagan
James Goldstein
Cathy Mertz
Oscar Mertz
Margaret Murphy
Henry Ragin
Jan Soma



NEEDHAM HOUSING COALITION

HONE 1/18/24 MBTA MATERIALS – January 2024 NHC Response



Table of Contents

- NHC general comments on HONE 1/18 materials (p. 3)
- HONE report 1/18 w/comments (*Scenario A, B & C*) (pp. 4-9)
- General NHC MBTA reference materials (pp. 10-19)
- NHC MBTA proposed strategy (*broken down by district*) (pp. 20-41)
- Scenario comparisons of HONE and NHC maps (pp. 42-45)

NHC comments on HONE 01/18 materials

- Scenarios A, B & C should show varying dimensional limits for individual districts and, where necessary, include stepdowns to address residential neighborhood adjacencies.
- Main concerns & preferred thresholds:
 - Support MXU ground floors in downtown, Heights, and Chestnut Street blocks
 - Use height limits up to 4.5 stories, as appropriate, w/step down height limits adjacent to residential
 - Set residential parking ratio (min. of .5c/u and max. of 1.0c/u for all districts)
 - Allow appropriate higher residential densities for more feasible development
 - Use minimum 10K lot size for all districts

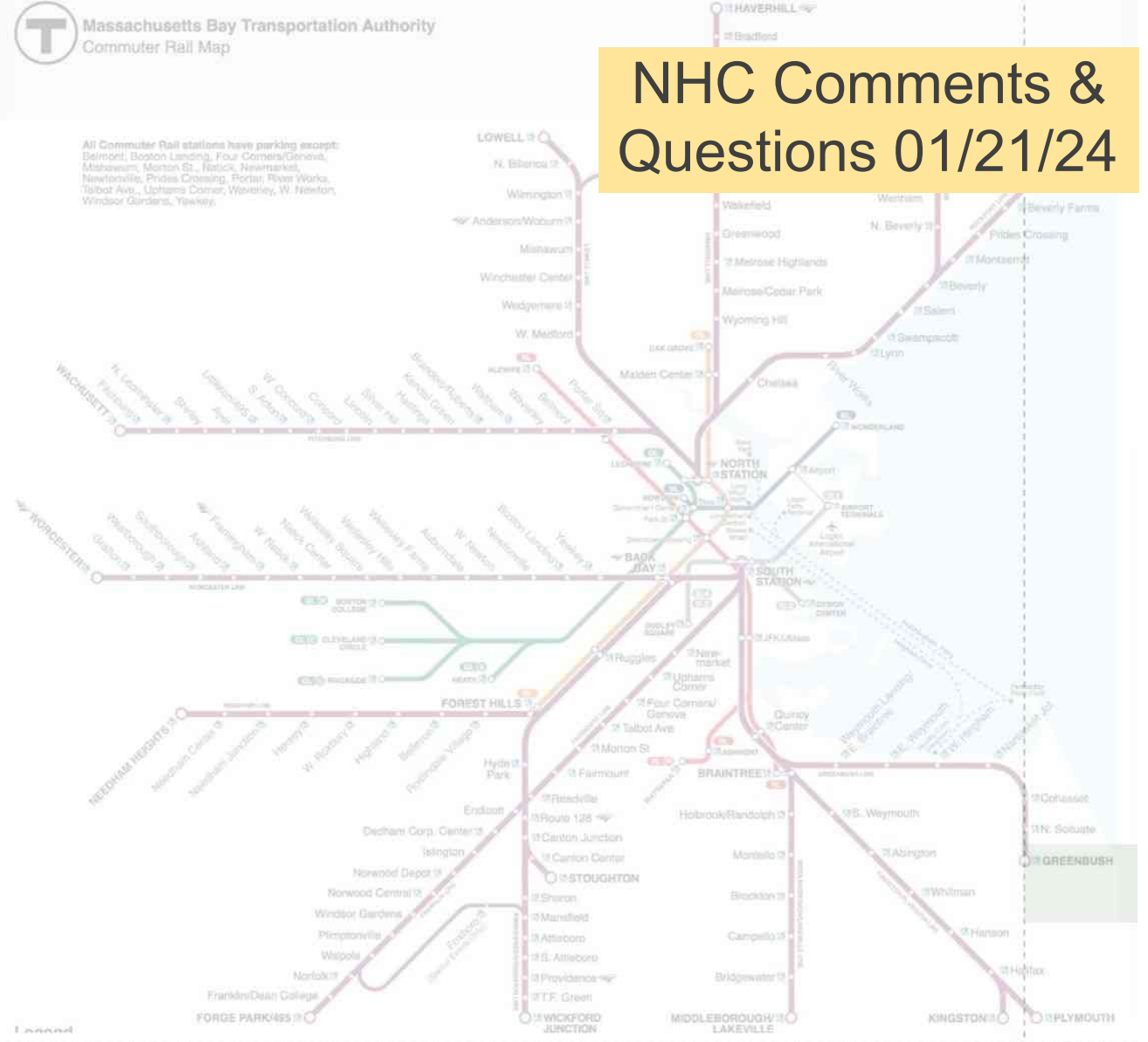
NHC comments on HONE 01/18 materials

- Main concerns & preferred thresholds (continued):
 - Adjust targeted SRB and GR areas w/ new GR @ 3u/10K min. parcels to be multi-family and allow MBTA districts to meet requirements for contiguous parcels of 50% of the total MBTA district acreage
 - Contiguity approach should go east of downtown and include Greene's field (with zoning protection)
 - Use 12.5% to 20% inclusionary zoning limit (average of 15% across all districts). Small parcels (6u or fewer) can choose linkage payment or density bonus for affordable units to allow for economic viability
 - Create an MBTA-compliant 5-acre district for the Hersey station area by converting a portion of the SRB single-family zone to a new GR zone (3u/parcel) connecting from Hazel's to the small commercial area
- For additional concerns, see notes/comments on the following HONE pages

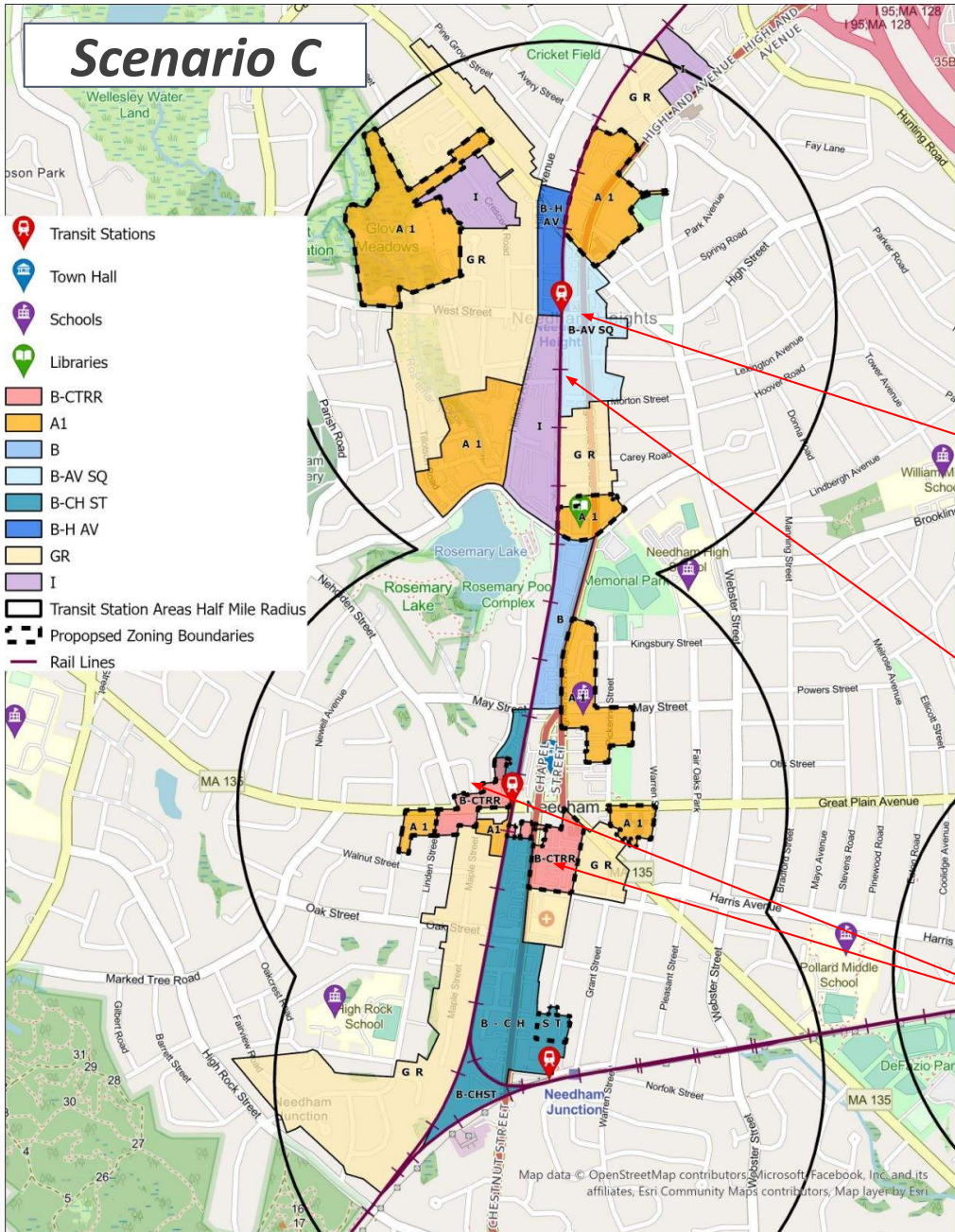
NEEDHAM MBTA COMMUNITIES

MBTA DISTRICT SCENARIOS

Public Meeting #2
January 18, 2024



Scenario C



NHC Comments & Questions 01/21/24

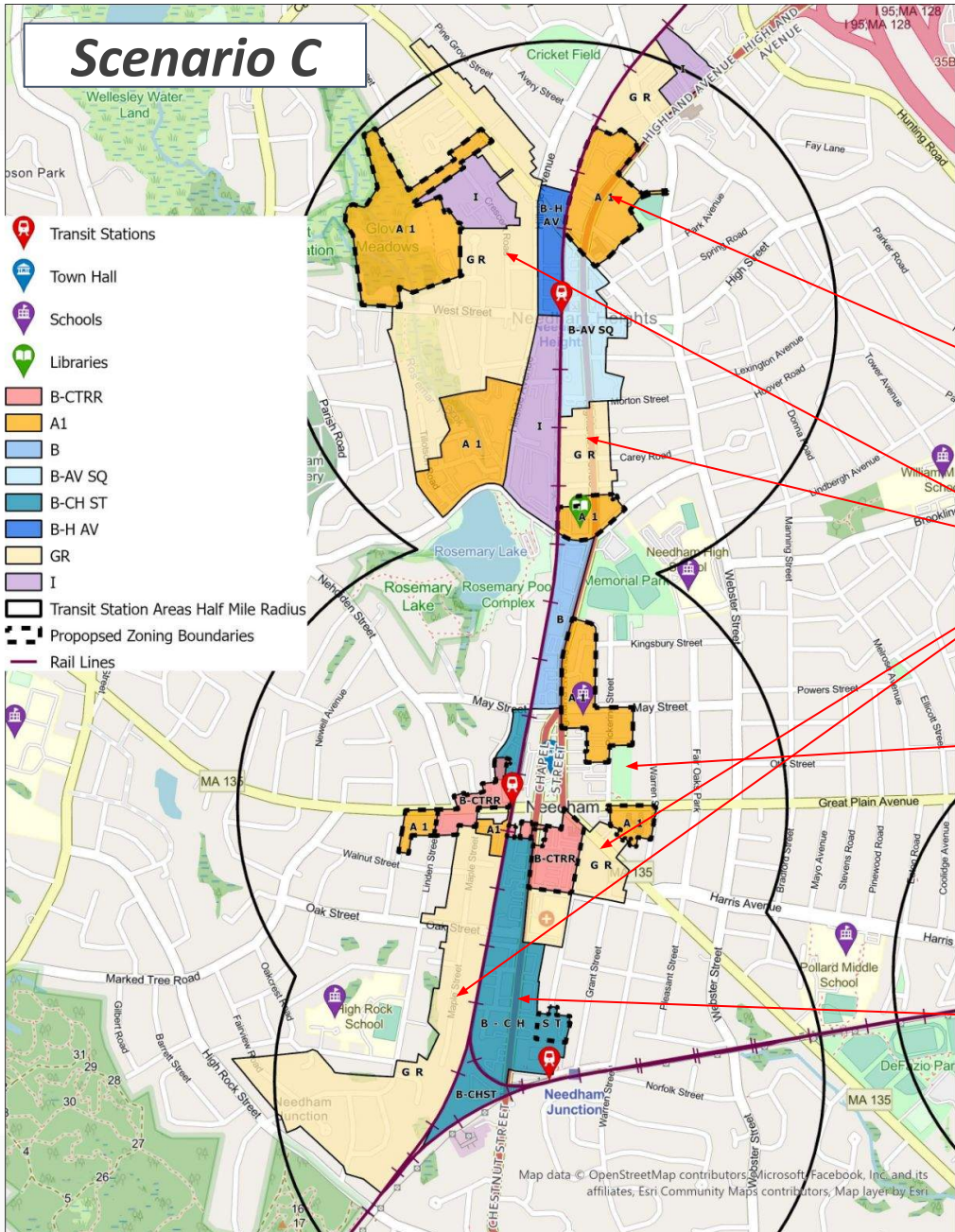
*Notes in **RED** are comments and suggested changes to consider*

Preserve active continuous ground floor commercial along Highland and West in the Heights downtown core. Do not allow any stand alone residential (ground-up) in the Heights downtown MXU core (Avery Sq. Bus.). Heights downtown will contribute to a max of 25% of MBTA units (446U max) as residential above commercial.

Allow 100 West parcel to be 4-story stand alone residential if existing building is renovated. If building is replaced it should be 4-story MXU with residential over commercial.

Preserve active continuous ground floor commercial in the Needham Center Business including along Great Plain Ave and part of Dedham Ave in the downtown core. Do not allow any stand alone residential (ground up) on Great Plain Ave in the Needham downtown MXU core blocks (see NHC maps to clarify). Needham Downtown will contribute to a max of 25% of MBTA units (446U max) as residential above commercial.

Scenario C



NHC Comments & Questions 01/21/24

*Notes in **RED** are comments and suggested changes to consider*

Reduce new A-1 area to be just existing MF and church parcels and change the SRB area just to GR, not A-1

GR rezoned to allow 3u on 10k minimum lots. Note keep Pickering Place GR with change noted above.

Zone Greene's Field Apt. A-1 to allow a strategy for east downtown contiguity of MBTA district. Greene's Field will be dedicated as open space in perpetuity.

Incentivize active continuous ground floor commercial along both sides of Chestnut Street using density bonus for MXU development. Establish base overlay zoning for MBTA compliance by allowing stand-alone residential (ground-up) at 2.5 stories. Allow 3.5 stories (east) and 4.0 stories (west) to incentivize MXU residential development.

Scenario Overview

NHC Comments & Questions 01/21/24

*Notes in **RED** are comments and suggested changes to consider.*

Model Output	Scenario A	Scenario B	Scenario C
Gross Acres	111.4 acres	186.7 acres	353.1 acres
Potential Maximum Unit Capacity	1,784	2,630	4,782
Dwelling Units per Acre	15.0	15.8	15.0

NOTE for Scenario C:

Adjust total residential unit capacity and acreage based on reduced district height and density limits noted in comments on metrics chart (p. 9).

Note that GR areas may need to be reduced in acreage to allow their lower unit/ac density so as not to draw the total average unit density below 15u/ac overall for the designated MBTA district area.

NHC Comments & Questions 01/21/24

Scenario 6 Modified – Housing Plan + Upzoning

This scenario represents a mix of Scenario 6 (public input + GR) and HONE's request to intensify GR and business districts along Highland Ave.

Notes in **RED** are comments and suggested changes to consider.

Zoning Metrics	District Name <i>(this is a HONE consultant explanation)</i>							
	Apartment 1	Business	Avery Square Business	Chestnut Street Business	CTR-R	Hillside Ave Business	General Resi	Industrial
Max Units per Lot	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Minimum Lot Size	(10,000) 20,000	10,000	10,000	10,000	10,000	10,000	10,000	20,000 (10,000)
Height (Stories)	(2.5/4.5) 4.0	(3.5/4.0) 5.0	(3.5/4.0) 5.0	(3.5/4.0) 5.0	(3.5/4.0) 5.0	(3.0) 4.0	2.5	(3.5/4.5) 4.5
FAR	<i>(see map for locations)</i> 1.00	1.50	1.50	1.50	(1.50) 1.25	1.50	N/A	(1.50) N/A
Max Blg Coverage	N/A	N/A	N/A	N/A	N/A	N/A	0%	N/A
Max Lot Coverage	N/A	N/A	N/A	N/A	N/A	N/A	60%	70%
Minimum Open Space (%)	20%	20%	20%	20%	20%	20%	20%	20%
Open Space per Dwelling Unit	0	0	0	0	0	0	0	0
FY Setback	25	10	10	25	25	25	20	25
Rear Setback	20	0	0	20	20	20	20	20
Side Setback	20	0	0	20	20	20	14	20
Parking per Unit	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lot Area per Dwelling Unit	0	0	0	0	0	0	0	0
Maximum Dwelling Units per Acre	24	** 50	** 50	** 50	** 50	** 50	0	(36)** 24
Maximum Dwelling Units per Lot	N/A	N/A	N/A	N/A	N/A	N/A	(3)* 4	N/A

All zoning parameters are based on public feedback from Meeting 1 except setbacks, parking ratio, and open space %.

(* in GR use 3 DU per 10K min. parcel)

(** higher density allows more smaller units in the mix)

Questions and Comments



Needham downtown today . . .



Density where it makes sense.
Great Plain and Chestnut 1910s

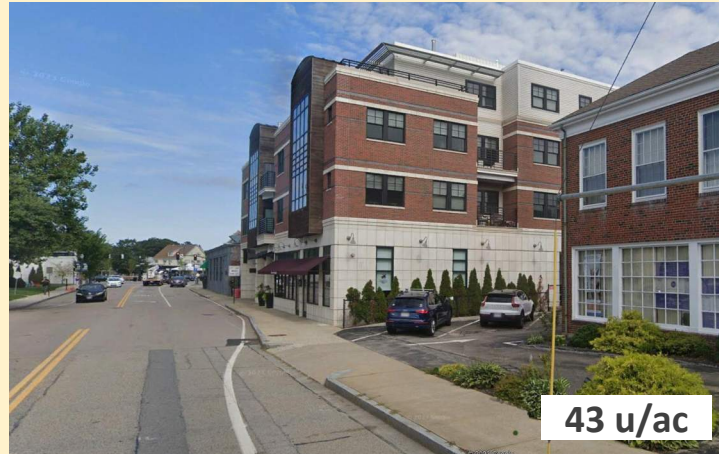


Needham multi-family: samples of larger existing buildings



Stephen Palmer

18 u/ac



50 Dedham Avenue

43 u/ac



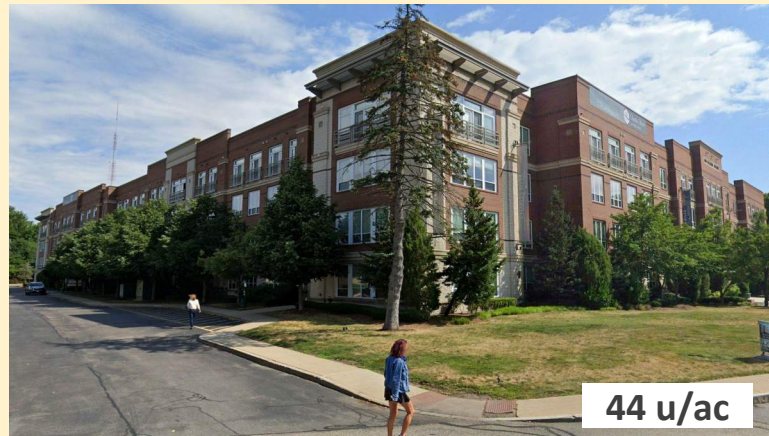
100 West Street

36 u/ac



Rosemary Ridge

18 u/ac



Charles River Landing

44 u/ac



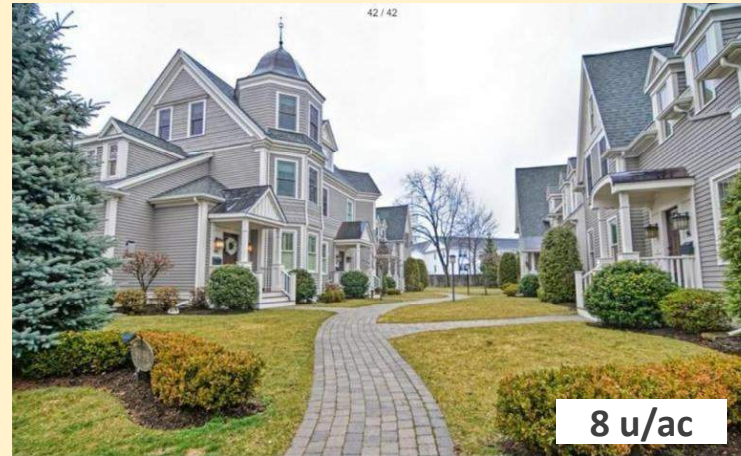
Rosemary Lake

29 u/ac

Needham multi-family: samples of smaller existing buildings



1110 Great Plain Avenue



90-98 Dedham Avenue



401-405 Hunnewell Street



The Highlands



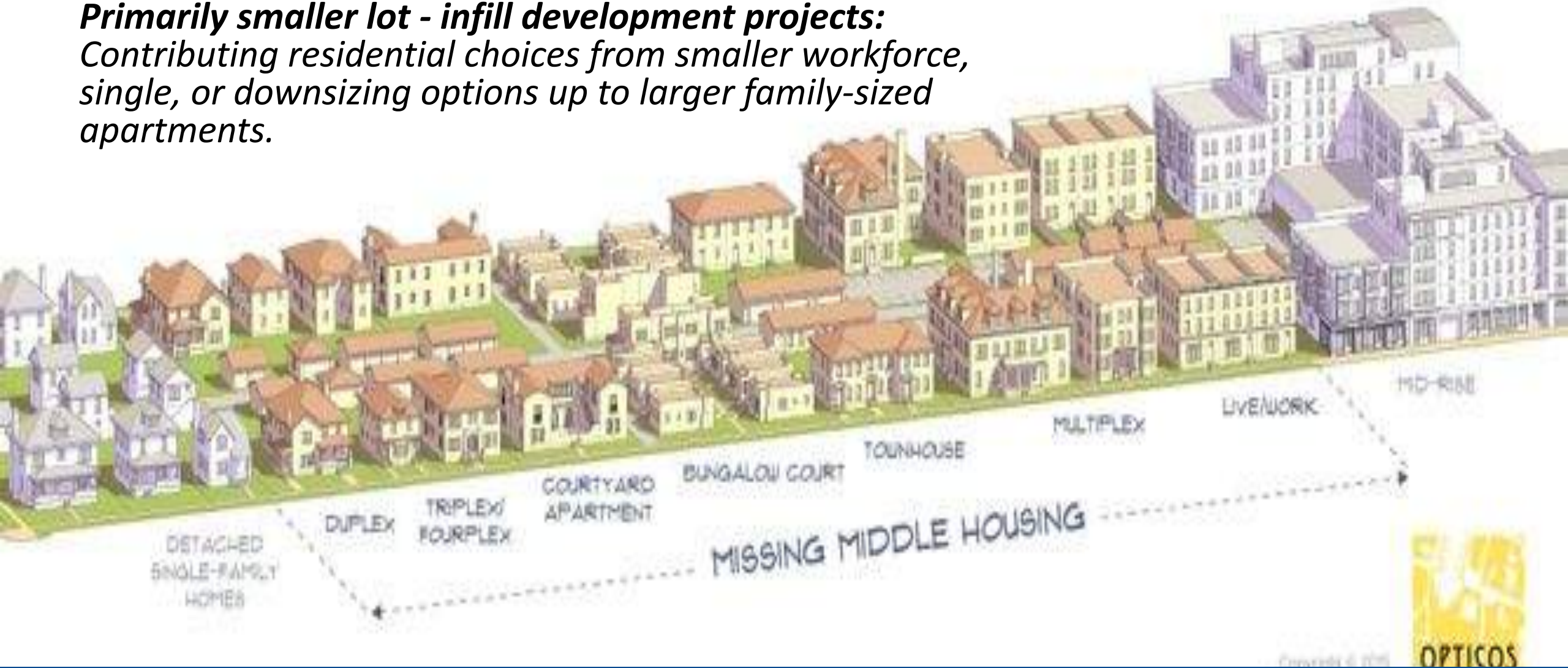
Denmark Lane



25 High Street

Needham's “missing middle”. . .

***Primarily smaller lot - infill development projects:
Contributing residential choices from smaller workforce,
single, or downsizing options up to larger family-sized
apartments.***



What it could be. Multi-family variety



townhomes



3-4 story multi-family



denser single-family homes



3-story multi-family



3-story multi-family



live-work townhomes

What it could be. Mixed-use (MXU) multi-family variety



2-3 story MXU multi-family



2-3 story MXU multi-family



3-story MXU multi-family



3-story MXU multi-family



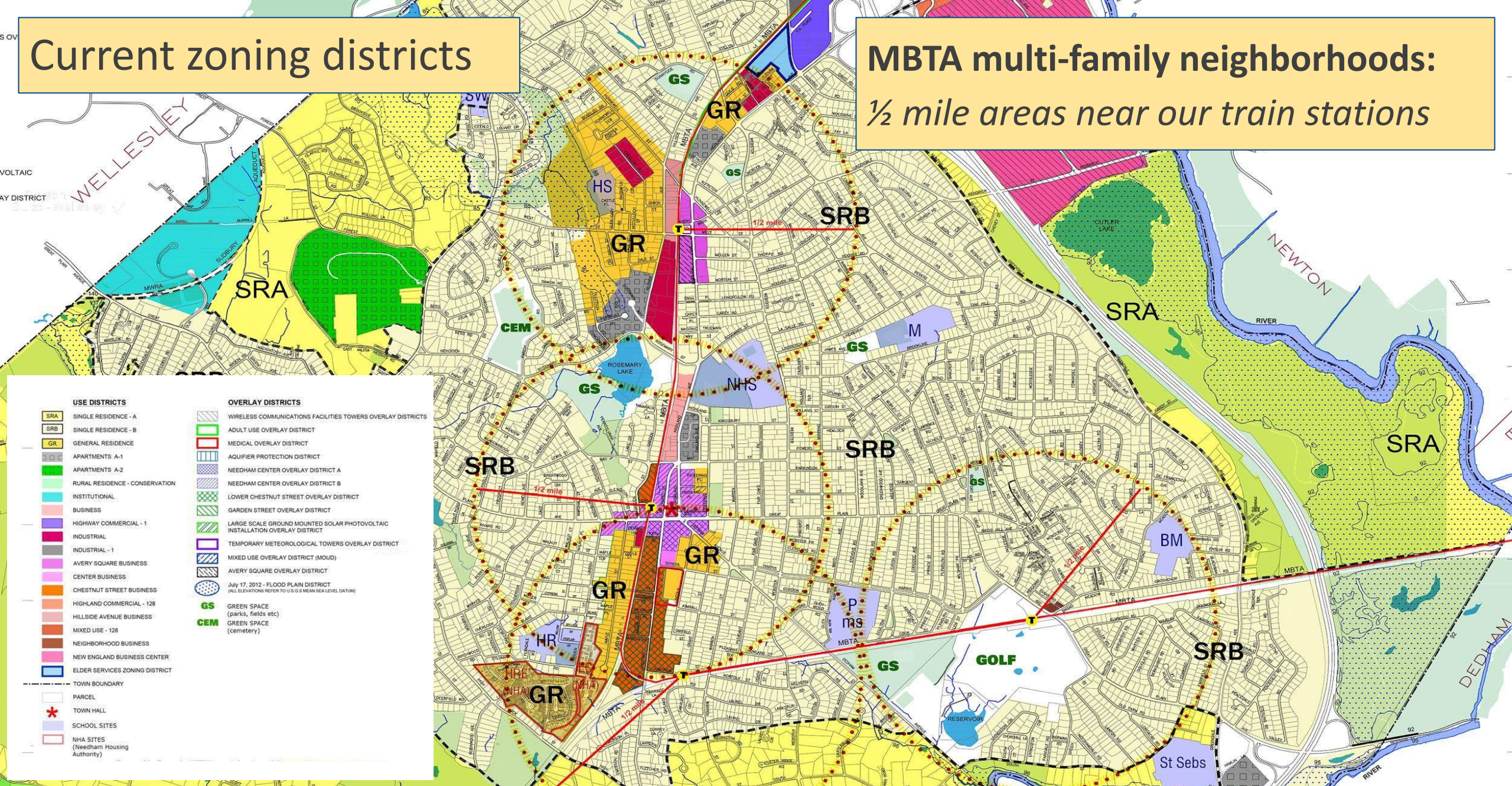
3½-story MXU multi-family



3-story MXU multi-family

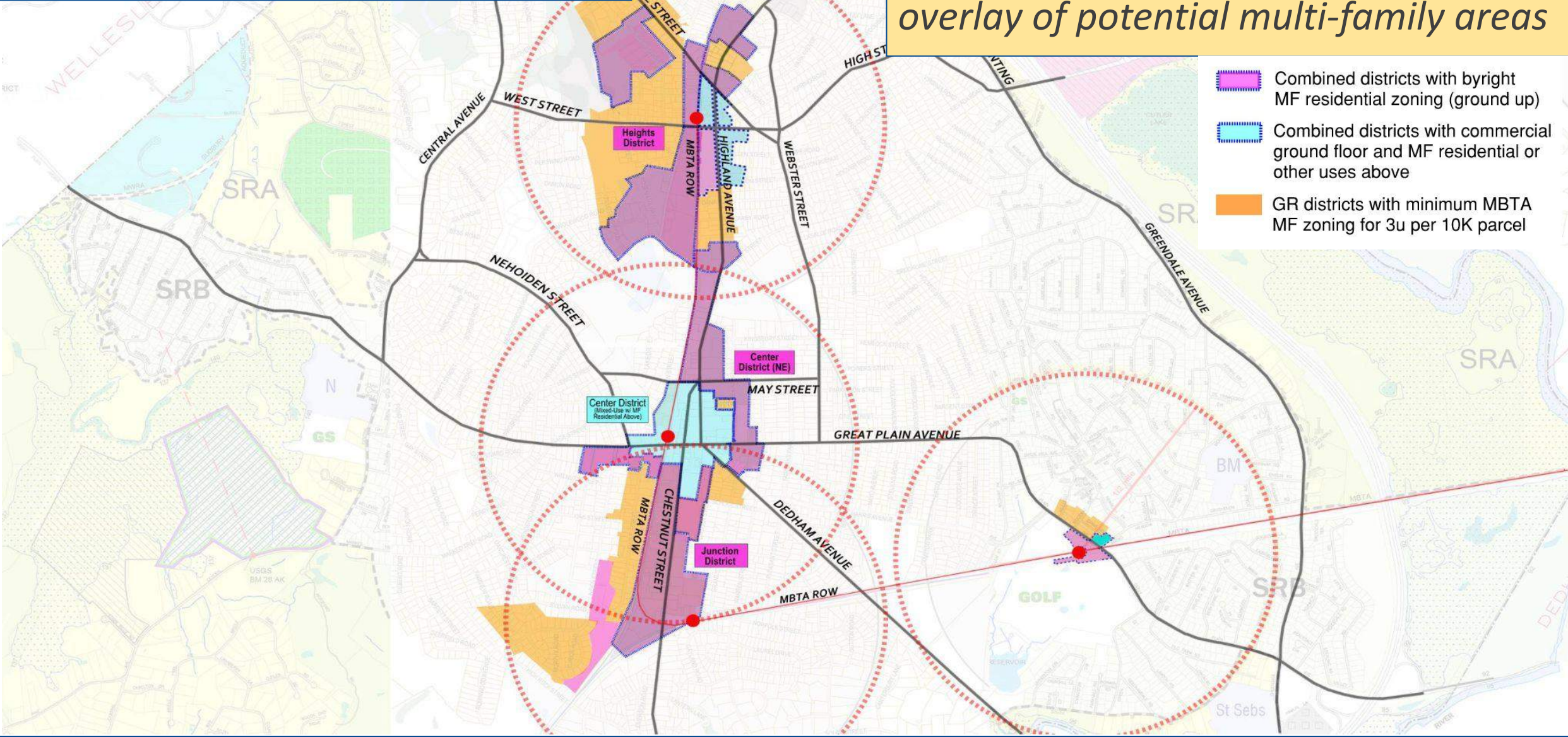
Current zoning districts

MBTA multi-family neighborhoods:
½ mile areas near our train stations



Simplified MBTA overlay districts

MBTA multi-family neighborhoods:
overlay of potential multi-family areas



Conceptual 3D Views of the Districts:

*The following materials are intended to help convey the **potential** scale of development within Needham's proposed MBTA multi-family districts. We have also included several sketch views of a few key areas across the districts. These are **hypothetical** and do **NOT** represent actual proposed development or a prescribed architectural aesthetic. The purpose is simply to provide 3D visual images with a level of detail that makes the potential scale of development **more understandable**.*



Sample 1

Existing Great Plain @ Garden Street, aerial



Sample 1

Existing Great Plain @ Garden Street, looking north

3.0 stories



Sample 1

Possible Great Plain @ Garden Street, looking north

overlay of potential multi-family areas

3.0st 3.0st 3.5st 3.0st 3.5st 3.0st 3.5st 4.0st 4.0st 4.0st 3.0st 3.0st 3.5st 2.5st 3.5st 2.5st 3u/p 2.5st 3u/p 2.5st 3u/p 2.5st MF MXU 2.5st 4.0st MF MXU 2.5st 3.5st

Post Office CVS Public Safety Building BID Hospital

Needham Dedham

Great Plain Avenue Hillcrest Gardens

Maple Street Maple Terrace Maple St Oak Street

Linden Street Chestnut Street School Street Grant Street Lincoln Street

Town Common

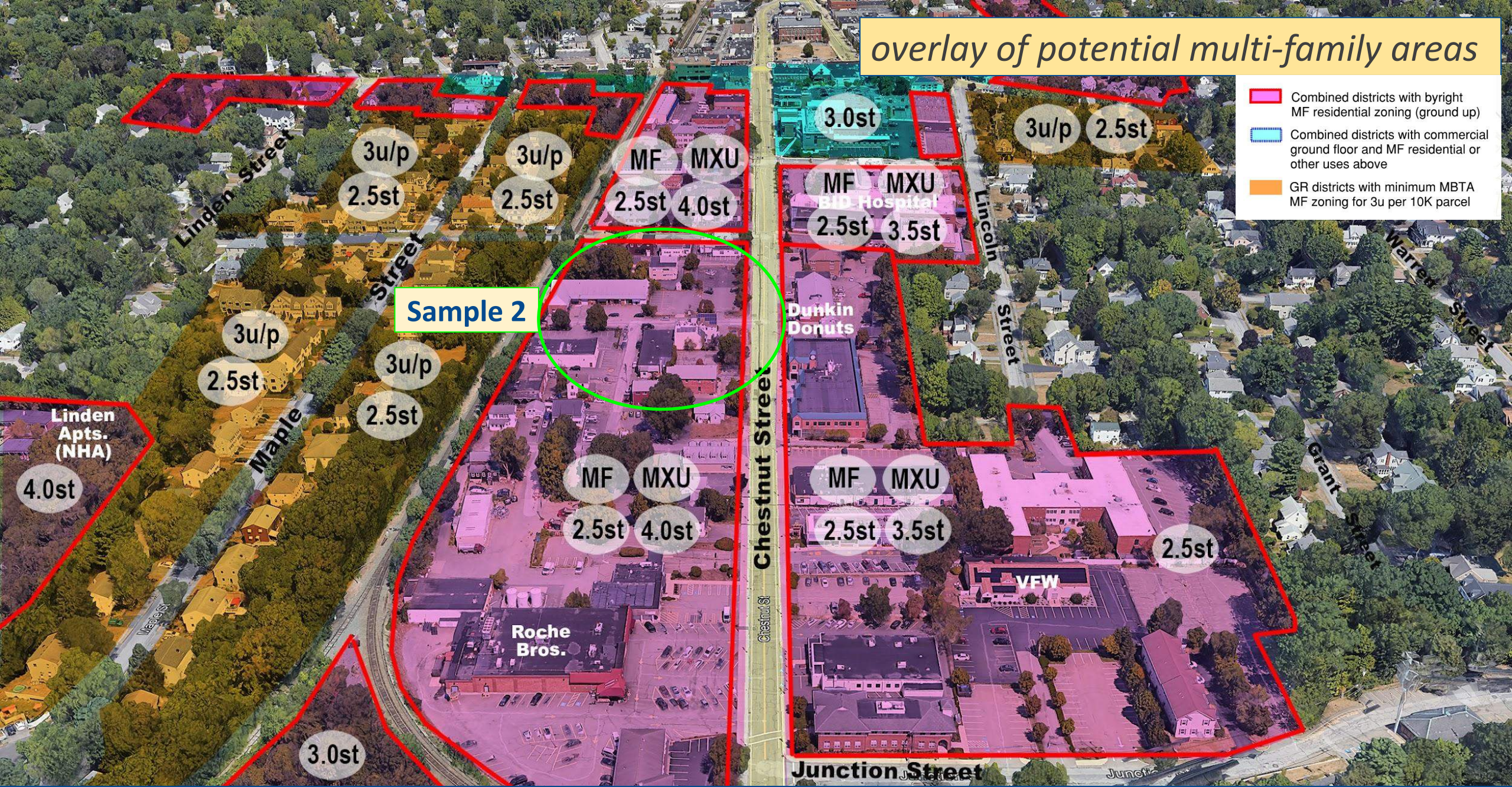
3.0st 3.5st 4.0st 3.0st 3.5st 4.0st 3.0st 3.5st 2.5st 3u/p 2.5st 3u/p 2.5st MF MXU 2.5st 4.0st MF MXU 2.5st 3.5st

Combined districts with byright MF residential zoning (ground up)

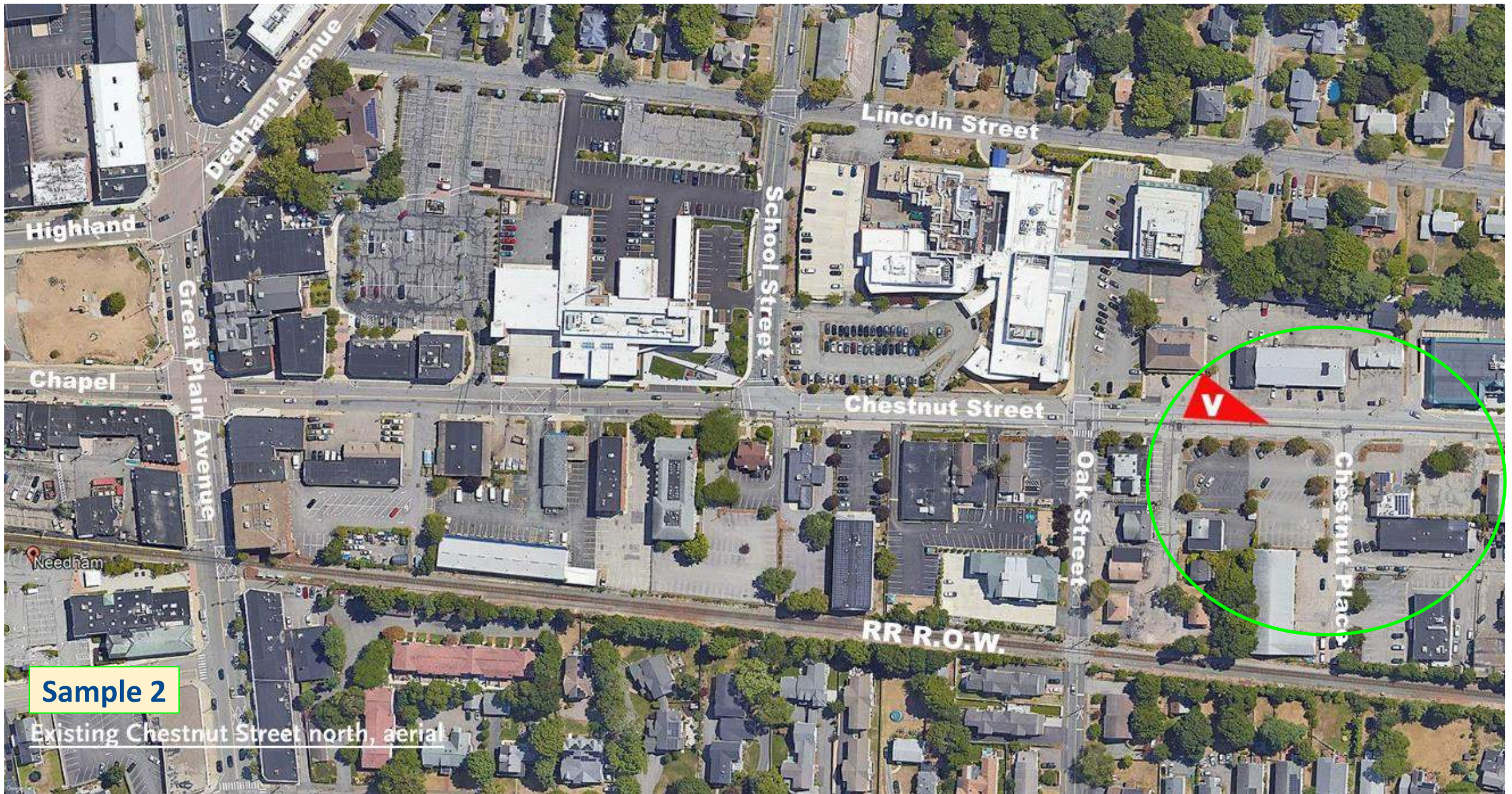
Combined districts with commercial ground floor and MF residential or other uses above

GR districts with minimum MBTA MF zoning for 3u per 10K parcel

NHC Recommendations: Chestnut Street (north) MBTA district with color code and height limits	25
--	----



NHC Recommendations: Chestnut Street (south) MBTA district with color code and height limits



Sample 2

Existing Chestnut Street north, aerial



Sample 2

Existing Chestnut Street @ Freeman, looking south

3.0 stories



Sample 2A

Possible Chestnut Street, looking south

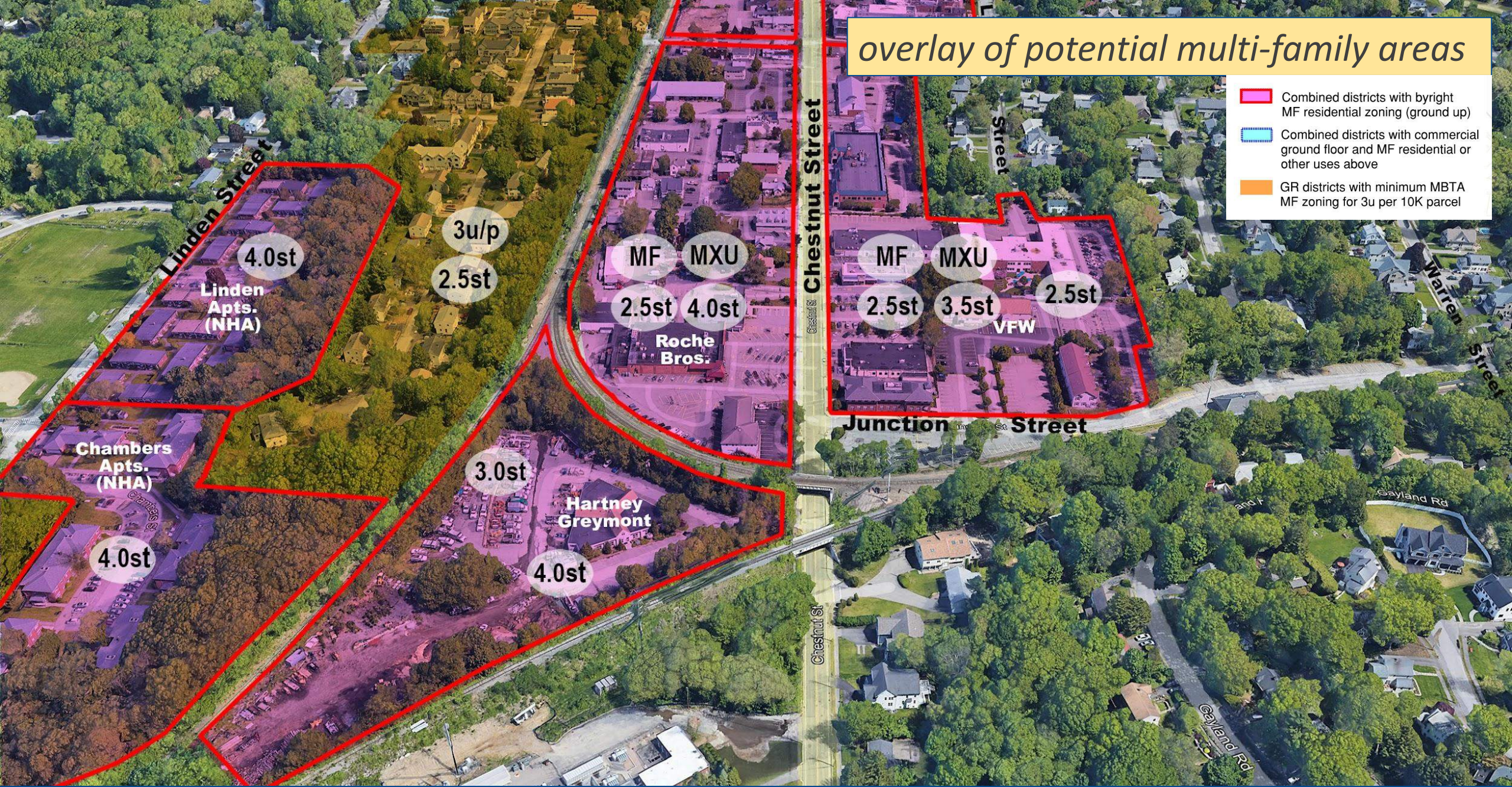
OCM

4.0 stories



Sample 2B

Possible Chestnut Street, looking south



overlay of potential multi-family areas

-  Combined districts with byright MF residential zoning (ground up)
-  Combined districts with commercial ground floor and MF residential or other uses above
-  GR districts with minimum MBTA MF zoning for 3u per 10K parcel

overlay of potential multi-family areas

- Combined districts with byright MF residential zoning (ground up)
- Combined districts with commercial ground floor and MF residential or other uses above
- GR districts with minimum MBTA MF zoning for 3u per 10K parcel

Sample 3

Needham High

Bertucci's

St. Joe's

Stephen Palmer

May Street

Highland Avenue

Oakdale Ave

4.5st

3u/p

2.5st

3.0st

3.5st

3.0st

3.5st

3.0st

-
- overlay of potential multi-family areas**
- Combined districts with byright MF residential zoning (ground up)
 - Combined districts with commercial ground floor and MF residential or other uses above
 - GR districts with minimum MBTA MF zoning for 3u per 10K parcel
- Sample 3**
- Needham High**
- Bertucci's**
- St. Joe's**
- Stephen Palmer**
- May Street**
- Highland Avenue**
- Parker St**
- 4.5st**, **3u/p**, **2.5st**, **3.0st**, **3.5st**, **3.0st**

overlay of potential multi-family areas

- Combined districts with byright MF residential zoning (ground up)
- Combined districts with commercial ground floor and MF residential or other uses above
- GR districts with minimum MBTA MF zoning for 3u per 10K parcel

Needham High

Bertucci's

St. Joe's

Stephen Palmer

Sample 3

Highland Avenue

May Street

3.5st, **3.0st**, **4.5st**, **3u/p**, **2.5st**

overlay of potential multi-family areas

- Combined districts with byright MF residential zoning (ground up)
- Combined districts with commercial ground floor and MF residential or other uses above
- GR districts with minimum MBTA MF zoning for 3u per 10K parcel

Sample 3

Needham High

Bertucci's

St. Joe's

Stephen Palmer

May Street

Highland Avenue

Oakdale Ave

Parkway St

4.5st, **3u/p**, **2.5st**, **3.0st**, **3.5st**, **3.0st**

overlay of potential multi-family areas

- Combined districts with byright MF residential zoning (ground up)
- Combined districts with commercial ground floor and MF residential or other uses above
- GR districts with minimum MBTA MF zoning for 3u per 10K parcel

Needham High

Bertucci's

St. Joe's

Stephen Palmer

May Street

Highland Avenue

Sample 3

4.5st

3u/p

2.5st

3.0st

3.5st

3.0st

3.5st

3.0st

overlay of potential multi-family areas

- Combined districts with byright MF residential zoning (ground up)
- Combined districts with commercial ground floor and MF residential or other uses above
- GR districts with minimum MBTA MF zoning for 3u per 10K parcel

Sample 3

Needham High

Bertucci's

St. Joe's

Stephen Palmer

May Street

Highland Avenue

Parker St

4.5st, **3u/p**, **2.5st**, **3.0st**, **3.5st**, **3.0st**

overlay of potential multi-family areas

- Combined districts with byright MF residential zoning (ground up)
- Combined districts with commercial ground floor and MF residential or other uses above
- GR districts with minimum MBTA MF zoning for 3u per 10K parcel

Sample 3

Needham High

Bertucci's

St. Joe's

Stephen Palmer

May Street

Highland Avenue

Parker St

4.5st, **3u/p**, **2.5st**, **3.0st**, **3.5st**, **3.0st**

overlay of potential multi-family areas

- Combined districts with byright MF residential zoning (ground up)
- Combined districts with commercial ground floor and MF residential or other uses above
- GR districts with minimum MBTA MF zoning for 3u per 10K parcel

Sample 3

Needham High

Bertucci's

St. Joe's

Stephen Palmer

May Street

Highland Avenue

Oakdale Ave

Parker St

Garden St

4.5st, 3u/p, 2.5st, 3.0st, 3.5st, 3.0st, 3.5st, 3.0st

overlay of potential multi-family areas

- Combined districts with byright MF residential zoning (ground up)
- Combined districts with commercial ground floor and MF residential or other uses above
- GR districts with minimum MBTA MF zoning for 3u per 10K parcel

Sample 3

Needham High

Bertucci's

St. Joe's

Stephen Palmer

May Street

Highland Avenue

Oakdale Ave

4.5st, **3u/p**, **2.5st**, **3.0st**, **3.5st**, **3.0st**

overlay of potential multi-family areas

- Combined districts with byright MF residential zoning (ground up)
- Combined districts with commercial ground floor and MF residential or other uses above
- GR districts with minimum MBTA MF zoning for 3u per 10K parcel

Sample 3

Bertucci's

St. Joe's

Stephen Palmer

Needham High

Highland Avenue

May Street

Oak Grove Ave

Baker St

Parker St

4.5st

3u/p

2.5st

3.0st

3.5st

3.0st



Sample 3

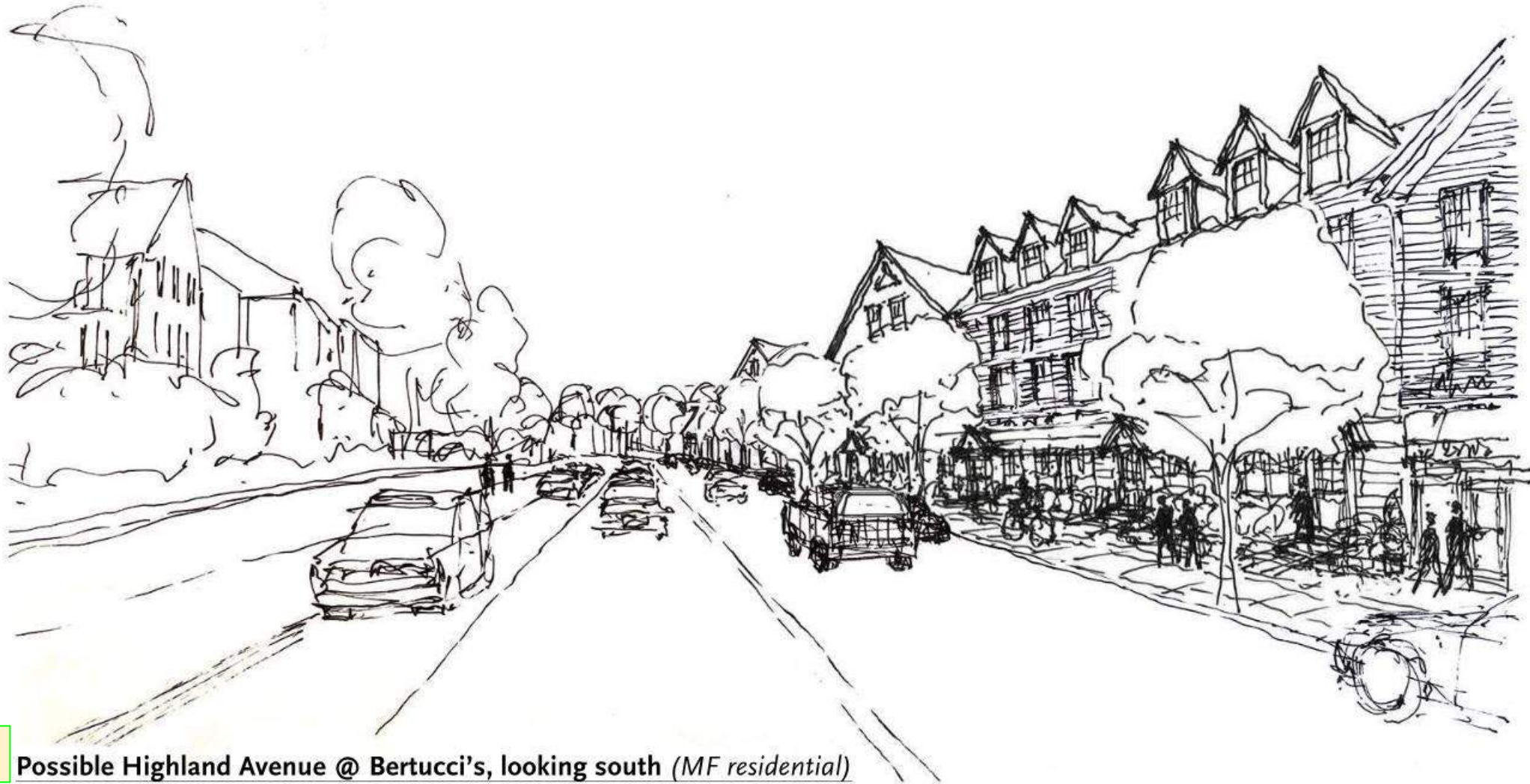
Existing Highland Avenue (Bertucci's), aerial



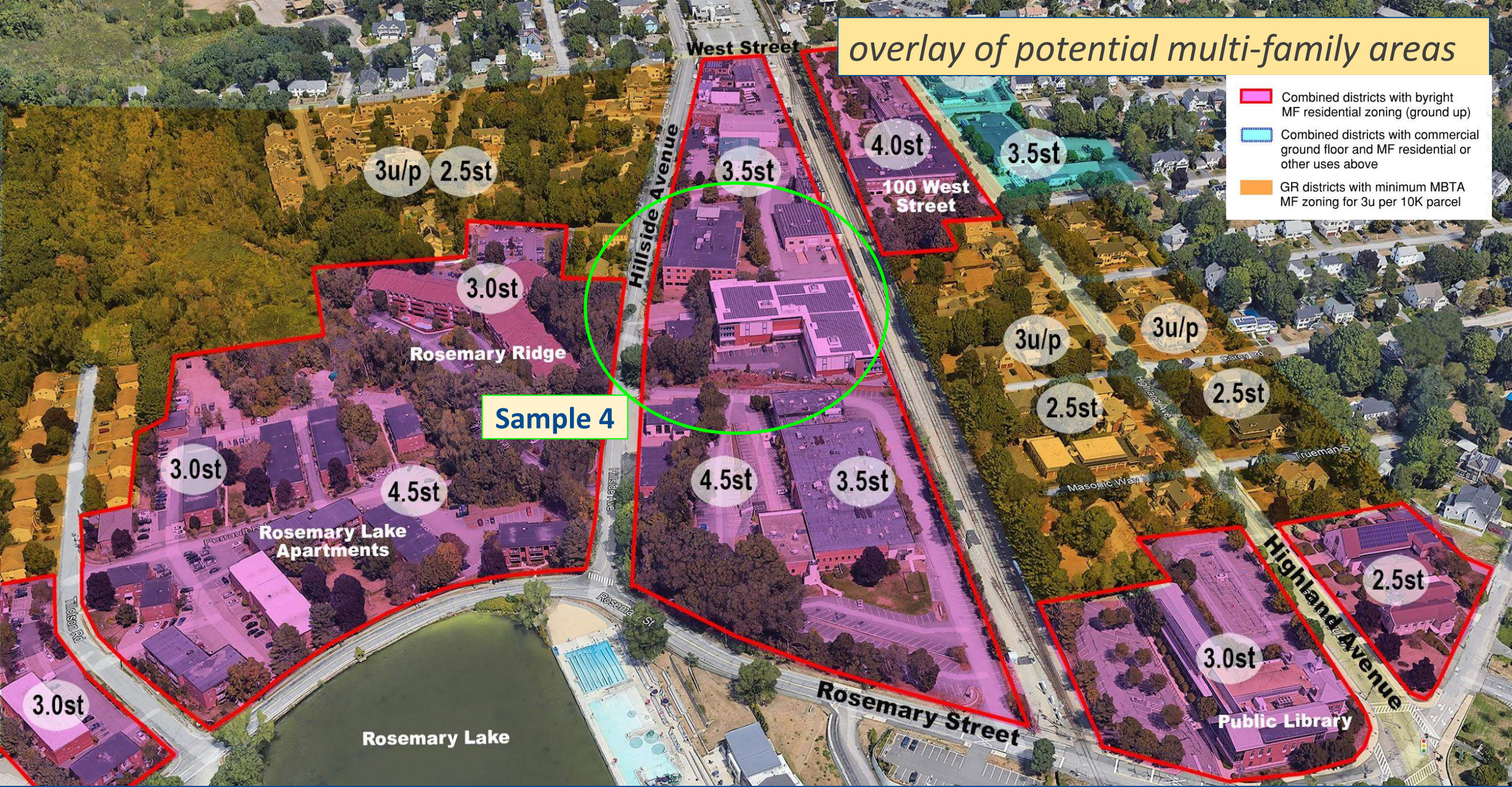
Sample 3

Existing Highland Avenue @ Bertucci's, looking south

3.5 stories



Sample 3 Possible Highland Avenue @ Bertucci's, looking south (MF residential)







Sample 4

Existing Hillside Avenue, looking north

3.5 stories



Sample 4

Possible Hillside Avenue, looking north

overlay of potential multi-family areas



NOTE for Hersey Station area:

We understand HONE has chosen not to pursue the Hersey neighborhood as part of the MBTA district since the Hersey neighborhood cannot meet the minimum compliance of a 5-acre MF district without converting some SRB areas to GR. While we prefer that the Hersey neighborhood be included in the MBTA rezoning plan, we understand that the Planning Board has indicated that it will pursue rezoning to include more multi-family units in areas not touched by the MBTA Communities Act. We recommend that the Hersey neighborhood be part of that rezoning process.

overlay of potential multi-family areas

-  Combined districts with byright MF residential zoning (ground up)
-  Combined districts with commercial ground floor and MF residential or other uses above
-  GR districts with minimum MBTA MF zoning for 3u per 10K parcel



MBTA Communities Act:

Where could multi-family happen in Needham?

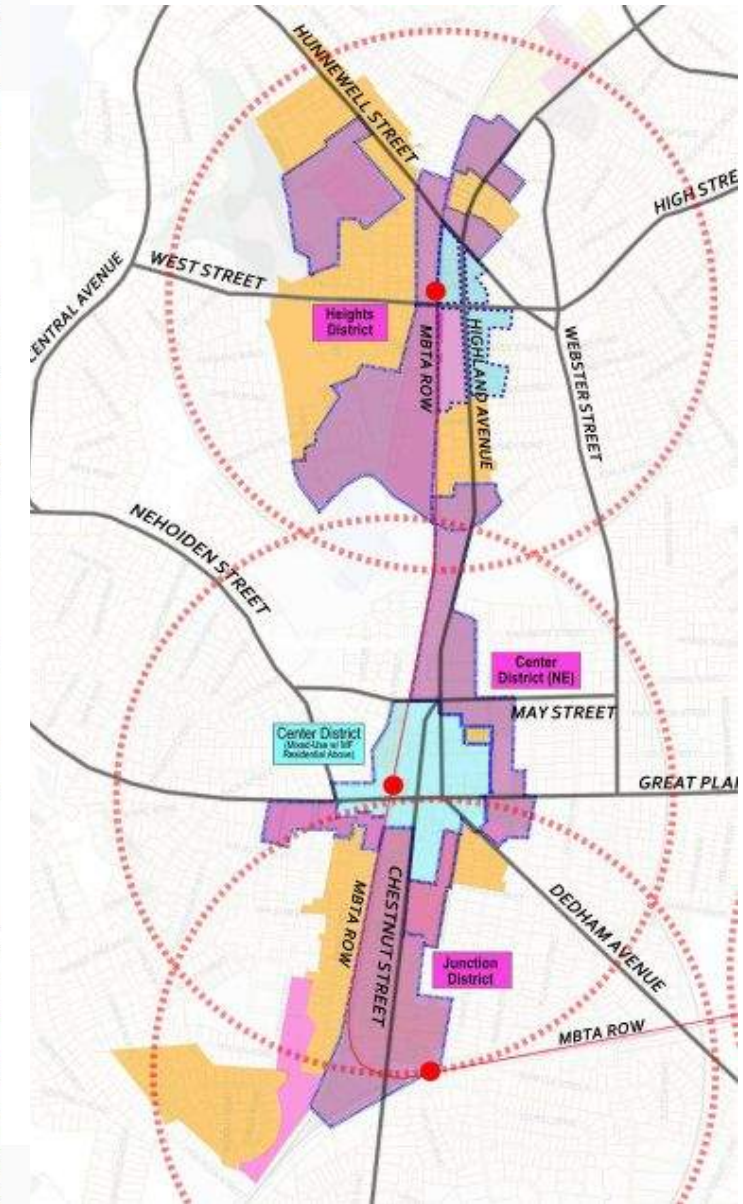
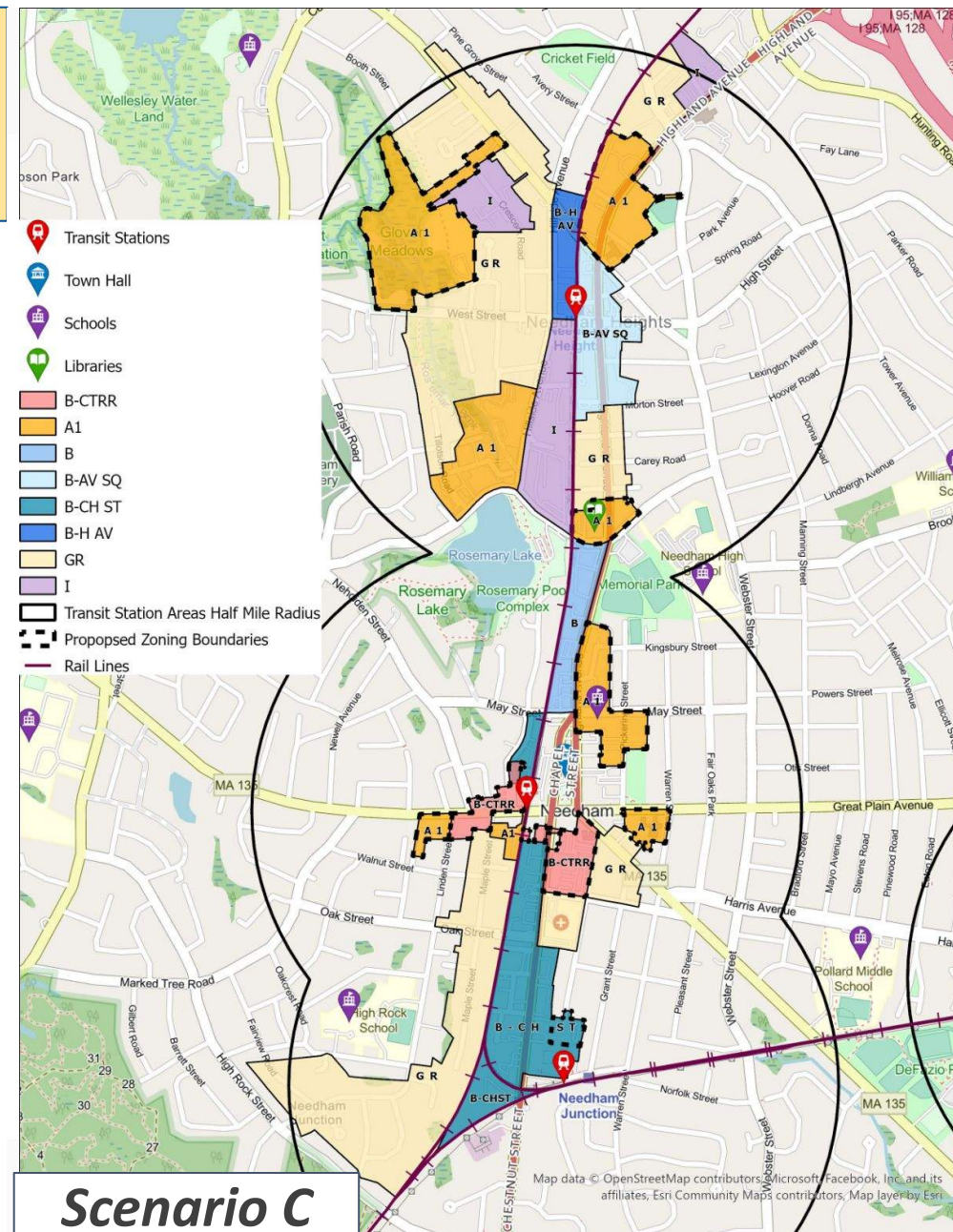
The following information draws on, and shows side-by-side comparisons of NHC's proposal with, the three HONE Advisory Group scenarios shared on January 18, 2024.

HONE MBTA District Map: C

MBTA District includes:

- Chestnut Street Business
- Highland Business
- Avery Square Business
- Hillside Business
- Industrial (*Hillside*)
- Industrial (*Crescent Road*)
- Apartment A-1 (*Denmark La.*)
- Apartment A-1 (*Rosemary*)
- Apartment A-1 (*Highland*)
- Apartment A-1 (*Library*)
- Apartment A-1 (*St. Joes/St.P.*)
- Apartment A-1 (*Hillside Sch.*)
- Apartment A-1 (*Highland N*)
- Apartment A-1 (*Congre. Ch.*)
- Garden Street
- Center Business
- GR (multiple station locations)

(RED text; Needham zoning districts that have been added to the Scenario B base MBTA MF area)

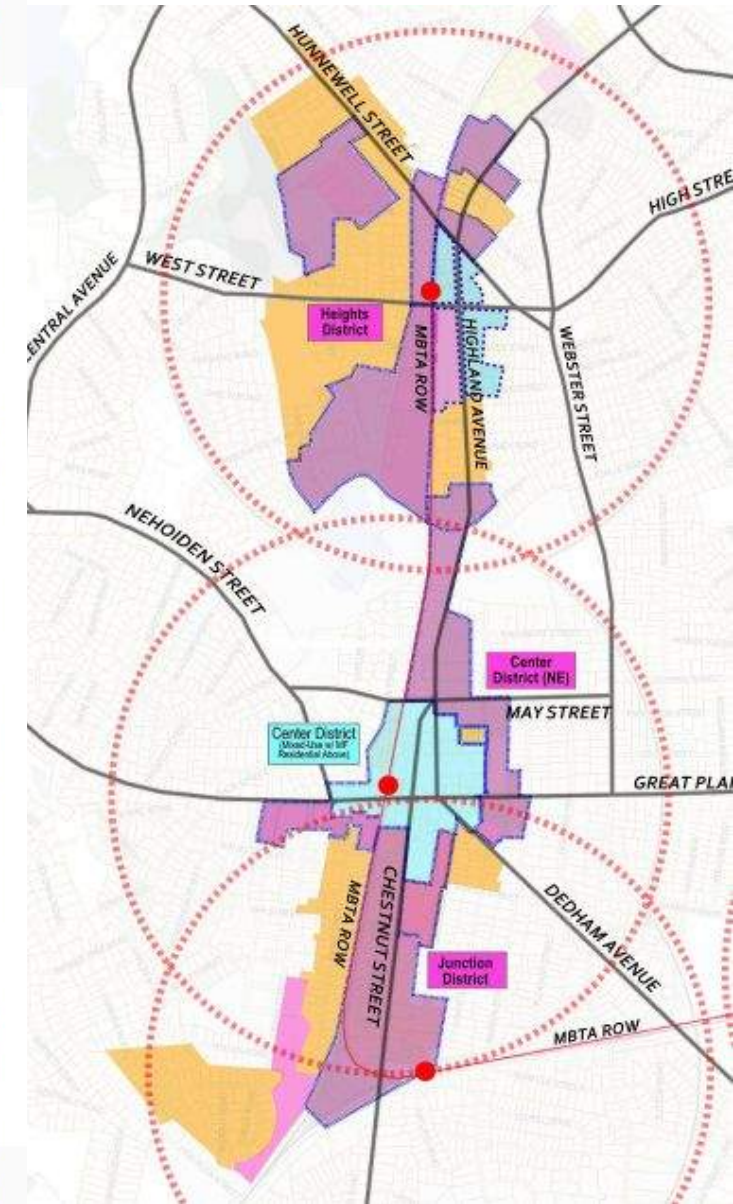
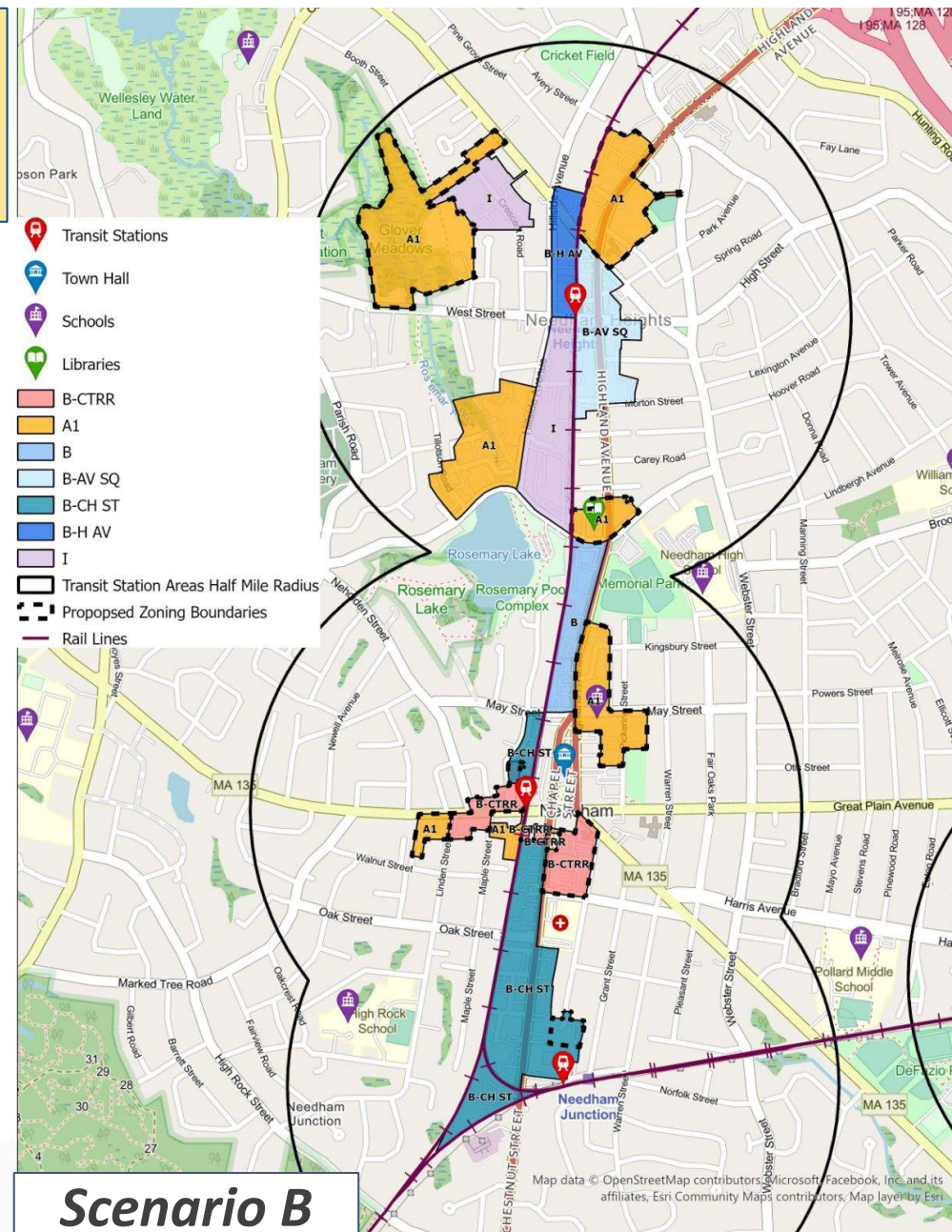


HONE MBTA District Map: B

MBTA District includes:

- Chestnut Street Business
- Highland Business
- Avery Square Business
- Hillside Business
- Industrial (Hillside)
- Industrial (Crescent Road)
- Apartment A-1 (Denmark La.)
- Apartment A-1 (Rosemary)
- Apartment A-1 (Highland)
- Apartment A-1 (Library)
- Apartment A-1 (St. Joes/St.P.)
- Apartment A-1 (Hillside Sch.)
- Apartment A-1 (Highland N)
- Apartment A-1 (Congre. Ch.)
- Garden Street
- Center Business

(RED text: Needham zoning districts that have been added to the Scenario A base MBTA MF area)

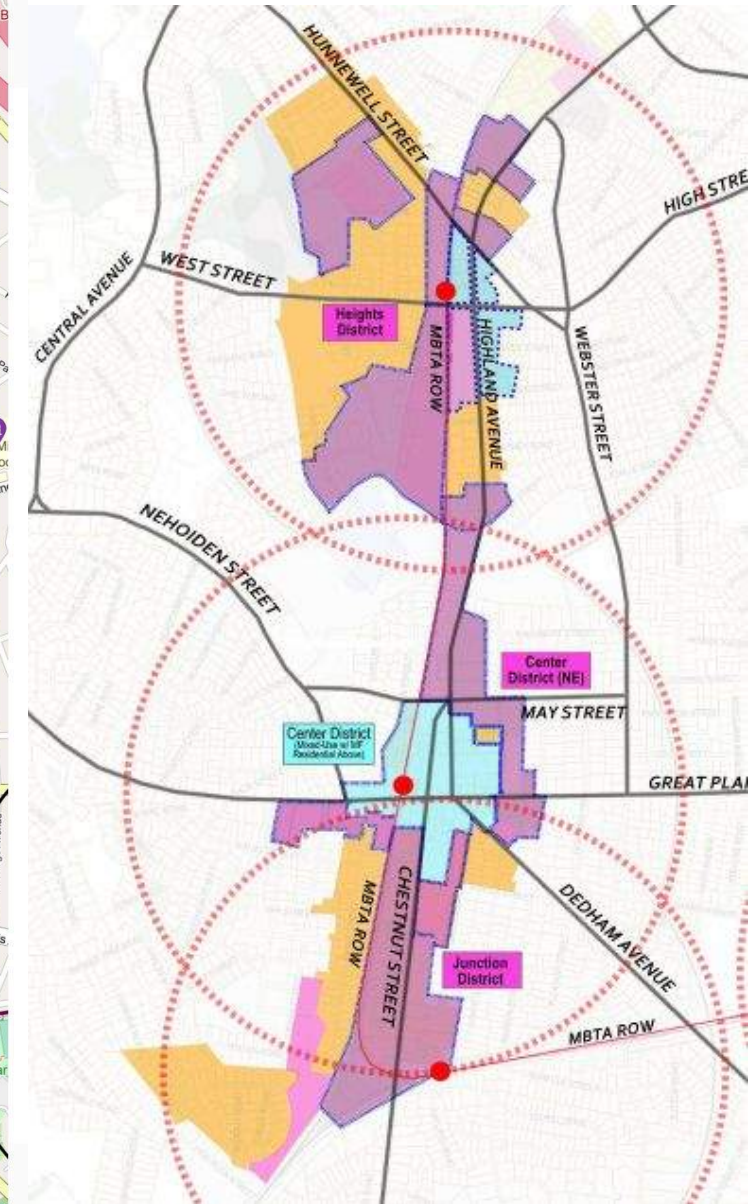
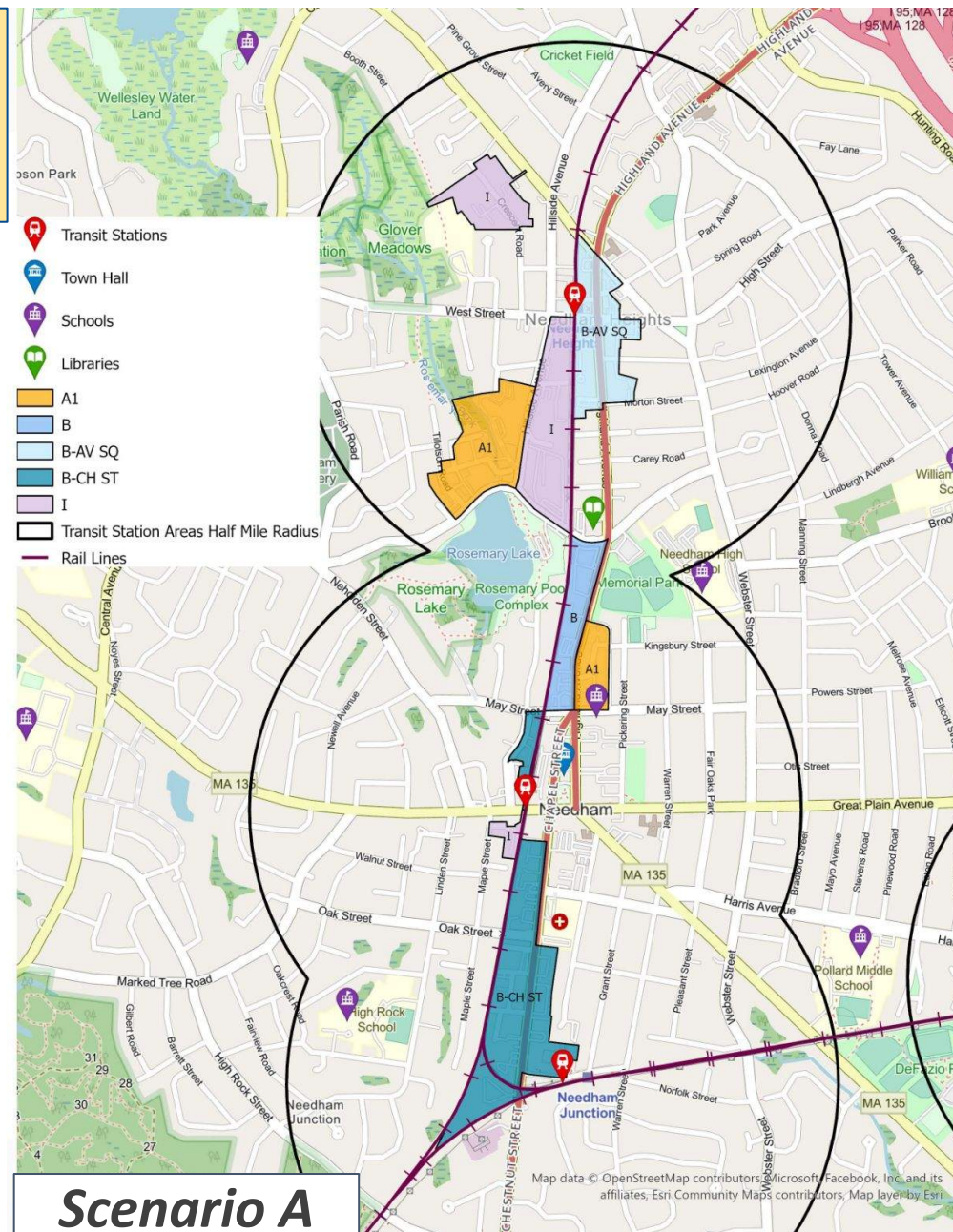


HONE MBTA District Map: A

MBTA District includes:

- Chestnut Street Business
- Highland Business
- Avery Square Business
- Industrial (*Hillside*)
- Industrial (*Crescent Road*)
- Industrial (*Denmark Lane*)
- Apartment A-1(*Rosemary*)
- Apartment A-1(*Highland*)
- Garden Street

(The list above reflects the Needham zoning districts that make up the Scenario A base MBTA MF area)





Thank you!

From: [Jane Volden](#)
To: [Planning](#); [Jane Volden](#)
Subject: Multi-Family Zoning
Date: Monday, January 22, 2024 2:20:11 PM

Hello Committee Members,

Thanks for all your hard work. I attended the January 18 meeting via Zoom and filled out the survey. I do have a concern that the survey was administered too early. We have not received any feedback regarding the potential impacts on the Town of Needham from the three options. In particular, I believe it is key to understand the financial and traffic impacts that are associated with each option before making a decision.

Also, since it appears that Needham Heights will be most impacted by multi-family zoning changes, I think special outreach efforts should be made to residents in this area of town to make them aware of the potential changes.

I did speak at the meeting, but I did want to again say that I feel it is prudent to proceed cautiously on these zoning changes. Therefore, I believe that the most conservative option, option A, should be chosen. The town has a very aggressive timeline to meet with regard to these zoning changes. Zoning changes can have a dramatic impact on the town and its residents. In the future, further zoning changes can be made, if warranted. I have been following the zoning changes for the City of Newton. Their select board wanted to make very aggressive changes, but the residents of Newton pushed back, wanting to preserve the character of their villages. Several select board members who wanted major zoning changes were defeated in the recent election, in favor of residents who did not want the major changes. In the end, Newton voted for minimal changes to their zoning laws.

One goal that most residents want is to improve the amount of affordable housing in Needham. However, since the amount of subsidized housing is only 10%, 90% of the new housing will be at market value. I doubt very seriously if these market value homes will be any more affordable than current Needham homes. Additionally, if the zoning changes result in higher taxes for residents, then the cost of owning a home in Needham will become even more expensive.

I do have one question - do all residents of Needham get to vote on zoning changes or is it only the select board and town meeting members?

Jane Volden
133 Brookside Rd
jane.volden@gmail.com

From: [Les Kalish](#)
To: [Planning](#)
Subject: MBTA Communities
Date: Monday, January 22, 2024 9:22:50 PM

Has there been any consideration of the area around the Central Ave / Reservior Street intersection? Are bus stops not eligible or is it only train stations? Thank you.

-Les Kalish

From: [Andrew Thoresen](#)
To: [Planning](#)
Subject: My Comments — HONE Meeting of January 18, 2024
Date: Tuesday, January 23, 2024 10:13:23 AM

Andrew's Comments

My name is Andrew Thoresen. I reside at 41 Carey Road, and I welcome the opportunity to help ensure Needham experiences strong and healthy growth. The New MBTA Communities Zoning Law — “Section 3A” will offer residents a chance to have more choice through the removal of barriers to the creation of diverse housing types. And Section 3A includes an important feature that I support: “As-of-Right” (Aka “By Right”) is a rule-based permit and approval process.

Under As-of-Right our current discretionary processes go away as they pertain to Section 3A initiatives. This is good, because discretionary approaches require public hearings on a project-by-project basis. And there are several disadvantages when using discretionary permit and approval processes. Here are five related to public hearings:

- <!--[if !supportLists]-->• <!--[endif]-->Public participation is complex and uncertain
- <!--[if !supportLists]-->• <!--[endif]-->Public hearings prioritize neighbor participation that may be biased
- <!--[if !supportLists]-->• <!--[endif]-->Who does not attend is critical. Non-attendees may include future residents, and experts offering objective testimony
- <!--[if !supportLists]-->• <!--[endif]-->Speakers are unrepresentative of the whole community
- <!--[if !supportLists]-->• <!--[endif]-->Hearings have few mechanisms for addressing misinformation

This stifles housing production and contributes to the ongoing housing affordability crisis. In conclusion, zoning ought to be rules based.

Under an As-of-Right approach our Planning Board's focus is allowed to shift from being case-by-case project administrators — approving, denying, imposing variances and conditions — to planning and envisioning Needham's future. And that is the exact thing resident attendees have passionately spoken about when considering the three HONE-offered scenarios. And that was exciting to witness.

I must say that I am in favor of many of the components in Scenarios B and C. But these two scenarios seriously require more thought. For example, I cannot agree with rezoning church-owned parcels as A1 – Apartment 1, especially when many of these buildings are historic structures. The First Baptist Church dates back to 1856 and was one of the first buildings to be built in the new Great Plain Avenue-based Needham downtown. The building is likely the only remaining building from the original relocated center of town. Its current location next door to the Christian Science church ought to be protected as a Local Historic District to guarantee its preservation, at least its exterior façade.

The need for much more thought in combination with the Town's approaching December 31, 2024 Section 3A deadline strongly suggests that a multi-phase approach be taken. And so, I strongly recommend that the HONE committee members select Scenario A as a means to comply with the Commonwealth's Section 3A mandate, labeling Scenario A "Phase 1" with targeted milestone dates synchronized with the State's mandated timetable. This way the Town may more comfortably and easily complete the mandatory/compliance piece by the end of 2024, which must be done. I think that to select the more complex Scenarios B and C by 12/31/2024 is much too aggressive due to their higher levels of complexity.

As I said earlier, I like parts of Scenarios A and B — as did others, and the components within them (those not contained in Scenario A) fit nicely into a Phase 2+. However, here I'm suggesting we accomplish a Phase 2+ according to our own local requirements, designs, construction, and implementation parameters. Remember — we already met the mandated pieces and are in compliance in the Commonwealth's eyes by virtue of our selecting Scenario A in Phase 1.

I should mention that I spent my 30 year IT career in the Banking Industry as a Systems Analyst, among other assignments. As a Systems Analyst, one of the techniques my team used is called "Gap Analysis". What you do is to define where you are currently ("Point A"), and then you define where you want to be — your vision for the future ("Point B"). Lastly you define, design, build, and implement methods and systems for bridging the gap between Point A and Point B. In our Phase 2+ case, the components fitting into Phase 2+ are our Point B. They are collective, agreed upon housing attributes that were not implemented as part of the Section 3A work. Examples might be permitting more affordable housing units or permitting units more suitable for seniors — all envisioned and created by Needham residents via a local initiative.

Phase 2+ would occur during year 2025 and beyond.

In summary, one-third of the housing apple pie would be Section 3A compliant as mandated by the Commonwealth, and the remaining two-thirds of the pie would be directed by Needham residents under local, home rule. Using this multiple phase approach, we would have more time to be thoughtful concerning all those components all Needham residents champion. Also, two-thirds of our housing apple pie would fall under local rule meaning there's less Commonwealth oversight and State House control. And I'm sure resident participation would increase during a Phase 2+ piece.

Here are some handy resources Committee membership may wish to read:

<https://www.brookings.edu/articles/the-public-hearing-process-for-new-housing-is-broken-heres-how-to-fix-it/>

<https://jacobin.com/2019/06/the-zone-defense/>

Boston Bar Association:

<https://bostonbar.org/journal/new-mbta-communities-zoning-law-makes-it-easier-to-create-the-homes-the-commonwealths-residents-need/>

Okay. It's time to cook dinner.

Blessings and thank you for all that you do,

Andrew Thoresen

41 Carey Road

Needham, MA 02494

From: [Scott Schwartz](#)
To: [Planning](#)
Subject: Article focuses on achieving compatibility between new multistory development and existing smaller-scale neighborhoods.
Date: Tuesday, January 23, 2024 2:11:20 PM

Please have the board read the following study.

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Protecting Existing Neighborhoods from the Impacts of New Development

February 29, 2012 by [John Owen](#) and [Rachel Miller](#)

Category: [Planning Advisor](#)

This Advisor column was originally published in February 2011.

This is the first of two articles discussing regulatory strategies to address two challenges to creating compatible and livable infill development. This article focuses on achieving compatibility between new multistory development and existing smaller-scale neighborhoods. [The second article](#) describes concepts for providing open space in new multifamily residences.

Smart growth principles call for the development of more intense mixed-use centers at transportation hubs or other strategic locations. Pursuing this direction, many communities are transforming older downtowns and commercial strips into more intense centers with multistory mixed-use buildings by encouraging 3- to 6-story buildings that add the resident population and activity necessary to support improved transit, local commercial services, and attractive living conditions. And such a strategy has been successful in many communities, such as Renton, Kirkland, Everett, Bellevue, Kent, and several Seattle neighborhoods. Developers, planners, and designers have found ways to improve pedestrian conditions, handle parking and traffic impacts, and create livable—even vibrant—urban centers.

One of the most difficult challenges to planning more intense community development has been the protection of living conditions in adjacent neighborhoods, especially preserving the privacy, solar access, and character of adjacent residences. Maintaining livability in nearby residential areas is critically important because the success of mixed-use centers is economically and physically dependent on the support of the adjacent neighborhoods. At the same time, development economics generally requires 4-story to 6-story construction. The challenge for planners and designers is how to condition new multistory development so that the privacy, solar access, and general livability conditions of adjacent residences are not significantly impacted.

Sometimes the properties adjacent to the new development are already occupied with, or planned for, multifamily residences with appropriate setbacks and mitigation. In this case, new development is often compatible with existing conditions. But often, especially along commercial strips, commercial/mixed-use zones directly abut established single-family neighborhoods. Most city zoning codes have requirements for setbacks, step-backs, screens, and buffers to mitigate the impacts of larger scale development adjacent to single-family homes, but the provisions vary widely from city to city. This article examines such measures in an effort to provide a more coherent rationale and guidance towards such regulations.

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Figure 1. Maintaining the livability of low-rise neighborhoods near multistory development is a major challenge.

Physical Development Standards for Privacy

Ground-Level Screening

Physical impacts of new multistory development to adjacent residences generally arise from two sources: ground-level activities, such as parking and services, and upper-story impacts affecting privacy, sunlight, and visual qualities. Ground-level impacts are typically addressed by screening with a solid—preferably masonry—wall plus trees that grow at least 20 to 25 feet high. Trees this height are about as tall as a 2-story building and will screen views both into and from the residences' second story windows. Building setbacks should be sufficient to allow space for the tree canopy, and the amount of space required should be tied to the tree type. Generally, at least 10 feet is required for columnar trees, and the tree should be located so that the canopy does not extend much over the adjacent residence's yard.



Figure 2. When a multistory building is developed adjacent to their residences, many homeowners install evergreen screens on their own property as the most effective way to retain some privacy. Requiring the developer to install such a screen seems like an effective and equitable measure.

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Upper stories set back at least 20' to maintain privacy to surrounding area

Another approach to protecting the quality of neighboring residences is to allow a single-story building or portion of a building to extend to the property line, provided that the exterior wall is a fire-rated masonry wall less than 12 feet tall with no openings. This proposal may seem like an intrusion, but consider that many rear yard setbacks are poorly maintained areas used for waste stations, service, and unsightly long-term storage. (Figure 8.) A masonry wall provides privacy and a property edge along which the adjacent resident can landscape in a variety of ways. Also, parking and service areas are enclosed, and the new development has fewer site constraints. Allowing buildings to extend to the property line may not be as advantageous where the new building is adjacent to a side yard in which the existing residence is set back less than 10 feet from the property line.

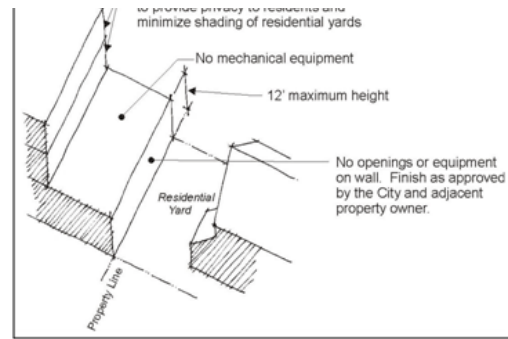


Figure 3. Allowing a low firewall constructed on the property line may be a good way to reduce impacts to existing residences.

Upper-Story Setbacks

Upper story impacts to privacy, sunlight, and views present a different challenge. Setback and step-back dimensions should be based on logical behavioral objectives and a geometric rationale. When considering residential privacy, the question is, at what distance does a person feel that his privacy is being invaded by someone viewing from outside the property? In other words, how far away does an upper story window or balcony need to be so that a person in an adjacent back yard feels comfortable doing normal activities? In his text, Site Planning (page 15), Kevin Lynch notes that 80 feet is the distance at which a person becomes socially relevant, that is, the distance at which one can recognize a person and perceive his mood and feelings. Eighty feet is a typical arterial street right-of-way width, so this separation distance seems quite reasonable. Striking an 80-foot arc from the center of a yard where activity might occur provides a rationale for constraints to upper story setbacks. In Figure 4, a 37-foot setback would be sufficient for stories above 35 feet if a screen of substantial trees is provided. Without a screen of trees, all stories would need to be set back at least 60 feet or more in order to prevent loss of privacy. Screening with mature trees, while costing more than the standard perimeter landscaping, can be very cost-effective for the developer because it allows the reduction of the setback needed to provide greater separation.

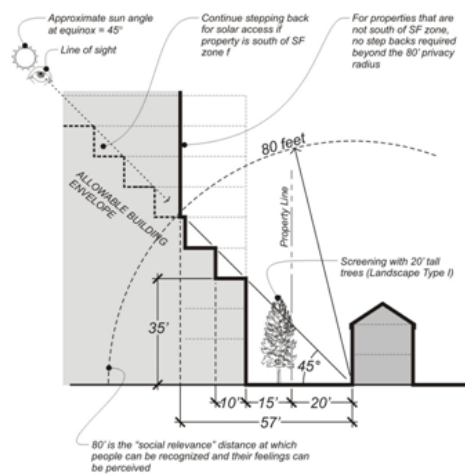
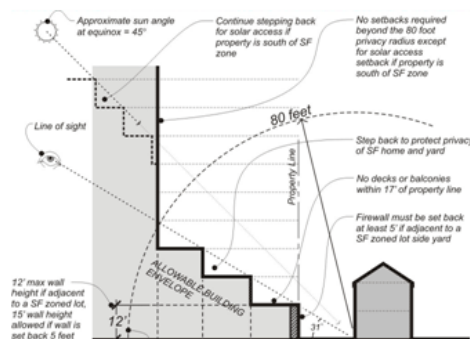


Figure 4. Upper-story setbacks for privacy.

The firewall solution shown in Figure 3 requires a greater setback to achieve the same level of privacy. (Figure 5.) Note that the setbacks will vary with the assumptions made about the width of the back yard and the level of privacy to be achieved. If the new building faces onto single-family side yards, then the geometry changes, but the objective of ensuring sufficient space between existing outdoor living spaces and the new residential units is still valid. This suggests a performance-based requirement rather than a



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From: [Michael Normile](#)
To: [Planning](#)
Subject: Comments Related to the HONE Survey
Date: Tuesday, January 23, 2024 5:29:33 PM

1. Clarification. What is the meaning of “potential maximum unit count” in the various scenarios? At the 1/18 meeting, I believe the consultant said it was the maximum number of dwelling units if we tore everything down and started over. Greg Reibman of the Charles River Chamber, in the newsletter out today, said they are potential INCREMENTAL units. Big different obviously. The materials for the next meeting should make it very, very clear what those numbers mean.
2. An overriding question I have is, **what changes?**
 - For each “maximum unit count” shown, what is the current unit count?
 - If any zoning changes are part of a scenario, what is allowed now, and what will be allowed under the scenario?
 - If any boundaries change, show the old and new boundaries.
 - If I understand the scenario B and C maps correctly, some areas are being rezoned into A1 (apartment districts) (these are the areas with dashed lines around them). How are those zoned now? What’s in those areas that might get replaced by apartments?
3. Scenario C. I ranked that third because of some valid concerns raised at the 1/18 meeting (e.g., wetlands, storm water run-off). Also, the “how many units per parcel” question on the survey just makes no sense when the parcel size varies. Must there be a single answer to “how many units per parcel?” Could a zoning law say something like: 3 units are allowed on a parcel of size X or greater; 4 units on a parcel of size Y or greater??? My biggest concern is the density, not the number of units on a parcel. What density do we have in general residence today? I could support a moderate (say, 50%) increase in density, but not, for example, a doubling.
4. The maps. (I know that making those maps both clear and comprehensive is hard.) The colors obliterate the streets, so it’s hard to see just where the districts are and what their boundaries are. Maybe you need to break each map into two, with one map centered on the Common and the other on Avery Square. (Of course, someone might then complain there are too many maps).

Michael Normile
mnormile@comcast.net

From: [Michael Baker](#)
To: [Planning](#)
Subject: Re: Comments to HONE committee
Date: Tuesday, January 23, 2024 9:03:04 PM

Hi Alexandra

Thank you for your guidance on how to provide feedback on the HONE proposals as of January 2024. I believe that we should more seriously consider creating zoning around the Hersey train station and town golf course area. While I understand that the committee has tentatively concluded that zoning decisions in that area should not be made at this time, I think it is a mistake to exclude this area from consideration.

Why?

First, there is a large parcel of land (the town golf course) surrounding the train stop that makes for quite a logical space to develop multi-tenant / higher density housing. I love golf and cross country skiing and open areas, but there are other options for town residents that can easily substitute for this limited use case.

Second, and more importantly, densifying the corridor from Needham Heights to Needham Center along Highland Avenue will create congestion like we currently suffer through on Needham Street in Newton. While you might possibly mitigate this by expanding Highland Avenue to include two lanes in each direction, you would nevertheless make a congested urban corridor right through the middle of the town, making Needham another “drive through” car dominated suburb. It would be less disruptive to add density in the golf course / Hersey area, where Great Plain Avenue is already significantly wider and less congested.

Third, Hersey is the train stop closest to Boston and hence the shortest most convenient ride for passengers. It’s also a quick drive to the highway without multiple existing stop lights (ie, it’s less congested).

In sum, ignoring the Hersey question through deferral to another date is a short-sighted planning and policy error. Congestion along the train line as it relates to the current life of Needham should be a shared - and spread - burden rather than concentrated in a small section of town that is already congested.

With respect
Michael Baker
89 Richdale Road
Needham, MA 02494

On Thu, Jan 18, 2024 at 8:04 AM Planning <planning@needhamma.gov> wrote:

Sure thing. You can email this same email address and your email will be provided to HONE (can be in the body of the email or an attachment). If you prefer a written letter, let me know and I will provide our office address.

Thanks, alex.

Alexandra Clee

Assistant Town Planner

Needham, MA

781-455-7550 ext. 271

www.needhamma.gov/planning

From: Michael Baker <mkb1000000@gmail.com>

Sent: Thursday, January 18, 2024 9:35 AM

To: Planning <planning@needhamma.gov>

Subject: Comments to HONE committee

Hello, I am a Needham resident living at the address below and I would like to provide written comments on the HONE proposals. Can you please advise as how best to do that?

Thanks

Michael K. Baker

[89 Richdale Rd, Needham Heights, MA 02494](#)

617-759-1123

From: [Paula Dickerman](#)
To: [Planning](#)
Subject: CHAPA MBTA Communities Engagement Manager
Date: Wednesday, January 24, 2024 10:29:04 AM

To the HONE Advisory Group,

We hope you will all join us on Wednesday, January 31, at the Needham Library and on Zoom for the Needham Housing Coalition's (NHC) public monthly meeting. Our guest speaker will be [Lily Linke, CHAPA's \(Citizens' Housing and Planning Association\) MBTA Communities Manager](#).

Lily has been working with numerous municipalities throughout the Commonwealth to provide free technical assistance and guidance to local governments as they work to comply with the MBTA Communities Act. Fortunately, now that some communities have passed their legislation to comply with the act, Lily is able to work with additional municipalities.

Some of you may recall that, with the support of our Town, NHC was selected this year to become part of CHAPA's Municipal Engagement Initiative. Because of this relationship, Needham could choose to take advantage of the opportunity to work with Lily and her colleagues to receive guidance on how best to assure that our rezoning is approved by the EOHLC and at Town Meeting.

You can register for the meeting [here](#).

We hope to see many of you on the 31st. If you have any questions, please let us know.

Respectfully,
The Needham Housing Coalition Steering Committee
Paula Dickerman
Jim Flanagan
Cathy Mertz
Oscar Mertz
Magda Schmaltz
Jan Soma

ROBERT T. SMART, JR., ESQ.

ATTORNEY AT LAW

399 CHESTNUT STREET

NEEDHAM, MASSACHUSETTS 02492

TEL (781) 444-9344 FAX (781) 449-0242

E-MAIL bob@robertsmart.net WEBSITE www.robertsmart.net

Email and Mail
January 24, 2024

Housing Needham (HONE)
c/o Lee Newman, Planning Director
500 Dedham Avenue
Needham, MA 02492

Re: MBTA Communities Act, Needham Version

Dear Members of the HONE Committee:

I have some thoughts regarding the implementation of the MBTA Communities Act in Needham. There appear to be two principal goals: first, compliance with the Act, and second, production of housing. My concern is that the second goal could be significantly impeded if the zoning constraints, and other requirements imposed by the Town, are too onerous. Specific suggestions:

Review process. Site plan review, referencing the submission and review standards of Section 7.4 of the Zoning Bylaw, could be required, at least for larger projects, as it is considered "of right" zoning.

Affordable housing requirement. The Act does not mandate any affordable housing. Smaller projects (under 30 dwelling units, perhaps) could be exempt. The ratio for larger projects might be in the 0-10% range.

Parking. One space per dwelling unit should be the maximum requirement, with a lower ratio considered. Buyers or renters who want to be able to park more than one car will likely choose to buy or rent elsewhere. Condo and rental projects could be required to have limits on parking in their condo documents and leases, as a condition to a site plan review decision.

Setbacks. The front and side setback requirements should be no greater for multifamily housing structures than are currently required for other structures in the various zoning districts.

Stories, Height. At yesterday's Council of Economic Advisors meeting, some members of the development community expressed an interest in 4.5 to 5 story maximums, which would likely

mean heights higher than 48 feet. These maximums are higher than what is currently allowed by special permit in the business and apartment districts currently under consideration, but they should be considered at least in certain sections of the land to be rezoned under the Act. 4 stories and 48 feet of height are currently allowed by special permit in the Needham Center Overlay District and the Lower Chestnut Street Overlay District. See Bylaw sections 3.8.4.2 and 3.9.4.2.

Floor Area Ratio. At the CEA meeting, FARs as high as 3.0 or 4.0 were mentioned. FARs as high as 3.0 are currently allowed by special permit in certain parts of the Needham Center Overlay District, see section 3.8.4.3, and as high as 2.0 by special permit in the Lower Chestnut Street Overlay District, see section 3.9.4.3.

First Floor Commercial. At many locations, first floor commercial is not economically viable. I would not require it, except perhaps in the Center Business District.

Additions to the areas to be rezoned. Adding land to the areas to be rezoned should be considered. The various business districts near Route 128 are obvious candidates, as those areas already allow for greater density and heights than are allowed in the areas currently being considered by the HONE Committee. The density and dimensional requirements, and review process, in the Mixed-Use Overlay District in the Wexford Street area, and other business districts near Route 128, could be revisited.

Keep up the good work!

Very truly yours,



Robert T. Smart, Jr.

Cc Katie King
Heidi Frail
Alexandra Clee

From: [LINDA M BARRY](#)
To: [Planning](#)
Subject: HELLO
Date: Wednesday, January 24, 2024 3:17:17 PM

NEEDHAM HAS CHANGED AND SOME CALL THIS CHANGE PROGRESS. MY FAMILY AND I MOVED TO NEEDHAM 40 YEARS AGO, AT THIS TIME WE LOVED THE SMALL TOWN CHARACTER.

WE DID NOT WANT CAMBRIDGE MA; WE MUST STOP THE CONGESTION. PLEASE KEEP OUR TAXES DOWN AND STOP THE BUILDING.

REGARDS

LINDA BARRY

From: [Mark Osborne](#)
To: [Planning](#)
Subject: definitions of zones and allowable building now
Date: Wednesday, January 24, 2024 2:23:52 PM

Hi,

I was trying to fill out the surveymonkey survey for the HONE scenarios and it asks about expanding different zoning districts but I could not find any definitions for those districts and what the impact of modifying those districts would be (that is, what is permitted and non permitted by right in each zone).

Can you kindly point me to where this information is available so that I can complete the survey?

Also, and I may have misheard Heidi Frail on this point, but did she not mention in the meeting that the committee decided not to include areas around Hersey station within any scenario because they would have required rezoning General Residence to enable a large enough area to be included? If so, why was there a proposal for rezoning of GR in scenario C if this was not considered for Hersey? I would think that we could at least do an apples to apples comparison...

Thanks so much!

Mark Osborne
64 Richdale Rd