

MBTA COMMUNITIES ZONING PROJECT

REPORT TO THE PLANNING BOARD



Submitted By: The Belmont MBTA Communities Advisory Committee

April 11, 2024

TABLE OF CONTENTS

To jump to a specific section, users can click on the hyperlinked section name. Please consider reviewing the Glossary (Appendix A) first to familiarize yourself with specific terms used in this Report.

I.	ACKNOWLEDGEMENTS	2
II.	EXECUTIVE SUMMARY	4
III.	INTRODUCTION AND BACKGROUND	6
IV.	ADVISORY COMMITTEE	8
V.	CONSULTANTS	9
VI.	KEY MATTERS RELATED TO 3A DISTRICT ZONING DEVELOPMENT	10
VII.	PUBLIC PARTICIPATION	13
VIII.	PROCESS, ANALYSIS, AND RATIONAL FOR CHOOSING AREAS	14
IX.	EXPLANATION OF MAP	15
X.	EXPLANATION OF ZONING STRATEGY	18
XI.	CONCLUSION & RECOMMENDATIONS	19
XII.	APPENDICES	24
a.	APPENDIX A – GLOSSARY	24
b.	APPENDIX B – FREQUENTLY ASKED QUESTIONS	28
c.	APPENDIX C – GUIDING GOALS AND PRINCIPLES	35
d.	APPENDIX D – TABLE OF MBTA ZONING PARCELS	38
e.	APPENDIX E – MBTA COMMUNITIES ZONING PLANNING BOARD PRELIMINARY SCHEDULE	43

ACKNOWLEDGEMENTS

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Andrew Nealon, Member (Historic Districts Commission)
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EXECUTIVE SUMMARY

The MBTA Communities Advisory Committee is pleased to turn over to the Planning Board the culmination of over two years of intensive work to develop a draft zoning map and set of recommendations for compliance with the MBTA Communities as of right zoning requirements. This conveyance includes the following elements:

1. **Zoning Map** – A proposed zoning map showing the full zoning overlay district area subdivided into five distinct subdistricts intended to have differing densities and characteristics, based on the specific area in which they are located.
2. **Zoning Table** – A table showing the calculations of units and acres, broken further down into the metrics of compliance for the district and the subdistricts.
3. **Committee Report** – This executive summary is a part of a more comprehensive report drafted by the Committee to the Planning Board which provides a background of the project, summarizes the process the Committee went through, a description of the plan, and a set of recommendations from the Committee to the Planning Board.

This program we recommend is based on hours of considering specific areas of town related to the appropriateness of the various MBTA zoning subdistrict typologies, how they fit, what properties are currently used for, and what uses are in the proximity that could be positively or negatively impacted. The Committee wanted to locate the district in different parts of town, recognizing that the 3A technical requirements forced a degree of concentration. The Committee also sought to minimize the overlay of purely residential zoning on the existing business districts and included both mandatory mixed use and commercial-by-incentive components. The Committee also understands that getting new residents in the commercial areas means new customers.

Achieving a compliant map was a constant challenge in that the Committee not only had the target unit count of 1,632 but wanted to build in a buffer of 10%, make sure that one area had at least 50% of the acreage, that 50% of the acreage also had to be within a 0.5 mile radius of one/other/both of the commuter rail stations, that the minimum 15 unit per acre density was met, and other criteria noted in the report below. Often the Committee would make one change only to have it result in knocking another metric out of compliance. But in the end, the program recommended here meets all requirements.

The overall program proposed consists of an MBTA Communities zoning overlay district of 54.2 acres (68.2 including ineligible Mandatory Mixed Use parcels) with four (4) primary concentrations around Waverley Square, Belmont Center, the Brighton-Blanchard area, and Belmont Village. The Waverley Square area is the largest concentration and serves as the largest contiguous area having 28.1 acres and 53.7% of the total district size, or 3.7% more than required. The proposed zoning is estimated to allow 1,836 dwelling units or 13% more than required.¹ The distribution of units by area and subdistrict are shown in Table 1 below.

¹ It has been recommended that towns zone for at least 10% more units than the minimum required to serve as a buffer in case one or more areas are removed by the state for non-compliance.

Table 1 – Area and Unit Calculations

Area	Area Zoned (acres)	Percentage %	Estimated Units	Percentage %
Subdistrict 1	12.2	17.9	189	10.3
Subdistrict 2	20.5	30.0	575	31.3
Subdistrict 2A	16.4	24.1	385	21.0
Subdistrict 4	13.9	20.4	376	20.5
Subdistrict 5	5.2	7.6	311	16.9
TOTALS →	68.2	100.0	1,836	100.0

The subdistricts have been calibrated so that intended development fits in with the character and density of the areas in which they are located, as follows:

- A. Subdistrict 1 – Are 3 to 3.5 story tripledeckers, six-plex's, and eight-plex's at densities of around 15.5 units per acre and a minimum lot size of 2,700 s.f.
- B. Subdistrict 2 – Are 3 to 3.5 story townhouses and apartment blocks (8/12/16) of densities of around 28.8 units per acre and a minimum lot size of 6,500 s.f.
- C. Subdistrict 2A – Are 4 or 5 story apartment blocks of densities of around 23.5 units per acre. These districts are mapped on Belmont Housing Authority properties only. The minimum lot size is 6,500 s.f.
- D. Subdistrict 4 – Are 3 to 4 story mandatory mixed-use buildings with street retail storefronts and apartments on upper floors at densities of around 27 units per acre. The minimum lot size is n/a.
- E. Subdistrict 5 – Are 3 to 5 story apartment blocks of densities of around 60.3 units per acre with maximum height available through density bonuses only. The minimum lot size is n/a.

This report does not provide the actual zoning language that will be submitted to the state to seek 3A Compliance. This information is still a work in progress being developed by the architectural and planning design firm Utile. The Planning Board will need to continue the collaboration with staff and Utile to craft, refine, and finalize these zoning bylaws in the upcoming weeks. The zoning will be written to facilitate the appropriate development types. Consultant Utile will also run site checks to make sure that the zoning will work as intended and show graphic illustrations of potential development of these sites.

In conclusion, the Committee believes that based on the work conducted that this is a rational, balanced, and sound proposal and possibly the only proposal that could be forwarded that meets all of the requirements and is fair and positive for the community. The 3AAC makes the following recommendations to the Planning Board.

- 1. Please evaluate the proposed program through all of the criteria required from the MBTA Communities Guidelines. They all need to be met for a plan to be compliant.
- 2. Due to the complexity of the program, the timing of key deliverables, the critical pre-submittal review by EOHLC, and the need for extended public outreach, the Committee recommends that

the Town Meeting be scheduled for November. The preferred date is Monday, November 18, 2024.

3. Please consider adopting or adhering to the Goals and Principles that the 3AAC adopted for conducting their work. As a Planning Board, committed to good town planning principles, we trust that you will see the value and merit of these guiding elements.
4. Please consider only a recommendation to Town Meeting that includes a 3A compliant plan and reject any strategy aimed at non-compliance or minimum compliance without a reasonable buffer.
5. Development under 3A program will play out slowly over a long period and if experience results in ideas to improve and adjust Belmont's 3A program, there will be time and opportunity to make such changes.
6. The Planning Board has a short time frame to finish everything it needs to do before Town Meeting. Specifics are provided in the recommendations section in the full report on page 20 and [at this link](#).
7. Due to the compressed timeline, it is highly recommended that a working group designated by the Planning Board be established. Staff has already described a suggested membership of such a group and that composition is still the preferred recommendation. Specifics related to such a group are found under the recommendation in the full report below on page 21 and [at this link](#).
8. Public outreach will be a significant part of the process. The public expects no less and the Town should do its best to plan and execute this extremely well and thoughtfully. Based on what the 3AAC has done and expected to do, we recommend six (6) methods under the recommendations in the full report below on page 22 and [at this link](#). You should also consider the Toolkit MAPC developed for outreach [at this link](#).
9. Success at Town Meeting requires advance outreach to build public support. Based on our collective experience, the Board should consider the three best practices listed in the recommendations in the full report below on page 23 and [at this link](#).
10. The consultants working with the Town will have limited hours and a delimited scope and so we recommend making use of either staff or former members of the 3AAC. Specifically, Co-Chair Roy Epstein has volunteered to help test theories and models for you so as not to utilize Utilite hours for multiple test runs.

INTRODUCTION AND BACKGROUND

In December 2020, the Massachusetts State Legislature passed the Economic Development Bond Bill of 2020, which was signed by Governor Charlie Baker in January 2021. The law included three provisions to increase housing production across the Commonwealth by removing barriers to housing development. The law lowered the voting threshold from a super majority to a simple majority for a specific set of policies that make it easier to create multifamily housing and housing diversity; allows judges to require abutters post a bond of up to \$50,000 when filing lawsuits to prevent housing production; and amended the state's law establishing the framework to allow communities powers to establish zoning by requiring communities served by the MBTA. This law, Chapter 40A, Section 3A, became known as the MBTA Communities Zoning Law or for short, "3A". The essence of the law is the following relatively simple phrasing:

*"An MBTA community shall have a zoning ordinance or by-law that provides for at least 1 district of reasonable size in which multi-family housing is permitted **as of right**; provided, however, that such multi-family housing shall be without age restrictions and shall be suitable for families with children."*

The law requires each of the 177 designated MBTA member communities in the Commonwealth of Massachusetts, to zone at least 50 acres or 1.5% of their developable land area, whichever is less, for by-right multifamily housing of at least 15 units per acre without age or other restrictions that limit opportunities for families with children. The Legislature directed the state's housing agency, then known as the Department of Housing and Community Development (DHCD), to establish guidelines for communities to establish compliant zoning.

On Wednesday, December 15, 2021, DHCD released Draft Compliance Guidelines for the requirements for MBTA communities to establish an as-of-right (by-right) multifamily housing zoning district. Comments on the draft guidelines were due by March 31, 2022. Nearly 400 comments were submitted to DHCD after more than 24 public engagement sessions were held by the state. After reviewing comments and incorporating feedback, final guidelines were issued on August 10th, 2022. DHCD issued narrowly revised guidelines on October 21, 2022 to instruct communities on how affordability requirements could be incorporated into the new multifamily districts. On August 17th, 2023, two additional revisions were made by the Executive Office of Housing and Livable Communities (formerly DHCD). The additional guidance adds 13 programs that communities must demonstrate compliance with 3A for eligibility and the guidance allows for mandatory mixed-use districts to contain up to 25% of a community's assigned number of units to include in their multifamily zoning district. Belmont's requirements are outlined below.

DISTRICT SIZE: Must establish a district of a "reasonable" size, at least 28 acres of land, based on 1.5% of developable land² in Belmont as determined by EOHLC.

PROXIMITY TO STATION AREAS: At least 50% of this developable land must be within ½ mile radius of one or the other commuter rail stations.

² Minimum land area is 50 acres for all communities in the rapid transit, commuter rail and adjacent community types. There is no minimum land area requirement for adjacent small towns. Where 50 acres exceeds 1.5% of the developable land area in a town, a cap has been instituted that sets minimum land area to 1.5% of developable land area in the town.

CONTIGUITY: At least 50% of the MBTA district land area must be in one contiguous primary district (14 acres for Belmont).

ALLOWANCE FOR SUBDISTRICTS: May have sub-districts with differing densities as long as the overall average density at least meets the minimum density.

MINIMUM DENSITY: Must allow at least 15 units/acre (minimum gross density) for the district as a whole.

NO RESTRICTIONS: Must be without any age restrictions or other restrictions and allow for families with children.

BY-RIGHT & NO IMPEDEMENTS: Development of multifamily must be by-right and must be legally and practically allowed.

ACCESS TO TRANSIT: All area zoned as part of the district must be in areas that have safe and convenient access to transit by bicycles and pedestrians.

DISTRICT UNIT CAPACITY: Belmont must zone for 1,632 housing units. This number is based on the housing inventory at the time the law was passed (10,882) and the percentage of the housing stock by type of MBTA Community. Since Belmont is classified as a Commuter Rail Community, and such communities must zone for 15% of their housing stock, this results in the 1,632-unit requirement.

ATTAINABLE: The minimum required capacity must be attainable in the district(s). The state and MHP have developed tools that communities can use to make these calculations on a per lot basis (The Compliance Model).

MAY ZONE EXISTING DEVELOPMENT: Districts may be established that already include existing multifamily units by changing zoning to by right rather than approving these buildings through special permit processes. Therefore, areas in Belmont with existing multifamily housing can be included in such a district and count toward both units and density.

Compliance

The state guidelines established community typologies; assigned numbers of homes for communities to zone for based on their level of transit service and housing stock; and set timelines for communities to establish compliance.

1. Belmont received an interim “Determination of Compliance” after the Town submitted an Action Plan to the state before January 31, 2023.
2. Belmont must adopt compliant zoning map and bylaws, and have these bylaws approved by EOHLC, no later than December 31, 2024, or fall out of interim compliance and into noncompliance.
3. Effect of Non-Compliance:

- a. Belmont would not be eligible for funds from the following grant programs if the Town were not compliant:

- Housing Choice Initiative
- Local Capital Projects Fund,
- MassWorks infrastructure program
- Community Planning Grants
- Massachusetts Downtown Initiative
- Urban Agenda
- Rural and Small Town Development Fund
- Brownfields Redevelopment Fund
- Site Readiness Program
- Underutilized Properties Program
- Collaborative Workspace Program
- Real Estate Services Technical Assistance
- Commonwealth Places Programs
- Land Use Planning Grants
- Local Acquisitions for Natural Diversity, and
- Municipal Vulnerability Preparedness (MVP) Project and Planning Grants.

Additional programs can be added by the Governor. It is not certain whether or how soon Belmont would regain eligibility for lost grant opportunities if the Town were to become compliant by means of summary judgement.

- b. Suffer litigation from the Commonwealth and abide by any judgement inclusive of all costs and fees incumbent upon such judgement.
- c. Assume all court costs and fees of litigation stemming from said litigation.

As you will see articulated in this report, the Committee believes that based on the work conducted that this is a rational, balanced, and sound proposal and possibly the only proposal that could be forwarded that meets all of the requirements and is fair and positive for the community.

ADVISORY COMMITTEE

The MBTA Communities Advisory Committee was formed on May 25, 2022 with the following purpose:

“The MBTA Communities Advisory Committee is established by the Select Board as a Committee to advise the Select and Planning Boards on M.G.L c. 40A Section 3A (the Zoning Act) that requires that an MBTA community shall have at least 1 zoning district of reasonable size in which multi-family housing (three or more units on a single site) is permitted "as of right". Belmont is considered a Commuter Rail Community and according to the 2020 Census, Belmont currently has 10,882 housing units. This means that to comply with Section 3A, Belmont must establish one (or more) as of right zoning districts that total at least 27 acres and have a zoned capacity for 1,632 units.”

The MBTA Communities Advisory Committee (referred to in this document as 3AAC) met nine times in 2022, 37 times in 2023, and will meet at least 15 times in 2024 before turning its work over to the

Planning Board in April 2024. Please refer to the Advisory Committee's web site for additional background and historical information about the body.

<https://www.belmont-ma.gov/mbta-communities-advisory-committee>

The 3AAC worked to develop an [Action Plan](#), a step specifically required of MBTA Communities, which was submitted by the end of January 2023. The Action Plan provided the state with general information about the approach that Belmont would take to get into compliance, including areas for consideration for multifamily zoning. The Action Plan, in accordance with 3A and Belmont's recently approved Housing Production Plan, named the following areas for consideration: Waverley Square, Belmont Center, South Pleasant Street, Trapelo Road, Concord Avenue, Brighton Street, and North Pleasant Street in future plan development.

CONSULTANTS

MAPC

As part of the work of the 3AAC, Belmont applied for and received a One Stop for Growth grant from the state for the purpose of determining a compliant model and developing zoning for that model. The Metropolitan Area Planning Council (MAPC) was retained with this grant funding and has worked with the 3AAC since February of 2023 working on eight (8) primary tasks:

1. Project Start-Up (Jan-Feb 2023)
2. Study Area and Context (Feb-Apr 2023)
3. Visioning (May-Jun 2023)
4. 3A Compliance Modeling (May-Jul 2023)
5. Recommendations (Sep-Nov 2023)
6. Zoning (Nov 2023-Jan 2024)
7. Adoption Support (Jan-Apr 2024)
8. Project Management and Direct Costs (ongoing)

This scope was successfully carried out through Task 4, although not along the suggested timeline. In February of 2024, emergent issues, including the need for a more graphically oriented zoning bylaw, necessitated a proposed modification to the MAPC scope and contract to focus instead of zoning, on a mandatory Economic Feasibility Analysis (EFA) for the Town's Inclusionary Zoning (IZ) bylaw, which in addition to requiring an amendment at Town Meeting, will need to be reviewed by the state, necessitating the EFA as an element of the review.

Utile Architecture & Planning

To better address the required zoning, the Town retained the services of the design firm [Utile](#), which was anticipated to be better suited to develop a graphically inclusive bylaw. Utile's work will also include several example renderings, which will show how buildings built according to the specifications of a specific subdistrict, would look like. Utile's scope includes the following tasks:

1. Project Orientation and Base Documentation
2. Case Study Parcel Test-Fits Per Existing Zoning
3. Refinement of Visualizations and Draft Code

4. Community Engagement (4-5 Meetings)

Utile is aware of the project timeline, milestones, and key deliverables to the state. In some cases, MAPC and Utile may need to cross-collaborate for specific tasks.

KEY MATTERS RELATED TO 3A DISTRICT ZONING DEVELOPMENT

Over the course of working toward a scenario for Belmont that is fully compliant, a number of details relevant to Belmont's situation have arisen and required further inquiry or research. These include the following:

Affordable Housing

The 3AAC prioritized affordable housing by using the Housing Production Plan to identify initial areas for 3A zoning, including all three Belmont Housing Authority (BHA) properties in the Committee's 3A proposal, and relying upon the Town's Inclusionary Zoning Policy to increase the amount of affordable housing in Belmont as the overall housing stock grows.

The Housing Production Plan was approved by the Planning Board and Select Board in May 2023. The Plan was created by the Housing Trust and technical consultants, MAPC and Metro West Collaborative Development. The Housing Production Plan is a formal Town document that identifies Belmont's housing needs and potential areas for development. Belmont Housing Trust involved hundreds of people in the process by conducting a survey, holding public meetings, and convening focus groups. Housing Production Plans provide communities with 1-2 years of safe harbor under Chapter 40B when communities increase affordable housing development in accordance with the plan. Belmont is currently seeking a 2-year safe harbor following building permits being issued for development of mixed income housing at McLean. By incorporating potential development areas identified in the Housing Production Plan, the Town is well positioned to continue making progress on the Plan and meeting the state's requirement that every community has 10% of its housing stock affordable to households with incomes at or below 80% of the area median income (AMI).

The inclusion of public housing properties will provide the BHA with the ability to preserve Belmont's public housing through redevelopment and the addition of more housing. BHA is preparing to move forward with the redevelopment of Sherman Gardens. This development for seniors and people with disabilities has no elevators and is in need of modernization. Redevelopment plans add 50 new deeply affordable units, including 10 that would be available for families with children.

State 3A Guidelines limit communities to requiring up to 10% of new multifamily housing as affordable for households with incomes at 80% of the area median income. EOHLC will allow higher percentages or deeper affordability for communities that adopt Chapter 40R Smart Growth Districts or demonstrate local affordability requirements are supported by an economic feasibility analysis (EFA). The 3AAC chose not to include Chapter 40R Smart Growth Districts as part of 3A implementation and to rely upon Belmont's Inclusionary Zoning bylaw to increase affordable housing options.

The 3AAC assumed that the affordability requirements of Belmont's Inclusionary Zoning Bylaw (Section 6.10) will be adopted for the 3A zoning. These requirements include three tiers of required affordable units in a given project (10%, 12%, and 15%) depending on the total number of project units. Because the affordability requirements go beyond 10%, an EFA will be conducted by MAPC once the proposed

district is defined. Furthermore, as the current Bylaw applies only to developments under a special permit, the desired affordability component in 3A either requires an update to the Bylaw so that it applies to all multifamily development or, alternatively, incorporating the relevant features of the Bylaw (without the special permit provision), into Belmont's 3A zoning language.

The economic feasibility analysis must be submitted with the zoning plan to EOHLC as part of the compliance determination.

Public Lands

Publicly owned land, such as the Claflin Lot in Belmont Center, were considered for inclusion in the 3A district because of proximity to public transit, its identification in the Housing Production Plan, and because it aligned with the Belmont Center Working Group report. Although it is named in the approved Housing Production Plan, EOHLC informed Belmont that only public land that has gone through a disposition process can be counted as developable land. As a result, the Claflin lot is not included in the proposal approved by the 3AAC.

The status of the Belmont Municipal Light building (450 Concord Ave) was also discussed. This building is still an active electric substation and will remain so for several years. Because it is still in use, is not included in the Housing Production Plan, and has not been declared surplus, it was not considered for 3A zoning.

Mandatory Mixed-Use (MMU)

The initial Guidelines issued by the state allowed communities to establish incentives to promote mixed use development. In 2023, EOHLC amended the Guidelines to also allow mandatory mixed-use districts including up to 25% of the total housing units that communities need to zone for in accordance with the number assigned to them by the state. Because the 3AAC agreed with the concerns expressed by the Economic Development Committee and Planning Board about preventing the loss of commercial space, the Committee chose to create mandatory mixed-use districts only and not to incentivize mixed use development in those areas. The revised Guidelines allow Mandatory Mixed Use ("MMU"), subject to the following conditions:

1. Would not technically be an MBTA 3A District
2. Would not count as MBTA 3A district acreage or percentage of contiguity or minimum area
3. MMU units would count towards compliance but only up to a maximum of 25% of the minimum required units (i.e., 408 units, given 1,632 as the minimum number of required units), and
4. MMU-zoned parcels could serve as "connective tissue" to help define a contiguous 3A district area

Belmont took advantage of the new category and proposed MMU districts in three separate areas totaling 27 noncontributing acres and facilitating 376 contributing units.³

³ Prior to the latest update of the Guidelines, mixed-use could only be implemented through an optional density bonus, potentially adding more density than a community might want and leaving it up to the market as to whether the commercial

Design

To preserve the architectural character and design of Belmont, the zoning for MBTA Communities will need robust design guidelines that facilitate the development of buildings that characterize the best architectural design of Belmont and other inner core Boston suburbs. With a design firm Utile as Belmont's zoning consultants, we are confident that such guidelines will not only be appropriate for Belmont but also will be able to pass scrutiny of state evaluators. With that in mind, it is our objective to provide a general description of what we see as an appropriate design framework for the proposed subdistricts, as follows:

- **Subdistrict 1:** This subdistrict should exemplify the traditional, historical design of multifamily buildings in Belmont and other inner core Boston suburbs, these designs should include the traditional triple decker and a larger six-plex that would be a combination of two triple deckers. Also appropriate would be a four-plex or combined two-family buildings. Limited to three stories, larger sites should be able to facilitate larger complexes at the two- or three-story height containing six, eight, nine, or 12 units at the largest. Since traditional triples and six-plexes had flat roofs with a decorative cornice and parapet wall, this roof options should be one of two roof designs for three story structures with the other being a pitched roof style.
- **Subdistrict 2:** This subdistrict is envisioned as an appropriate location for a townhouse or rowhouse form of development, likely on a single development lot. Using design guidelines to facilitate townhouse typologies with front entries with street level or raised first floor entries with stairs, the expectation is that the facades will not be interrupted with garages. Since traditional townhouses and rowhouses had both pitched and flat roofs, these roof options should be the two roof designs for the maximum three-story structures in this category.
- **Subdistrict 2A:** Since this subdistrict is specifically intended for public housing, the Committee does not want to add burdensome design costs to these projects and thus design guidelines will be more flexible regarding architecture. However, site design to facilitate open space and amenities will be more important for subdistrict 2A.
- **Subdistrict 4:** Subdistrict 4 is intended to be a mixed-use development typology with a street level dedicated to business (retailing, services, office) and upper floors for residential units. The street level must contain a recessed entry, a bulkhead, display windows, and a sign band and may include a transom and cornice or belt course transitioning to the second floor. Upper floor windows should be symmetrical and line up to adjacent second floor windows of adjacent buildings as appropriate. Since traditional storefront buildings had both pitched and flat roofs, these roof options should be the two roof designs for the maximum three-story structures in this category.
- **Subdistrict 5:** This subdistrict is intended to be a larger footprint apartment building of a base height of three stories with up to two additional stories permitted by special permit density bonus. Design guidelines should favor more traditional architectural styles rather than the international style that has been predominant in the market over the past few decades. Since typical apartment buildings have both pitched and flat roofs, these roof options should be the

was a viable use at a specific point in time. This was not enough of a certainty to those who felt that the commercial component was an essential part of that site and location.

primary two roof designs for the maximum three-story structures in this category. For buildings at either four or five stories, the roof options will be limited to pitched and recessed.

Zoning as an Overlay

It is important to understand that the proposed zoning will be an overlay instead of a new base zoning district. The effect of the overlay will be to provide an option to either continue to operate under the requirements of the base or underlying zoning district (e.g., NB2) or choose to take advantage of the provisions of the new overlay district. The overlay zone will not have an impact on existing uses or properties that choose not to use the overlay and businesses will still be able to operate and home can continue to be occupied until such time, if ever, the owner wishes to exercise rights provided by the overlay.

PUBLIC PARTICIPATION

Up to this point, the 3AAC has had a good public participation process using the following methods:

- Public comment given opportunity in most of the 3AAC meetings.
- Three (3) public forums held with excellent attendance. One additional forum may be planned in April to present the recommended plan.
- Public comment form created in December 2023 and has received 21 responses. All of these responses have been posted on the website [HERE](#).

The 3AAC website contains a significant amount of information for public consumption and for local officials, including:

- [Committee charge](#), other administrative documents related to the Committee, and Town steps taken.
- A [Frequently Asked Questions page](#) that currently includes 24 entries.
- A [Glossary of Terms](#) for MBTA Communities law and guidelines.
- The Guiding [Goals and Principles](#) of the Committee.
- Handouts and other materials from public meetings.
- Meeting [presentations](#) and [recordings](#).
- An [online comment form](#) that as of April 3, 2024 had received 23 separate comments. The following categories of comments were received with the number of each category received:
 - Fiscal Impact Analysis (1)
 - Other (1)
 - Specific District or Subdistrict Related Question (4)

- Suggestion for Committee Consideration (4)
- General Support for Current MBTA Communities Program (7)
- Concerns over current MBTA Communities Program (5)
- Specific Zoning-Related Question or Comment (1)

The full set of comments can be viewed [on this page](#).

- Other MBTAS Communities resources.

The 3AAC intended to have neighborhood meetings to talk about the map and zoning but as of the time of crossover, a map and zoning had not yet been developed, so that may be something that the Planning Board wishes staff to conduct at the appropriate time. Staff has recommended to the Planning Board that a formal public outreach process be devised so that they can be comprehensive regarding outreach depth and breadth.

PROCESS, ANALYSIS, AND RATIONAL FOR CHOOSING AREAS

The 3AAC worked for over 20 months on background work, learning about the 3A law and Guidelines, reviewing the sites named in the Town's Housing Production Plan, and discussing preliminary characteristics and locations of district and subdistricts. On many occasions, due to updated Guidelines, clarifications or corrections in interpretation by multiple agencies and parties, and consideration of ultimately rejected options, the Committee had to be adaptable and pivot a number of times.

Mapping

Click → [HERE](#) to view all produced maps from June 2023 to March 2024.

Initial map ideas were generated by the public in the first public workshop where attendees were asked to place sticky dots in areas that they felt multifamily housing would be appropriate. MAPC developed early conceptual maps based on this early feedback.

Consultant MAPC developed a series of maps in late 2023 and early 2024 based on the required compliance model, each more refined and responding to the comments of staff and the Committee. Based on MAPC's maps and model work from the end of January, 2024, Committee Co-Chair Epstein independently prepared alternative maps. At the February 15th Public Forum, the attendees saw and commented on the three scenario map options prepared by MAPC and a fourth option from Mr. Epstein. After several weeks of feedback involving the public and the Committee, Mr. Epstein's map version became the chosen scenario for further refinement.

Strategies employed to consider properties included such criteria as where the property was located in proximity to the rail station or bus lines, what uses were in the vicinity that could be complementary or could be enhanced by new residential development, specific properties that were seen by us or by real estate professionals as opportunity areas or sites, and properties either identified specifically in previous plans or reports or identified by the Committee or staff as appropriate for redevelopment.

Goals and Principles

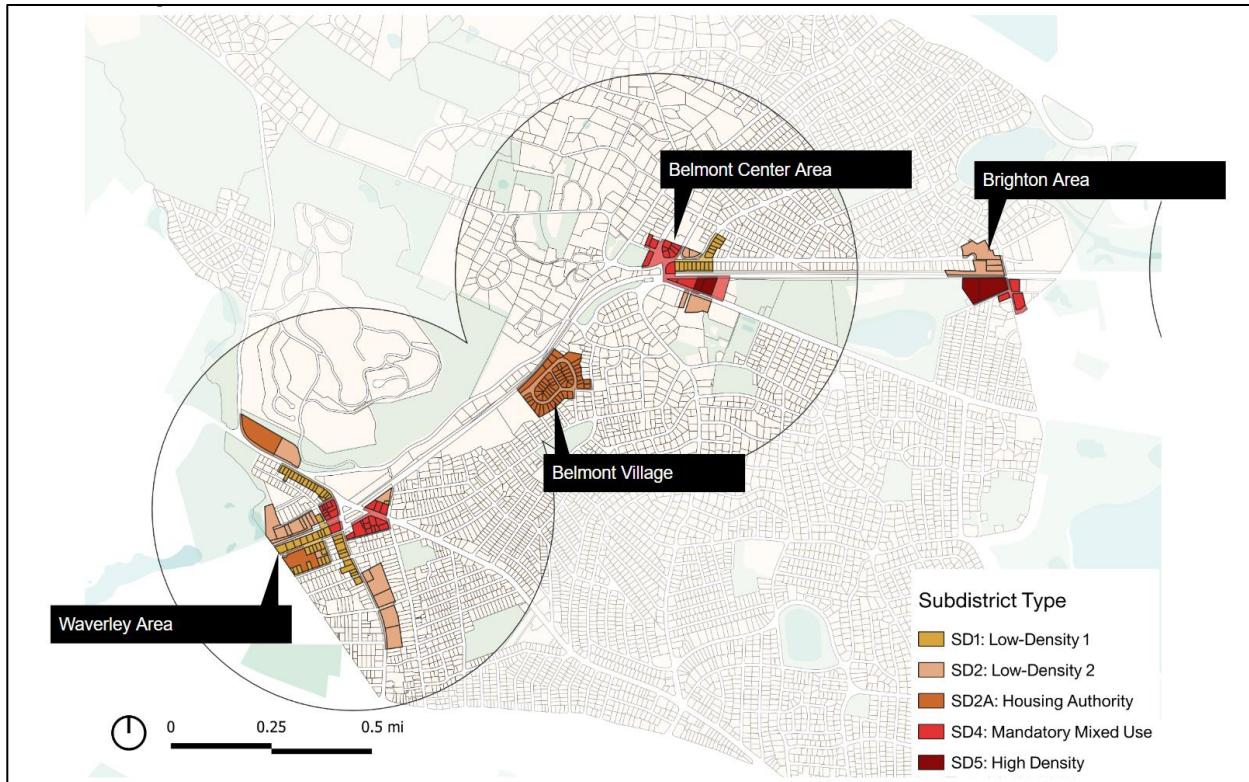
The 3AAC developed and adopted a set of guiding goals and principles that was intended to supplement their charge and ensure that the concerns of all boards and committees represented on the Committee were noted, addressed, and incorporated to the extent possible. The idea was to ensure a balanced and collaboratively developed solution. There were eight (8) goals and 25 principles in total. The goals and principles are as follows and the full document can be seen in the Appendices.

1. **Be informed and guided by prior relevant town reports, plans, and studies** – These include the Housing Production Plan and the Master Plan.
2. **Be equitable and context sensitive regarding the distribution of MBTA sites and unit counts** – This goal and its principles relate to a fair distribution of MBTA districts to the extent possible.
3. **Use good planning principles and best practices** – This refers to planning principles such as smart growth.
4. **Be strategic and flexible regarding coming up with a final proposed option** – This essentially resulted in the recommended 10% buffer in case some areas were not accepted by state reviewers.
5. **Maximize economic development opportunity without compromising other key goals** – This goal recognizes that there is a modest opportunity to use MBTA Communities to add to the commercial tax base.
6. **Protect the essential character and scale of Belmont to the extent possible** – This goal is intended to minimize impact on historic districts and other important Belmont buildings and sites.
7. **Meet key housing benchmarks and metrics** – This goal and its principles is intended to prioritize affordability opportunities, provide a wide array of housing types, and help redevelop public housing.
8. **Adopt a Meeting and Communication Framework** – Intended to give a voice to all members and representations of the Committee and further best practices intended to provide fairness and efficiency.

EXPLANATION OF MAP

A specific scenario for MBTA zoning was approved by the 3AAC on Monday, April 2nd by a 6-1 margin. Barring any issues that might be revealed by a Compliance Model run, this will be the map turned over to the Planning Board as the Committee's recommendation. This section is intended to identify each district, subdistrict, and subarea within the proposed map and explain why it was chosen. We will not include the analysis or reasons used by the Committee to remove parcels from the final proposed scenario that might have been considered during the deliberations.

The proposed district is composed of three (3) concentrated areas (see Figure 1 Map) plus one additional area in Belmont Village:



1. **Waverley Square** – Waverley Square was designated as the only logical primary contiguous district since such a district must contain at least 50% of the required district area and at least 50% of the total district area must be within a ½ mile radius⁴ of one of the two commuter rail stations.
 - a. **Subdistrict 1:** Includes all parcels on south side of Trapelo Road from Moraine Street to Agassiz Street plus 7 Moraine Street; 9 to 71 Thayer Street; 22 to 40 Thayer Street; 6-8 Agassiz Avenue; 137-147 Sycamore Street; 127-129 Sycamore Street; 105-115 Sycamore Street; and 41-91 Lexington Street.
 - b. **Subdistrict 2:** Includes 625-655 Trapelo Road; 23 and 43 White Street; 20 to 52 Moraine Street and 61-63 Moraine Street; 9-11 Davis Street; and 90 to 160 Lexington Street.
 - c. **Subdistrict 4:** The entirety of the Moraine-Agassiz-Lexington block; the entirety of the Church-Thayer-Lexington-White block except for 44-54 Church Street and 40-42 Lexington Street; 29 Lexington Street; and 481 to 505 Trapelo Road.
 - d. **Housing Authority Properties (tentative Subdistrict 3):** These properties include the existing Belmont Housing Authority properties Sherman Gardens, Belmont Village, and Waverley Oaks depicted on the map shaded in orange.
2. **Belmont Center** – As the other location of a commuter rail station in Belmont, the Center was also identified as a preferred location for a 3A district area. These parcels include:

⁴ The Guidelines state that if you have between 401 and 600 acres of total developable station area (Belmont has 502) than 50% of the multi-family zoning district must be within a transit station area (Belmont has two station areas and thus this 50% (14 acres) can be split between the two station area radii.

- a. **Subdistrict 1:** 17-19 to 53 Channing Rd. and 1-3 to 25 Cross St.
 - b. **Subdistrict 2:** 34-36 Channing Rd., 38-40 Channing, 382-392 Concord Ave., and 380 Concord Ave.; 16-18 Channing Rd., 5-7 Claflin St., and 9-11 Claflin St.;
 - c. **Subdistrict 4:** 7 Channing Rd., 2 Leonard St., 6-25 Leonard St, 31-37 Leonard St., and 39-43 Leonard St., 375 Concord Ave., 385 Concord Ave., 405 Concord Ave., and 415 Concord Ave.
 - d. **Subdistrict 5:** 385-395 Concord Ave.
3. Brighton St – This set of parcels is located on Brighton St near the MBTA tracks. It includes the Purecoat facility at 30 Brighton St/39 Hittinger Street, the four parcels comprising numbers 40 to 54 Brighton Street proposed to be zoned for subdistrict 2, the Purecoat site proposed for subdistrict 5, and three parcels below and across from the Purecoat site proposed for subdistrict 4.
- a. **Subdistrict 2:** 40 to 54 Brighton Street
 - b. **Subdistrict 4:** 9 Brighton Street, 16 Brighton Street, and 26 Brighton Street
 - c. **Subdistrict 5:** 30 Brighton Street and 39 Hittinger Street
4. Belmont Village – This set of parcels consists of all of the property making up the Belmont Village public housing project. It will be designated Subdistrict 3, which is a special category for public housing properties in Belmont. All parcels will be identified for the map in the table in Appendix D.

As noted above, the district subareas within each of these areas are composed of several subdistricts, which are differing typologies of multifamily housing with specific housing styles and densities. The 3AAC chose to use the following subdistricts:

- F. Subdistrict 1 – Are 3 to 3.5 story tripledeckers, six-plex's, and eight-plex's at densities of around 26 units per acre.
- G. Subdistrict 2 – Are 3 to 3.5 story townhouses and apartment blocks (8/12/16) of densities of around 30-40 units per acre.
- H. Subdistrict 2A – Are 4 or 5 story apartment blocks of densities of around 70 units per acre. These districts are mapped on Belmont Housing Authority properties only.
- I. [Subdistrict 3 eliminated]
- J. Subdistrict 4 – Are 3 to 4 story mandatory mixed-use buildings with street retail storefronts and apartments on upper floors at densities of around 50 units per acre.

- K. Subdistrict 5 – Are 3 to 5 story apartment blocks of densities of around 60-80 units per acre with maximum height available through density bonuses only.

EXPLANATION OF ZONING STRATEGY

As originally conceived by the Committee, the zoning strategy would establish the subdistrict typologies and write a zoning overlay for each using the state’s model MBTA Communities Bylaw (which can be downloaded [HERE](#)). In the fall of 2023, the Planning Director expressed concerns that conventional text-based zoning, such as the model Bylaw, would not provide sufficient clarity regarding expected outcomes. Such zoning bylaws lack graphical guidance and rigorous requirements for building massing, placement, and the urban design details that contribute to successful placemaking. Interestingly, at around the same time that staff began to express these concerns, some members of the public also lamented the lack of graphics to explain the work of the Committee to communicate proposed subdistricts. They also requested renderings to show scale and edge visualizations.

MAPC’s scoped budget, tasks, and timeline did not include these elements and staff began to consider how a Form-Based Code consultant could be retained to address a more graphic-oriented zoning bylaw. We set up presentations by the following firms that produce Form-Based zoning. The approximate price quoted for work on MBTA Communities Zoning is included in parentheses:

1. Dover Kohl Associates (~\$150,000)
2. DPZ Design (~\$200,000)
3. Utile Architecture and Planning (~\$50,000)

Both Dover Kohl are nationally prominent firms and command top dollar for a fully developed Form-Based Code, a product that requires numerous hours of research and reconnaissance work. Utile is a local firm that is more regional in scale and offered a product that they referred to as “form-based light” which did not require as much research and also did not have quite so graphics intensive of a product, but sufficient to distinguish itself from a conventional code. Staff also noted that Utile had prepared the City of Newton’s MBTA Communities zoning draft and was in the process of preparing Somerville’s bylaw. They had also prepared Lincoln, MA bylaw. Town Administration agreed, after significant due diligence was conducted, to fund Utile for the \$49,000 + contract to develop Belmont’s MBTA Communities Zoning.

Leading up to passing this project over to the Planning Board, staff and the Committee will participate in a project kickoff meeting so that Utile can get started in collecting background information and be prepared to receive the final map and district description developed by the Committee. Utile will make an initial determination of compliance as designed, providing the Board with a benchmark for further work and refinement of the plan.

CONCLUSION & RECOMMENDATIONS

Conclusion

1. We have prepared a complete zoning map and plan plus this comprehensive report to assist the Planning Board to sponsor a thoughtful and compliant 3A zoning recommendation to Town Meeting. The plan meets all of the state's metrics and other requirements for compliance and includes a 10% buffer on the unit count in case the state removes parcels for any reason. The plan also reflects the goals and principles the Committee adopted to guide its work. We feel that anything less robust may elicit state scrutiny and either lead to the full plan being rejected or be too close to the minimum as to risk non-compliance due to having too few units, acres, or both. In summary, the plan accomplishes the following with a checkmark (✓) showing 3A compliance or meeting other important objectives: It contains 54.2 3A eligible⁵ acres, which is 93.5% more than required ✓
2. Of the 54.2 acres, 45.8 acres are within ½ mile of a station, which is 80% more than the 27 acres required ✓
3. A total of 28.1 acres are in the Waverley area, which exceeds the requirement for contiguity by 3.7% ✓
4. A total of 1,836 units are zoned for by the plan, which is 11.8% more than required, nearly identical to the percentage recommended as a buffer ✓
5. Most of the proposed zoning would facilitate new development of a similar footprint and height to existing multifamily housing in Belmont ✓

The Committee feels that this map is not only reasonable and a good fit for Belmont, but has very little room to reduce given the need for a buffer of approximately 10 percent to hedge against potential EOHLC parcel disqualifications and the need to keep compliant in all interrelated criteria. There may be a little room for refinement in some of the Waverley blocks which may result in slightly lower densities if changed to a lower subdistrict, but the 3AAC also took great care to place subdistricts in areas where there was a minimum of incompatibility to adjacent land uses and also recommended land use compatibility zoning provisions to insure seamless fits. Regarding specific parcels that may be considered for reduction, the following could be removed but would move the model much closer to the 1,632 minimum, which would be a risky proposition.

- 61-63 Moraine
- Even Numbers on Thayer Rd
- 9-11 and 13-15 Davis St
- 105-107, 111-113, and 115-117 Sycamore
- 54 Brighton

⁵ Including ineligible MMU parcels, the model includes 68.2 gross acres.

We encourage Planning Board members to not only review this report and the Plan, but refer to all of the resources available on the website. If you have any questions, feel free to contact staff or any member of the 3AAC.

MBTA Communities Zoning Advisory Committee

Once the 3AAC has completed their map and report and turns the work over to the Planning Board, the primary work of the Committee will have been accomplished. The only remaining tasks will be to hold a final public forum on April 11th and subsequently meet with the Select Board for a final report as required by the Committee Charge.

In conclusion, the Committee believes that based on the work conducted that this is a rational, balanced, and sound proposal and possibly the only proposal that could be forwarded that meets all of the requirements and is fair and positive for the community. The 3AAC makes the following recommendations to the Planning Board.

Recommendations

The 3AAC makes the following recommendations to the Planning Board.

1. Please evaluate the proposed program through all of the criteria required from the MBTA Communities Guidelines. They all need to be met for a plan to be compliant.
2. Due to the complexity of the program, the timing of key deliverables, the critical pre-submittal review by EOHLC, and the need for extended public outreach, the Committee recommends that the Town Meeting be scheduled for November. The preferred date is Monday, November 18, 2024.
3. Please consider adopting the Goals and Principles that the 3AAC adopted for conducting their work. As a Planning Board, committed to good town planning principles, we trust that you will see the value and merit of these guiding elements.
4. Please consider only a recommendation to Town Meeting that includes a 3A compliant plan and reject any strategy aimed at non-compliance or minimum compliance without a reasonable buffer.
5. Development under 3A program will play out slowly over a long period and if experience results in ideas to improve and adjust Belmont's 3A program, there will be time and opportunity to make such changes.
6. The Planning Board has a short time frame to finish everything it needs to do before Town Meeting. Be cognizant of the following, for example:
 - a. To meet deadlines of a pre-adoption compliance review by EOHLC and a Fall (November) Town Meeting, the Planning Board will need to schedule and post a public hearing by **mid-August**. At that point, the Planning Board should have a close to final draft zoning bylaw developed for public feedback. The Planning Board's package for Town Meeting is very likely to include the following:

- [1] All 3A Zoning amendments including Section on 3A and other related sections reviewed for compliance by EOHLC. EOHLC requires 90 days for review. Time should be left for the Town to make revisions to the proposal in order for Town Meeting to vote on a zoning bylaw that will be compliant with state law.
- [2] Inclusionary Zoning Bylaw amendments
- [3] Design and Site Plan Review Bylaw amendments
- [4] Any other 3A related Bylaw amendment that may emerge from the process
- [5] Other zoning bylaws such as hotels, ADUs, and a storefront vacancy bylaw

Please see the timeline (Appendix E) for all important dates.

- b. If you intend to have any mandatory mixed use in your plan, you will need to have these areas approved by the state very early in the process. EOHLC guidelines require mandatory mixed-use districts be approved prior to including them in 3A planning and adoption. Review of mandatory mixed-use districts does not require 90 days as does a 3A compliance review. The mandatory mixed use district approval process is a quicker process.
 - c. MAPC will conduct the Economic Feasibility Analysis (EFA) for Belmont's Inclusionary Zoning policy over the next two months. MAPC will need a firmed-up model to run their numbers so the sooner the Board can settle on a scenario, the sooner that MAPC can begin their work on this sizeable task.
 - d. The zoning consultant Utile will be working on a range of very specific details, scenarios, and variables and will need quick turnaround on questions and assumptions, which will need attention in a manner timelier than the scheduled Planning Board meetings. Staff can address administrative and other minor issues, but the Board will need another point of contact for other, higher-level questions.
7. Due to the compressed timeline, it is highly recommended that a working group designated by the Planning Board be established. Staff has already described a suggested membership of such a group and that composition is still the preferred recommendation. Such a group could operate and provide added value as follows:
- a. To meet weekly and additionally as needed to check in with staff and occasionally meet with the consultant.
 - b. To be given some latitude to give some feedback to staff and the consultant as needed.
 - c. To provide a brief report to the Planning Board at each of their upcoming meetings.
 - d. To have a composition that would be optimal for serving in this role including an architect, 1-2 Planning Board members, Select Board member, Housing Trust member, Town Administrator, and EDC member.

A key concern is that the Planning Board will not meet frequently enough or be nimble enough to interact with players in the project to stay on the tight timeline. Such a working group will answer to the Planning Board and be given its limited authority by the Planning Board but the Planning Board will make the higher-level decisions at the appropriate times in the process.

8. Public outreach will be a significant part of the process. The public expects no less and the Town should do its best to plan and execute this extremely well and thoughtfully. Based on what the 3AAC has done and expected to do, we recommend the following:

- a. Keep the **website** up-to-date, clear and easy to use, with as much information as possible. The Board and/or working group should discuss the current website and how to optimize it.
- b. Consider creating **one-page information sheets** similar to those developed on [this page](#).
- c. Consider **neighborhood meetings** to speak to groups associated with areas proposed for zoning changes.
- d. Consider having **regularly scheduled coffees** or meetups so that residents can ask questions one on one.
- e. Consider an **open house** to reveal the draft plan and elicit comment in a small group or one on one setting.
- f. The zoning consultant Utile has scoped for the following:

- [1] Two (2) Planning Board Meetings (recommend 1st be 4/23)
- [2] One (1) Select Board Meeting
- [3] Two (2) to Four (4) virtual stakeholder presentations or meetings with a working group.

You should also consider the Toolkit MAPC developed for outreach [at this link](#). It is recommended that the Planning Board plan how to effectively use this availability by the consultant for strategic optimization.

A key to an overall outreach program is how much the Planning Board members are willing and able to do and how much the Board wants staff to carry out specific outreach tasks. The bottom line is as follows in #8.

9. Success at Town Meeting requires advance outreach to build public support. Based on our collective experience, the following should be considered:
 - a. The Board can and should encourage other Town Boards and Committees to support the measure. Important groups for this type of Warrant Article include the Select Board, Finance Committee, Assessors, Council on Aging, Economic Development Committee,

Housing Trust, Warrant Committee, Age-Friendly Action Plan Committee, and the DEI Committee.

- b. The Board should be seen at local events and venues answering questions from the public and advocating for the measure (e.g., Town Day).
 - c. Members and/or staff should consider doing radio or television shows, podcasts, newspaper interviews, and the like to get the word out. If there is a widely accepted social media platform used by the Town to communicate to citizens, this should be considered as well.
10. The consultants working with the Town will have limited hours and a delimited scope and so we recommend making use of either staff or former members of the 3AAC. Specifically, Co-Chair Roy Epstein has volunteered to help test theories and models for you so as not to utilize Utili hours for multiple test runs.

The 3AAC appreciates the opportunity to assist the Planning Board with the difficult question of 3A zoning. We look forward to a successful result at Town Meeting later this year. If you have any questions for any of us please feel free to reach out anytime.

APPENDICES

APPENDIX A – GLOSSARY

1. **Affordable Housing** – Affordable Housing is a general term used to describe any housing that is built or operated with federal or state tax credits and/or other public subsidies. All housing of this type is “deed-restricted”, meaning the properties have restrictions placed on them to ensure they are rented or sold only to financially eligible individuals or families.*
2. **Area Median Income (AMI)** – The estimated median income, adjusted for family size, by metropolitan area (or county, in non-metropolitan areas). AMI is updated annually by the US Department of Housing and Urban Development (HUD) and used as the basis of eligibility for most housing assistance programs.
3. **As-of-Right Zoning** – A zoning provision is considered “By-Right” or “As-of-right” if the approvals process is streamlined so that projects that comply with the zoning standards receive their approval without a discretionary review process. In this case, discretionary refers to a Special Permit process and not site plan review. By-right may involve either administrative or site plan review approval processes.^#
4. **Base Zoning District** – The base zoning district is the original zoning category affixed to a parcel that contains the use and dimensional requirements for any parcel within the district. In Belmont, examples of base zoning districts are General Residential (GR) and Neighborhood Business III (NB3). When discussing overlay zoning districts (see below), sometimes the base zoning district is referred to as the underlying zoning.
5. **CHAPA** – The Citizens’ Housing and Planning Association is a statewide non-profit umbrella organization for affordable housing and community development activities. CHAPA’s mission is to encourage the production and preservation of housing affordable to low-income families and individuals.
6. **EOHLC** – The state Executive Office of Housing and Livable Communities sometimes referred to as “HLC” for shorthand. It was previously referred to as the Department of Housing and Community Development or DHCD.
7. **Housing Suitable for Families** – Means housing comprised of residential dwelling units that are not age-restricted housing, and for which there are no legal restriction on the number of bedrooms, the size of bedrooms, or the number of occupants.^c
8. **Inclusionary Zoning** – A local zoning ordinance that either requires or encourages a developer to include deed-restricted Affordable Housing as part of a development, or contribute to a fund for such housing. The ordinance may provide incentives such as increased density, reduced parking requirements, or expedited permitting in exchange for the affordable housing.**
9. **MBTA** – The Massachusetts Bay Transportation Authority is a division of the Massachusetts Department of Transportation (MassDOT) and provides subway, bus, commuter rail, ferry, and paratransit services to eastern Massachusetts and part of Rhode Island.

10. **MBTA Community** – Section 3A of the Massachusetts Zoning Act (“Chapter 40A”), together with the Section 3A Guidelines, provides multi-family zoning requirements for MBTA Communities. Chapter 40A defines an “MBTA Community” in Section 1A as a city or town that is: (i) one of the 51 cities and towns as defined in section 1 of chapter 161A; (ii) one of the 14 cities and towns as defined in said section 1 of said chapter 161A; (iii) other served communities as defined in said section 1 of said chapter 161A; or (iv) a municipality that has been added to the Massachusetts Bay Transportation Authority under section 6 of chapter 161A or in accordance with any special law relative to the area constituting the authority. There are 177 such communities in Massachusetts that meet this definition.^o
11. **MHP** – The Massachusetts Housing Partnership is a quasi-public agency created by the state legislature in 1985 to support affordable housing and neighborhood development. It is funded by state-mandated contributions from interstate banks and has received state funds as well. It is governed by a seven-member board appointed by the governor and the state’s banking industry. MHP provides, below-market financing and bridge loans for affordable rental housing, runs the “One Mortgage” program for first time homebuyers and provides technical assistance to communities to support affordable housing.
12. **Mixed-Use Development** – Projects that combine different types of uses such as residential, commercial, office, industrial and institutional into one development project. Mixed use may be vertical, meaning it is mixed in one building such as commercial on the first floor or street level and residential on upper floors, or it may be horizontal, where different uses are in the same parcel or project site but separated by building or area on the site. Mandatory Mixed Use or MMU is a type of mixed use that requires the commercial component. In 3A, MMU does not provide full credits for zoned units and no credit for zoned land.^{**#}
13. **Multi Family District** – A multi-family district refers to a designated area within a city or town that is zoned for the development of residential buildings intended to accommodate multiple households, typically in the form of apartment buildings, townhouses, or condominiums. It is typically characterized by a higher population density and a mix of housing types designed to accommodate a wide variety of housing market needs. When we refer to “District”, this refers to the entirety of the MBTA Communities zoning area.^{>#}
14. **Reasonable Size Requirement** – In addition to the reasonable size factor under contiguity whereby at least one district (if multiple districts) must be 50% of the total district area, If a district has multiple locations, there is a 5-acre minimum district land area in order to contribute towards the reasonable size requirement. This does not mean each parcel needs to be 5 acres. Instead it requires that each part of the district, which can be many or few parcels, be no less than five acres. This allows the district to be located in multiple locations and creates flexibility for the compliant districts to meet the needs of the community. This requirement also helps create neighborhoods, not just “project sites,” which also helps avoid spot zoning.^o
15. **Station Area** – Section 3A states that a compliant zoning district must be “located not more than 0.5 miles from a commuter rail station, subway station, ferry terminal or bus station, if applicable.” Section 8 of the 3A Guidelines addresses the details of district location within the station area, which is the area within a ½ mile radius around the center point of a transit station’s platform. The amount of the minimum land area and unit capacity that must be located within the station area is determined by how many acres of developable station area a

municipality has. It is possible for a community to have developable station area from a station that is not within its boundaries.^o

16. **Subareas** – While the totality of the MBTA Zoning for Belmont is referred to as the “District”, the specific geographic areas in town (e.g., Waverley) that are separate parts that make up the district are referred to as “subareas” so you can refer to the Waverley subarea.
17. **Subdistrict** – The MBTA Communities District is made up of zoning subdistricts which each have specific characteristics, densities, and dimensional requirements. When you see the term “subdistrict” this refers to the zoning subclassifications within the district.
18. **Unit Capacity** – For Section 3A, “Unit capacity” is a measure of the number of multi-family units that zoning allows as of right based on the capacity of the lots in the district. Although some units may already exist, unit capacity for any given lot may be higher or lower than existing development on the site. Unit capacity is one of the factors that is used to determine if a zoning district is a reasonable size. The Compliance Model must be used to evaluate unit capacity. The Compliance Model takes the zoning requirements into account, as well as other factors such as lot size, parking requirements, excluded land and open space requirements. The unit capacity of each lot is measured as if that lot was undeveloped. See this site for additional information.^o
19. **Contiguity** – For the purpose of the 3A law, the term contiguity relates to the law’s “reasonable size requirement” whereby at least one portion of the required acres must be 50% of the total required. In other words, “Compliance with Section 3A can be achieved with multiple districts, or multiple areas of the same district. However, there are contiguity standards that must be met, in order to ensure that the compliant district(s) exist on a neighborhood scale. Section 5 of the Guidelines has Reasonable Size requirements including contiguity, and Section 8 has Location requirements. Thus, 50% of the total district area must be contiguous.”^o
20. **Zoning** – Belmont has rules that determine what land can be used for (e.g., housing, retail stores, etc.) and what size and type of building can be built on the land. These rules are the Town’s zoning laws which have been in place since 1925 and have been updates and amended many times. Zoning consists of districts, of which each district type has different standards for uses and dimensions (e.g., a residential zoning district allows houses of a specific size and other compatible uses), and other rules governing how the land is used and developed.[#]
21. **Zoning, Overlay District** – An overlay zone or district is a zoning district that “lies” on top of the existing base zoning district. This overlay district identifies special provisions in addition to those in the underlying or base zoning district. Under a future proposal developed by the Committee, each property would continue to have the existing base zoning available for use, but would also have an optional set of zoning tools available to building according to the overlay provisions.^{&#}
22. **3A** – The term “3A” is often extreme shorthand for Mass General Laws Chapter 40A, Section 3A which is the state law governing MBTA Communities Zoning.
23. **3AAC** – Refers in shorthand to the MBTA Communities Advisory Committee.
24. **40B** – Refers to Mass General Law Chapter 40B which is the state’s Comprehensive Permit law, enacted in 1969, established an affordable housing goal of 10% for every community. In

communities below the 10% goal, developers of low and moderate income housing can seek an expedited local review under the comprehensive permit process and can request a limited waiver of local zoning and other restrictions which hamper construction of affordable housing. Developers can appeal to the state if their application is denied or approved with conditions that render it uneconomic and the state can overturn the local decision if it finds it unreasonable in light of the need for affordable housing. (Chapter 774 of the Acts of 1969; M.G.L.c.40B§20-23).

Key to Sources

* Citizens Housing and Planning Association (CHAPA)

^ Opticos Design

Belmont Planning

** Massachusetts Housing Partnership (MHP)

> Abundant Housing Massachusetts

< Commonwealth Magazine

o Commonwealth of Massachusetts (typically EOHLIC)

c Miyares and Harrington

& Town of Arlington

APPENDIX B – FREQUENTLY ASKED QUESTIONS

Q1: What is MBTA Communities/ Section 3A?

A1: The MBTA Communities law. Or Section 3A. requires that 177 communities in eastern MA with access to MBTA service, including Belmont, amend their zoning to allow multi-family housing. The goal is to address the housing crisis by encouraging new housing production in close proximity to public transportation. Informed by community input and existing Town priorities. Volunteer residents in the MBTA Communities Advisory Committee, with assistance from staff and MAPC, are in the process of developing a proposed zoning overlay plan in appropriate areas of the community and encourages multi-family housing in a variety of sizes and price points, near transit, retail, and other services. Please see Q18 below for more information as to why the state created this requirement.

Q2: What kind of MBTA Community is Belmont? Can we be reclassified?

A2: Belmont is a “Commuter Rail” Community is per the [EOHLC Compliance Guidelines](#) site. Specifically, the state defines such a community as follows, “Commuter rail community means an MBTA community that (i) does not meet the criteria for a rapid transit community, and (ii) has within its borders at least 100 acres of developable station area associated with one or more commuter rail stations.” Compliance requirements for Belmont, as a Commuter Rail Community, are provided below. Belmont may not be reclassified unless it decommissions its commuter rail stations. Not likely.

Q3: What exactly does Belmont need to do to comply with the law?

A3: In general, MBTA communities shall have at least one zoning district of reasonable size in which multi-family housing is permitted as of right (by-right) and meets other criteria set forth in the statute (1) Minimum gross density of 15 units per acre; (2) Located not more than 0.5 miles from a commuter rail station, subway station, ferry terminal or bus station, if applicable; and (3) No age restrictions and suitable for families with children. Belmont, as a MBTA Commuter Rail Community, must have a minimum land area of the multi-family zoning district of 28 acres, which is 1.5% of the developable land in Belmont as per EOHLC formula. Commuter rail communities must also zone for a capacity of 15% of total housing units in Belmont. Belmont has 10,882 housing units so must zone for 1,632 multifamily units.

Q4: What is the compliance deadline for Belmont?

A4: Belmont must have zoning in place by December 31, 2024 and the plan is currently to take this to a Special Town Meeting in September of 2024. At this point, there are no options for an extension and if it fails at Town Meeting, the Town will be out of compliance after the deadline.

Q5: What does “by-right” mean?

A5: The MBTA Communities / Section 3A law requires Belmont to have at least one zoning district of reasonable size in which multi-family housing (any residential property containing three or more housing units) is permitted by-right. By-right means that a discretionary special permit is not part of the process of project approval. Construction of any new development will still require applying for a building permit, submitting plans, completing inspections, and may require site plan review. Individual

property owners will have the option to decide if they want to redevelop their property under the new zoning. No property owner is required to change their property or develop new housing.

Q6: What percentage of new housing will be affordable?

A6: Belmont's current zoning has a sliding scale that requires that 10% of new units be affordable (i.e. income restricted) if the project has 6-12 units, 12% for 13 to 20 units, and 15% of dwellings be affordable in projects of more than 20 units. Under the current bylaw, a special permit is required to trigger the inclusionary provision. As such, it would not be applicable to MBTA Communities as this is a discretionary approval. Belmont will need to amend Section 6.10 to eliminate the special permit provision. Note that under Section 3A's guidance, municipalities must provide justification for affordability requirements greater than a rate of 10%. The Committee has contracted for the necessary feasibility analysis showing that our current rates above 10% are economically viable, and we expect that our 12% and 15% inclusionary thresholds will be acceptable to the State.

Q7: We don't need any affordable housing. Can't we just leave that off the plan?

A7: While MBTA Communities Zoning does not require that communities include an affordable housing component (a certain amount set aside for affordable units), the Town already has an inclusionary zoning (IZ) bylaw (Section 6.10 of the Zoning Bylaw). This requires that housing development projects of a certain size (sliding scale starting at minimum 6 units) provide either 10%, 12%, or 15% of the units as affordable. This should be seen as a positive since the Town is short of meeting its 10% requirement on the Subsidized Housing Inventory (SHI) which means that the Town is still open to 40B developments until it reaches that 10%. Right now we are at 6.21% and every market rate home built increases the denominator and lowers the Town's SHI. If all MBTA units were market rate, our SHI would drop down to 5.4% or lower. By using our existing IZ bylaw with a minor amendment, we can make sure we do not drop further in SHI percentage and hopefully gain some ground.

Q8: How will this impact traffic and parking?

A8: There will be additional traffic and need for parking generated by any new development but the project team is aware of these and other potential impacts. There will likely be some minimum parking requirements developed as part of the bylaws but this number hasn't been determined yet. Parking issues are not solely solved through zoning and we'll need to think about parking issues more holistically beyond just the scope of the MBTA program. Walkability, biking, ebikes, van and car pools, car sharing (Zip Cars), paratransit, and mass transit will also be important components of a mobility solution for Belmont. Even with parking minimums, developers and real estate management companies will provide the parking that they feel their customers want and need. Finally, trends for car ownership are diminishing generationally and it may be forward thinking to calibrate looking to the future rather than past trends.

Q9: What about trees, private green space, and open space? How can this be sustainable and good for the environment?

A9: One of the general principles of the MBTA Communities law is to "minimize impacts to sensitive land." The law does not override state or local environmental regulations. New development that may occur within multi-family districts still will need to comply with all applicable state and local provisions. More specifically, there is no public open space included in the proposed zoning changes. Denser,

walkable development is actually the most sustainable type of development that there is. Encouraging proximity to workplaces, being walkable to shops and services, minimizing single-occupant vehicle use, and encouraging green public transit are all positive metrics of sustainability. But sustainability also involves two other “e’s” including economy and equity, so this program also may be beneficial in those realms as well.

Q10: Will there be an impact on our public schools? Do our schools have the capacity for more students?

A10: Pending

Q11: Why build multi-family housing near MBTA public transit?

A11: Building multi-family housing near public transit makes housing more accessible to those who may not be able to afford a car or prefer not to use one. It also encourages walkable and bikeable neighborhoods where residents can access daily needs, like local shops, jobs, schools, restaurants, parks, etc. Housing near transit reduces the need to use a car for short trips, which can **reduce** traffic congestion, decrease carbon emissions, and improve air quality. It also stimulates economic activity by creating more opportunities for people to shop in Belmont’s local businesses.

Q12: Why doesn’t the proposed MBTA Communities zoning district mandate fully electric buildings or compliance with standards like Passive House?

A12: Actually, since Belmont passed the Opt-In Specialized Energy Code in the fall, all multifamily buildings over 12,000 s.f. must be built to passive house standards, which is as strict as there is currently.

Q13: Would Accessory Dwelling Units (ADUs) or two-family houses count towards compliance?

A13: No. Multi-family in 3A is defined as “a building with 3 or more residential dwelling units, or 2 or more buildings on the same lot with more than 1 residential dwelling unit in each building.” A variety of building types, including townhomes, triple-deckers, single-family cluster developments and townhouses could all meet this definition. These are often referred to as the “missing middle” or “workforce” housing types.

Q14: Why is this important? How does creating zoning for multi-family housing help resolve the housing crisis?

A14: The lack of zoning for multi-family housing is a barrier for developing new housing, particularly “the missing middle” or “workforce” housing.

- Massachusetts has among the highest, and fastest growing, home prices and rents of any state in the nation.
- Rising costs have dramatically increased financial pressures on low- and middle-income families, young families, single income households, and our aging population, often forcing sacrifice of other priorities to pay for housing costs.
- Lack of available housing and high housing costs are a primary driver of homelessness.

- This may put our economy and businesses at a disadvantage as we compete economically against peer states. The risk of future job growth moving outside Massachusetts is rising due to the high living costs.
-

Q15: How many new housing units will be built in Belmont as a result of this Law?

A15: There is no mandate to build any new housing. Belmont is only required to adopt a multi-family zoning district that would allow the development of multi-family units by right. The zoning must allow 15 units per acre average throughout the entire district(s) and the district(s) area must accommodate for 1,632 multi-family units. Once again, there is no mandate to build even a single unit. The Committee and the Town’s consultant are currently working hard to develop districts and subdistricts that will meet the law’s requirements that are in the best interests of Belmont. Also note that in some cases, districts will be mapped over existing residential areas where there already is housing. Change in these areas may not occur or may be very slow and any net gain of units will be the sum of new units less old units.

Q16: What will this cost Belmont?

A16: Any projects are created under this zoning, will be constructed and financed by developers and property owners. The Law does not require a municipality to install new water or wastewater infrastructure or add to capacity of existing infrastructure to accommodate future multi-family housing within the district. New development will generate new tax revenue of varying levels based on the type of use and for residential, the number of bedrooms. The expectation is that rather than revenue negative or neutral, that MBTA Communities can be revenue positive for Belmont if done right. A more detailed answer is that the fiscal impact of MBTA Communities Zoning is not yet known but it is one of the goals of the Committee to achieve a zoning scenario that is not only revenue neutral but could be revenue positive. Currently Belmont is considering a town-wide market and fiscal impact analysis project that would include MBTA Communities Zoning as one revenue scenario. This data may be available before a Special Town Meeting in the fall of 2024 when the zoning would be considered. Additionally, the Town of Milton engaged with RKG Associates to answer the same question for Milton residents and this report can be found [HERE](#).

Q17: What if Belmont doesn’t comply with the law?

A17: A MBTA community that does not comply is not eligible for funding from three Massachusetts programs:

- The Housing Choice Initiative—Belmont is not a Housing Choice Community as of January 2024
- The Local Capital Projects Fund
- The MassWorks Infrastructure Program—12 programs focused on housing and economic development, infrastructure, and community. This program funds many things including water and sewer work, sidewalk and road improvement, housing, and much more.
- The State has indicated compliance with the Law will be taken into account for many other discretionary grants from the Commonwealth. The following discretionary grant programs will take compliance with Section 3A into consideration when making grant award recommendations:
 - Community Planning Grants, EOHLC

- Massachusetts Downtown Initiative, EOED
- Urban Agenda, EOED
- Rural and Small Town Development Fund, EOED
- Brownfields Redevelopment Fund, MassDevelopment
- Site Readiness Program, MassDevelopment
- Underutilized Properties Program, MassDevelopment
- Collaborative Workspace Program, MassDevelopment
- Real Estate Services Technical Assistance, MassDevelopment
- Commonwealth Places Programs, MassDevelopment
- Land Use Planning Grants, EOEEA
- Local Acquisitions for Natural Diversity (LAND) Grants, EOEEA, and
- Municipal Vulnerability Preparedness (MVP) Planning and Project Grants, EOEEA

Additionally, The State’s Attorney General issued an [advisory dated 3-15-23](#) indicating that:

- All MBTA Communities must comply with the Law.
- Non-compliant communities may be subject to civil enforcement action and risk liability under federal and state fair housing Laws and anti-discrimination Laws. The Town of Milton may serve as a good example of non-compliance. They have already lost a grant and have been sued.

Q18: Can we zone for mixed use in our village centers and business districts to make sure we maintain our character?

A18: The State EOHLC has recently come out with revisions to the 3A MBTA Communities guidelines that do allow for a (mandatory) mixed use district to be created in existing village centers/downtown areas who wish to retain the mixed-use development. This district can offset up to 25% of the required capacity for units for the municipality but the land zoned in this smaller district is excluded from the overall acre requirement for MBTA zoning. Think of it like a donut, the donut portion counts toward our total needed acreage, but the hole in the donut would be cut out and excluded from the total needed acreage count. This district cannot have requirements for minimum parking for non-residential uses, there is a percentage cap on floor area for non-residential uses and is only allowed on the ground floor only, the districts must be pre-approved by the State.

Q19: What is a mandatory mixed-use district? Is it a “compliant” district?

A19: A mandatory mixed-use (MMU) district, referred to as a “mixed use development zoning district” in the 3A Guidelines, is a zoning district where multiple residential units are allowed as of right if, but only if, combined with non-residential uses, including, without limitation, commercial, institutional, industrial or other uses. A mandatory mixed-use district is *not* a 3A compliant district. Section 3A of the Massachusetts Zoning Act (“Chapter 40A”) requires compliant districts to allow multi-family housing as of right (by-right). Mixed-use development does not qualify as multi-family housing because of the non-residential uses. However, a mandatory mixed-use district can affect the reasonable size requirement by offsetting a portion of the required multi-family unit capacity. In summary, MMU does not contribute to zoned area or % of contiguity (but does allow contribute to contiguity, if that makes sense). It also only contributes 25% of the number of units zones in these areas as part of the compliance model. You can read more about mandatory mixed-use districts [HERE](#).

Q20: I heard that MBTA zoning eliminates local review of projects, how can they do that?

A20: No, MBTA Communities zoning is the same type of zoning that authorizes local governments to conduct local reviews, either administrative or through the Planning Board via site plan review. The only thing it does not allow is applying a Special Permit to a project. The zoning is fully applicable and does not have any workarounds like MGL 40B or [Dover Amendment](#) projects.

Q21: Why did the state create this requirement?

A21: The law was created because the greater Boston region and Massachusetts generally, for some time now, has been going through a housing crisis. The State's Future of Work study estimated a shortage of up to 200,000 housing units. Municipalities play a key role through zoning and permitting in determining whether or not housing is built. To relieve our housing crisis, the law requires communities to amend their zoning and permitting to encourage greater housing production. Additionally, the state notes that:

- Before COVID19, Massachusetts faced a core challenge in creating enough housing to support young families, workers, and an aging population. The pandemic has further highlighted these needs.
- Massachusetts has among the highest, and fastest growing, home prices and rents of any state in the nation.
- Rising costs have dramatically increased financial pressures on low- and middle-income families, forcing them to sacrifice other priorities to pay housing costs. High housing costs are a primary driver of homelessness.
- The lack of housing production is a significant impediment to community and economic development.
- These high costs are a disadvantage as we compete economically against peer states. The high cost of living risks future job growth moving outside Massachusetts.

Every community in Massachusetts is responsible for addressing this problem. The law ensures that Belmont, along with 176 other communities, are working to address it together and not leaving this to others to shoulder the load.

Q22: Why are all or most of the areas proposed for MBTA Communities close to the rail stations? Why can't they also be located on bus lines near stops?

A22: For Belmont as a "Commuter Rail" designated community, Belmont must site at least 50% of the land area of the district and the unit count within ½ mile of one, other, or both of the commuter rail stations. Belmont must also comply with the contiguity requirement which states that at least 50% of the required area of the district must be in one contiguous piece. This severely limits land area that the Town may designate outside of commuter rail ½ radii. However, we can and may locate some district areas on bus lines, for example:

- Waverley is served by the 73 and 554.
- Belmont Center is served by the 74 and 75.
- Concord Avenue is served by the 78 which also runs through Brighton/Blanchard.

Q23: Isn't more development an environmental issue? Won't this create problems for stormwater, wildlife, wetlands, air quality, etc.? What about traffic, noise, and crime?

A23: Actually, the way that 3A is being implemented, it may actually have substantial environmental and sustainability benefits. Denser, more compact development is more walkable and bikeable, it takes up a smaller development footprint, often has less pavement and parking, and encourages carbon-neutral transit use. Much of MBTA designated zoning area already has a development footprint and any new development is not likely to take much additional land area. The new units will be energy efficient and may integrate other sustainable practices into development standards.

Q24: Can Belmont use restrictive dimensional requirements and high open space percentages to lower the number of units to be zoned for? Is there anything else we can do to reduce numbers, particularly of new units that could be built?

A24: The state EOHLC and Attorney General's Office are both very aware of local communities considering these strategies and such measures are likely to be flagged during the pre-review process as unacceptable. The law intends for multi-family housing construction to be not only feasible but unimpeded by local protective actions and laws. Some communities are trying to zone land that already contains the required minimum densities as a way to limit new development. While that is permitted, it is likely that such areas will be scrutinized closely. The bottom line is that any effort to try to circumvent the intent and purpose of the law and guidelines is almost certainly going to be rejected.

APPENDIX C – GUIDING GOALS & PRINCIPLES

GUIDING GOALS AND PRINCIPLES FOR ESTABLISHMENT/LOCATION OF MBTA COMMUNITIES ZONES/SUBZONES

V4.0 – October 26, 2023

The following set of draft goals and principles is intended to be a framework for pursuing and researching potential sites and development schema for MBTA Communities Zoning. It is also useful as an evaluative tool for scrutinizing already recommended sites. The **goals** are intended to be high-level expressions of each of the representative domains within the Committee. The **principles** are action or activation phrasing intended to carry out the goals or provide more specifics. We encourage Committee members and their respective boards or committees (if applicable) to evaluate these goals and principles as follows:

- ❖ Are there one or more goals below that incorporate the concerns, issues, and values of your board, committee, or department related to development of MBTA Communities Zoning?
- ❖ If not, what is not addressed and do you have any recommended language for a new goal that would address your concerns?
- ❖ Same question for the principles below. Do the principles below include all of the issues, concerns, or values that your board, committee, or department wishes to be considered by the MBTA Communities Zoning process?

Once you review, we can discuss the complete list at the next meeting to make sure members are comfortable with them and clearly identify any areas where there may be conflict between goals or principles. The Committee will need to have further discussion as to how to fairly and comprehensively use these as tools for continuing and closing out deliberation of potential areas, parcels, and district types.

GOAL 1 – Be informed and guided by prior relevant town reports, plans, and studies

- Principle 1.1 - Include all priority sites identified in the 2023 Housing Production Plan, to the extent feasible
- Principle 1.2 – Meet relevant goals in the Housing Production Plan to the extent possible
- Principle 1.3 – Incorporate Housing Recommendations to the extent feasible from “Recommendations to the Select Board for Advancing Diversity, Equity, and Inclusion in the Town of Belmont” presented by the Town of Belmont Diversity Task Force.
- Principle 1.4 – Review ULI Technical Assistance Panel Report, “Waverley Square Belmont, Massachusetts” and incorporate relevant information to the extent feasible.

GOAL 2 – Be equitable and context sensitive regarding the distribution of MBTA sites and unit counts

- Principle 2.1 - Distribute 3A districts throughout Belmont, to the extent feasible, based on equity, appropriateness of siting, and other technical and qualitative factors.
- Principle 2.2 - Follow the current context of the corridor/district/neighborhood
- Principle 2.3 - Prioritize areas with redevelopment potential

GOAL 3 – Use good planning principles and best practices

- Principle 3.1 - Locate 3A districts in proximity to goods and services, community amenities, transit (train, bus, other), the proposed Community Path, and alternative transportation modes as applicable.
- Principle 3.2 – Use MBTA zoning to establish smart growth, walkable, and vibrant urban places
- Principle 3.3 – Be mindful of the potential environmental impact of the MBTA Communities zoning solution. This includes facilitating open spaces, the protection of tree canopy and heritage trees, minimizing stormwater runoff, and other environmental sustainability principles.

GOAL 4 – Be strategic and flexible regarding coming up with a final proposed option

- Principle 4.1 - Include a larger land area than required to have flexibility on unit density and run different scenarios

GOAL 5 – Maximize economic development opportunity without compromising other key goals

- Principle 5.1 – Maintain and enhance the commercial tax base
- Principle 5.2 – Provide opportunities for new mixed-use development
- Principle 5.3 – Strategically target underdeveloped or underutilized parcels and/or Town properties (as applicable) as part of the area identification process.

GOAL 6 – Protect the essential character and scale of Belmont to the extent possible

- Principle 6.1 - Avoid the historic district along Pleasant Street, historic sites, and properties on the demolition delay list for historically significant sites.
- Principle 6.2 - Protect key historic and/or architecturally important structures and blocks in Belmont
- Principle 6.3 – Use urban design best practices. For example, those embodied in the Congress for New Urbanism principles.

GOAL 7 – Meet key housing benchmarks and metrics

- Principle 7.1 – Prioritize affordability and maximize the potential of affordable housing to increase the Town's SHI percentage and meet the needs of people identified in the Housing Production Plan.
- Principle 7.2 - Provide housing typologies to meet as many deficient market segments as possible. These can include workforce housing, missing middle housing, senior housing, affordable housing at multiple AMI levels, and other housing niches that are largely underrepresented in Belmont.
- Principle 7.3 – Incorporate redevelopment potential for public housing as identified by the Belmont Housing Authority.

GOAL 8 – Adopt a Meeting and Communication Framework

Introduction: As the Committee proceeds to begin more sensitive and significant deliberations regarding the map, goals, and zoning details, it makes sense to consider the adoption of some basic deliberative rules and guidelines.

- Principle 8.1 - All Committee members should be given a generous opportunity to provide input and all represented Committees and interests should have their voices heard and considered.
- Principle 8.2 - Staff communications to the Committee and Vice Versa shall not include any deliberation or other communications that violate the Open Meeting Act.
- Principle 8.3 - Staff communications to one Co-Chair shall also include the other Co-Chair and reciprocally.
- Principle 8.4 – Questions and comments intended for consultant should be channeled through staff who can then provide a single line of communication with the consultant, share with the Committee as a whole, or should occur within meetings to allow all members to follow lines of inquiry or discussion.
- Principle 8.5 - Deliberations should follow a principled negotiation framework and the Committee should determine whether it wants to achieve a consent agreement outcome or something short of that.

APPENDIX D – TABLE OF MBTA ZONING PARCELS

DISTRICT	STREET	NUM	TPOLOGY	LOC_ID	PROP_ID	MAP CATEGORY
Belmont Center	CHANNING	7	4	F_743916_2969597	35-29	Mandatory Mixed Use (SD 4)
Belmont Center	CHANNING	16	4	F_743933_2969788	34-140	Mandatory Mixed Use (SD 4)
Belmont Center	CHANNING	17	1	F_744009_2969624	35-28	Low Density SD 1
Belmont Center	CHANNING	23	1	F_744065_2969624	35-27	Low Density SD 1
Belmont Center	CHANNING	27	1	F_744118_2969626	35-26	Low Density SD 1
Belmont Center	CHANNING	31	1	F_744171_2969628	35-25	Low Density SD 1
Belmont Center	CHANNING	34	2	F_744133_2969807	34-114	Low Density SD 2
Belmont Center	CHANNING	35	1	F_744227_2969628	35-24	Low Density SD 1
Belmont Center	CHANNING	39	1	F_744283_2969628	35-23	Low Density SD 1
Belmont Center	CHANNING	40	2	F_744222_2969794	34-115	Low Density SD 2
Belmont Center	CHANNING	45	1	F_744337_2969628	35-22	Low Density SD 1
Belmont Center	CHANNING	49	1	F_744392_2969627	35-21	Low Density SD 1
Belmont Center	CHANNING	53	1	F_744446_2969628	35-20	Low Density SD 1
Belmont Center	CLAFLIN	5	4	F_743968_2969835	34-141	Mandatory Mixed Use (SD 4)
Belmont Center	CLAFLIN	9	4	F_743996_2969879	34-142	Mandatory Mixed Use (SD 4)
Belmont Center	CONCORD	375	4	F_744572_2969336	35-35	Mandatory Mixed Use (SD 4)
Belmont Center	CONCORD	380	2	F_744263_2969116	24-58-A	Low Density SD 2
Belmont Center	CONCORD	385	5	F_744407_2969365	35-34	High Density (SD 5)
Belmont Center	CONCORD	392	2	F_744089_2969182	24-58	Low Density SD 2
Belmont Center	CONCORD	395	5	F_744268_2969386	35-33	High Density (SD 5)
Belmont Center	CONCORD	405	4	F_744123_2969410	35-31	Mandatory Mixed Use (SD 4)
Belmont Center	CONCORD	415	4	F_743960_2969437	35-30	Mandatory Mixed Use (SD 4)
Belmont Center	CROSS	1	1	F_744424_2969773	34-75	Low Density SD 1
Belmont Center	CROSS	7	1	F_744446_2969822	34-74	Low Density SD 1
Belmont Center	CROSS	11	1	F_744468_2969863	34-73	Low Density SD 1
Belmont Center	CROSS	17	1	F_744507_2969902	34-72	Low Density SD 1
Belmont Center	CROSS	21	1	F_744538_2969947	34-71	Low Density SD 1
Belmont Center	CROSS	25	1	F_744568_2969990	34-70	Low Density SD 1
Belmont Center	LEONARD	2	4	F_743625_2969714	31-1	Mandatory Mixed Use (SD 4)
Belmont Center	LEONARD	15	4	F_743863_2969778	34-139	Mandatory Mixed Use (SD 4)
Belmont Center	LEONARD	31	4	F_743838_2969845	34-138	Mandatory Mixed Use (SD 4)
Belmont Center	LEONARD	39	4	F_743872_2969907	34-137	Mandatory Mixed Use (SD 4)
Belmont Village	BRADLEY	5	2	F_742526_2968074	30-18-19	Housing Authority
Belmont Village	BRADLEY	6	2	F_742381_2968083	30-18-26	Housing Authority
Belmont Village	BRADLEY	7	2	F_742499_2968113	30-18-20	Housing Authority
Belmont Village	BRADLEY	10	2	F_742356_2968117	30-18-27	Housing Authority
Belmont Village	BRADLEY	11	2	F_742483_2968151	30-18-21	Housing Authority
Belmont Village	BRADLEY	15	2	F_742463_2968188	30-18-22	Housing Authority
Belmont Village	BRADLEY	19	2	F_742436_2968224	30-18-23	Housing Authority

DISTRICT	STREET	NUM	TYOLOGY	LOC_ID	PROP_ID	MAP CATEGORY
Belmont Village	BRADLEY	23	2	F_742407_2968268	30-18-24	Housing Authority
Belmont Village	CLARK	5	2	F_742432_2968467	30-68	Housing Authority
Belmont Village	GORDON	9	2	F_742739_2968054	30-18-3	Housing Authority
Belmont Village	GORDON	24	2	F_742589_2967937	30-38	Housing Authority
Belmont Village	GORDON	28	2	F_742522_2967951	30-39	Housing Authority
Belmont Village	GORDON	34	2	F_742477_2967925	30-18-39	Housing Authority
Belmont Village	GORDON	35	2	F_742397_2968036	30-18-25	Housing Authority
Belmont Village	GORDON	38	2	F_742441_2967888	30-18-40	Housing Authority
Belmont Village	GORDON	39	2	F_742356_2968000	30-18-38	Housing Authority
Belmont Village	GORDON	42	2	F_742409_2967854	30-18-41	Housing Authority
Belmont Village	GORDON	43	2	F_742321_2967973	30-18-37	Housing Authority
Belmont Village	GORDON	46	2	F_742377_2967814	30-18-42	Housing Authority
Belmont Village	GORDON	47	2	F_742296_2967931	30-18-36	Housing Authority
Belmont Village	GORDON	50	2	F_742337_2967779	30-18-43	Housing Authority
Belmont Village	GORDON	51	2	F_742260_2967895	30-18-35	Housing Authority
Belmont Village	GORDON	54	2	F_742283_2967750	30-18-44	Housing Authority
Belmont Village	GORDON	55	2	F_742207_2967900	30-18-34	Housing Authority
Belmont Village	GORDON	58	2	F_742224_2967721	30-18-45	Housing Authority
Belmont Village	GORDON	59	2	F_742175_2967951	30-18-33	Housing Authority
Belmont Village	GORDON	62	2	F_742176_2967743	30-18-46	Housing Authority
Belmont Village	GORDON	63	2	F_742180_2968006	30-18-32	Housing Authority
Belmont Village	GORDON	66	2	F_742130_2967786	30-18-47	Housing Authority
Belmont Village	GORDON	70	2	F_742091_2967831	30-18-48	Housing Authority
Belmont Village	GORDON	74	2	F_742055_2967878	30-18-49	Housing Authority
Belmont Village	GORDON	78	2	F_742038_2967922	30-18-50	Housing Authority
Belmont Village	PEARSON	40	2	F_742509_2968327	30-18-12	Housing Authority
Belmont Village	PEARSON	41	2	F_742364_2968409	30-69-A	Housing Authority
Belmont Village	PEARSON	42	2	F_742458_2968302	30-18-11	Housing Authority
Belmont Village	PEARSON	51	2	F_742298_2968340	30-69	Housing Authority
Belmont Village	PEARSON	59	5	F_742104_2968140	30-18-51	Housing Authority
Belmont Village	PEARSON	60	2	F_742321_2968172	30-18-28	Housing Authority
Belmont Village	PEARSON	64	2	F_742278_2968106	30-18-29	Housing Authority
Belmont Village	PEARSON	68	2	F_742251_2968065	30-18-30	Housing Authority
Belmont Village	PEARSON	72	2	F_742223_2968033	30-18-31	Housing Authority
Belmont Village	THOMAS	36	1	F_742817_2968050	30-18-2	Housing Authority
Belmont Village	THOMAS	38	1	F_742814_2968114	30-18-1	Housing Authority
Belmont Village	WEBER	4	2	F_742584_2968060	30-18-18	Housing Authority
Belmont Village	WEBER	5	2	F_742729_2968098	30-18-4	Housing Authority
Belmont Village	WEBER	6	2	F_742614_2968105	30-18-17	Housing Authority
Belmont Village	WEBER	9	2	F_742724_2968148	30-18-5	Housing Authority
Belmont Village	WEBER	12	2	F_742596_2968153	30-18-16	Housing Authority

DISTRICT	STREET	NUM	TYOLOGY	LOC_ID	PROP_ID	MAP CATEGORY
Belmont Village	WEBER	13	2	F_742713_2968208	30-18-6	Housing Authority
Belmont Village	WEBER	16	2	F_742579_2968196	30-18-15	Housing Authority
Belmont Village	WEBER	17	2	F_742703_2968260	30-18-7	Housing Authority
Belmont Village	WEBER	20	2	F_742557_2968237	30-18-14	Housing Authority
Belmont Village	WEBER	21	2	F_742685_2968305	30-18-8	Housing Authority
Belmont Village	WEBER	24	2	F_742539_2968281	30-18-13	Housing Authority
Belmont Village	WEBER	25	2	F_742673_2968355	30-18-9	Housing Authority
Belmont Village	WEBER	29	2	F_742628_2968429	30-18-10	Housing Authority
Brighton	BRIGHTON	9	4	F_748497_2969164	38-7	Mandatory Mixed Use (SD 4)
Brighton	BRIGHTON	16	4	F_748318_2969163	22-131	Mandatory Mixed Use (SD 4)
Brighton	BRIGHTON	26	4	F_748298_2969216	22-132	Mandatory Mixed Use (SD 4)
Brighton	BRIGHTON	30	5	F_748130_2969345	38-8	High Density (SD 5)
Brighton	BRIGHTON	33	4	F_748440_2969371	38-2	Mandatory Mixed Use (SD 4)
Brighton	BRIGHTON	40	2	F_747939_2969564	38-10	Low Density SD 2
Brighton	BRIGHTON	46	2	F_748172_2969593	38-11	Low Density SD 2
Brighton	BRIGHTON	50	2	F_748161_2969668	38-12	Low Density SD 2
Brighton	BRIGHTON	54	2	F_747972_2969820	38-13	Low Density SD 2
Brighton	HITTINGER	39	5	F_747875_2969321	38-9	High Density (SD 5)
Waverley	AGASSIZ	3	4	F_739418_2966326	33-20	Mandatory Mixed Use (SD 4)
Waverley	AGASSIZ	5	4	F_739395_2966369	33-19	Mandatory Mixed Use (SD 4)
Waverley	AGASSIZ	6	1	F_739307_2966314	33-22	Low Density SD 1
Waverley	AGASSIZ	9	4	F_739377_2966402	33-18	Mandatory Mixed Use (SD 4)
Waverley	CHURCH	12	4	F_739920_2966289	28-134	Mandatory Mixed Use (SD 4)
Waverley	CHURCH	22	4	F_739874_2966247	28-136-A	Mandatory Mixed Use (SD 4)
Waverley	CHURCH	30	4	F_739827_2966169	28-135	Mandatory Mixed Use (SD 4)
Waverley	DAVIS	9	2	F_739314_2965840	28-113	Low Density SD 2
Waverley	DAVIS	13	1	F_739367_2965877	28-114	Low Density SD 1
Waverley	LEXINGTON	3	4	F_739481_2966472	33-13	Mandatory Mixed Use (SD 4)
Waverley	LEXINGTON	11	4	F_739497_2966380	33-12	Mandatory Mixed Use (SD 4)
Waverley	LEXINGTON	29	4	F_739516_2966188	33-10	Mandatory Mixed Use (SD 4)
Waverley	LEXINGTON	41	1	F_739547_2966062	28-129	Low Density SD 1
Waverley	LEXINGTON	45	1	F_739560_2966014	28-128	Low Density SD 1
Waverley	LEXINGTON	46	4	F_739721_2966085	28-139	Mandatory Mixed Use (SD 4)
Waverley	LEXINGTON	51	1	F_739585_2965944	28-127-A	Low Density SD 1
Waverley	LEXINGTON	57	1	F_739609_2965877	28-127	Low Density SD 1
Waverley	LEXINGTON	61	1	F_739627_2965831	28-126	Low Density SD 1
Waverley	LEXINGTON	65	1	F_739686_2965731	28-84	Low Density SD 1
Waverley	LEXINGTON	75	1	F_739679_2965653	28-83	Low Density SD 1
Waverley	LEXINGTON	77	1	F_739752_2965621	28-82	Low Density SD 1
Waverley	LEXINGTON	81	1	F_739767_2965586	28-81	Low Density SD 1
Waverley	LEXINGTON	90	2	F_739945_2965565	28-173	Low Density SD 2

DISTRICT	STREET	NUM	TYOLOGY	LOC_ID	PROP_ID	MAP CATEGORY
Waverley	LEXINGTON	91	1	F_739812_2965496	28-54	Low Density SD 1
Waverley	LEXINGTON	100	2	F_740085_2965506	28-174	Low Density SD 2
Waverley	LEXINGTON	120	2	F_740171_2965268	28-175	Low Density SD 2
Waverley	LEXINGTON	132	2	F_740237_2965024	15-193-A	Low Density SD 2
Waverley	LEXINGTON	160	2	F_740287_2964752	15-193-D	Low Density SD 2
Waverley	MORaine	6	4	F_739440_2966497	33-14	Mandatory Mixed Use (SD 4)
Waverley	MORaine	7	1	F_739350_2966573	33-44	Low Density SD 1
Waverley	MORaine	10	4	F_739394_2966473	33-15	Mandatory Mixed Use (SD 4)
Waverley	MORaine	14	4	F_739365_2966457	33-16	Mandatory Mixed Use (SD 4)
Waverley	MORaine	16	4	F_739334_2966443	33-17	Mandatory Mixed Use (SD 4)
Waverley	MORaine	26	2	F_739232_2966323	33-24	Low Density SD 2
Waverley	MORaine	30	2	F_739185_2966297	33-25	Low Density SD 2
Waverley	MORaine	38	2	F_739137_2966273	33-26	Low Density SD 2
Waverley	MORaine	40	2	F_739094_2966251	33-27	Low Density SD 2
Waverley	MORaine	42	2	F_739002_2966205	33-28	Low Density SD 2
Waverley	MORaine	50	2	F_738899_2966160	33-30	Low Density SD 2
Waverley	MORaine	52	2	F_738804_2966126	33-30-A	Low Density SD 2
Waverley	MORaine	52.5	2	F_738739_2966018	33-11-B	Low Density SD 2
Waverley	MORaine	61	2	F_738697_2966345	33-72	Low Density SD 2
Waverley	OLMSTED	2	2	F_738901_2967166	59-11-8	Low Density SD 2
Waverley	SYCAMORE	105	1	F_739411_2965778	28-112	Low Density SD 1
Waverley	SYCAMORE	111	1	F_739363_2965762	28-111	Low Density SD 1
Waverley	SYCAMORE	115	1	F_739318_2965746	28-110	Low Density SD 1
Waverley	SYCAMORE	127	1	F_739177_2965696	28-108	Low Density SD 1
Waverley	SYCAMORE	131	2	F_739075_2965770	28-101	Housing Authority
Waverley	SYCAMORE	137	1	F_739046_2965649	28-100	Low Density SD 1
Waverley	SYCAMORE	141	1	F_738996_2965631	28-99	Low Density SD 1
Waverley	SYCAMORE	145	1	F_738948_2965647	28-98	Low Density SD 1
Waverley	THAYER	11	1	F_739413_2966143	33-9	Low Density SD 1
Waverley	THAYER	17	1	F_739355_2966121	33-8-1	Low Density SD 1
Waverley	THAYER	21	1	F_739318_2966106	33-8-2	Low Density SD 1
Waverley	THAYER	22	1	F_739344_2965961	28-115	Low Density SD 1
Waverley	THAYER	25	1	F_739262_2966083	33-7	Low Density SD 1
Waverley	THAYER	26	1	F_739295_2965943	28-116	Low Density SD 1
Waverley	THAYER	32	1	F_739249_2965925	28-117	Low Density SD 1
Waverley	THAYER	33	1	F_739186_2966054	33-6	Low Density SD 1
Waverley	THAYER	36	1	F_739206_2965909	28-118	Low Density SD 1
Waverley	THAYER	40	1	F_739155_2965889	28-119	Low Density SD 1
Waverley	THAYER	41	1	F_739106_2966025	33-5	Low Density SD 1
Waverley	THAYER	49	1	F_739020_2965994	33-4	Low Density SD 1
Waverley	THAYER	57	1	F_738925_2965959	33-3	Low Density SD 1

DISTRICT	STREET	NUM	TPOLOGY	LOC_ID	PROP_ID	MAP CATEGORY
Waverley	THAYER	65	1	F_738817_2965923	33-1	Low Density SD 1
Waverley	THAYER ST	2	4	F_740064_2966184	28-143	Mandatory Mixed Use (SD 4)
Waverley	THAYER ST	6	4	F_740016_2966173	28-142	Mandatory Mixed Use (SD 4)
Waverley	THAYER ST	10	4	F_739959_2966148	28-140	Mandatory Mixed Use (SD 4)
Waverley	THAYER ST	12	4	F_739940_2966214	28-141	Mandatory Mixed Use (SD 4)
Waverley	TRAPELO	472	4	F_740109_2966273	28-130	Mandatory Mixed Use (SD 4)
Waverley	TRAPELO	481	4	F_740163_2966433	32-14	Mandatory Mixed Use (SD 4)
Waverley	TRAPELO	488	4	F_740002_2966287	28-133	Mandatory Mixed Use (SD 4)
Waverley	TRAPELO	493	4	F_740090_2966462	32-13	Mandatory Mixed Use (SD 4)
Waverley	TRAPELO	495	4	F_740009_2966482	32-12	Mandatory Mixed Use (SD 4)
Waverley	TRAPELO	544	1	F_739428_2966596	33-45	Low Density SD 1
Waverley	TRAPELO	546	1	F_739406_2966617	33-46	Low Density SD 1
Waverley	TRAPELO	548	1	F_739366_2966638	33-47	Low Density SD 1
Waverley	TRAPELO	556	1	F_739312_2966680	33-48	Low Density SD 1
Waverley	TRAPELO	562	1	F_739256_2966714	33-49	Low Density SD 1
Waverley	TRAPELO	566	1	F_739213_2966737	33-50	Low Density SD 1
Waverley	TRAPELO	570	1	F_739172_2966762	33-51	Low Density SD 1
Waverley	TRAPELO	574	1	F_739130_2966785	33-52	Low Density SD 1
Waverley	TRAPELO	578	1	F_739086_2966811	33-53	Low Density SD 1
Waverley	TRAPELO	580	1	F_739041_2966836	33-54	Low Density SD 1
Waverley	TRAPELO	586	1	F_738993_2966863	33-55	Low Density SD 1
Waverley	TRAPELO	588	1	F_738945_2966889	33-56	Low Density SD 1
Waverley	TRAPELO	592	1	F_738892_2966884	33-57	Low Density SD 1
Waverley	TRAPELO	596	1	F_738866_2966935	33-58	Low Density SD 1
Waverley	TRAPELO	600	1	F_738823_2966959	33-59	Low Density SD 1
Waverley	TRAPELO	625	2	F_738536_2967398	59-11-A	Housing Authority
Waverley	WHITE	23	2	F_740196_2966520	32-17	Low Density SD 2
Waverley	WHITE	43	2	F_740173_2966587	32-18	Low Density SD 2
Waverley	WHITE	63	4	F_740157_2966204	28-144	Mandatory Mixed Use (SD 4)

APPENDIX E - MBTA COMMUNITIES ZONING PLANNING BOARD PRELIMINARY SCHEDULE

MBTA Communities Public Forum	11-Apr-24	Committee still interested in a final forum.
Submit Mandatory Mixed Use Review to EOHLIC	st. Mid-April 2024	Packet prepared and Planning Board gives green light to submittal.
Initiate Economic Feasibility Analysis (EFA) Project w/ MAPC	16-Apr-24	Coordinate two weeks prior to this date
Select Board Meeting	18-Apr-24	3AAC Makes final report to Select Board; 3AAC is dissolved.
Planning Board Meeting	23-Apr-24	Planning Board continues MBTA Communities work
Town Meeting 1a	29-Apr-24	ATM Session 1a - Possible Planning Board Report on MBTA
Continue Outreach Activities	Apr/May 2024	Update website, create/update additional materials, other ideas?
Town Meeting 1b	1-May-24	ATM Session 1b
Town Meeting 1c	2-May-24	ATM Session 1c
Town Meeting 1d	8-May-24	ATM Session 1c
Town Counsel Full Bylaw Review	13-May-24	Review of full Bylaw for any potential MBTA conflicts.
Planning Board Meeting	14-May-24	Planning Board continues MBTA Communities work
Planning Board Meeting	21-May-24	Planning Board continues MBTA Communities work
Planning Board Meeting	4-Jun-24	Planning Board continues MBTA Communities work
Refinement of Public Information Materials	June/July 2024	Posted on website and hard copies for library, Town Hall
Discussion w/ Warrant Committee	August/Sept. 2024	Joint meeting with WC, SC, CCBC, SB
Planning Board Meeting	18-Jun-24	Planning Board continues MBTA Communities work
MBTA Communities Open House Event	19-Jun-24	Hosted by Planning Board, Utile, Staff
Submit Application for Pre-Compliance Review from EOHLIC	13-Jun-24	90-day turnaround from EOHLIC
Legal Ad Submitted to Newspaper of Record	9-Aug-24	Begin Public Hearing Process Timeline
First Notice in Newspaper of Record	15-Aug-22	Not less than 14 days before Public Hearing (not counting 14th day)
Posting of Notice in Town Hall	15-Aug-24	Not less than 14 days before the date of Public Hearing
Continue Public Outreach	July-Sept. 2024	
Town Counsel MBTA Draft Zoning Review	July/August 2024	Internal legal review for MBTA Compliance and other issues
Second Notice in Newspaper of Record	22-Aug-24	One week after first notice
Planning Board Meeting	16-Jul-24	Planning Board continues MBTA Communities work
Zoning Final Draft Due From Consultant	12-Aug-24	Utile Final Draft Deliverable Date
MBTA Communities Fiscal Impact Analysis Due	August 2024	Estimate based on scope
Planning Board Meeting - Public Hearing Opens	10-Sep-24	Planning Board opens public hearing and discusses draft zoning (9/3 is election)
Receive EOHLIC Determination	11-Sep-24	June 13 + 90 days
Planning Board Meeting	17-Sep-24	Discuss any edits to zoning from EOHLIC
Planning Board Meeting	1-Oct-24	Discuss any edits to zoning from EOHLIC
Planning Board Meeting - Public Hearing Closes	7-Oct-24	SPECIAL MTG - Vote to recommend favorable action on map and zoning plan and close Public Hearing
Planning Board Report Submitted	9-Oct-24	Week following close of PB Public Hearing
Final Language for Warrant Articles	11-Oct-24	To be determined
Warrant Closes for STM 2024	11-Oct-24	To be determined
Planning Board Meeting	12-Oct-24	In Reserve
Federal Election	5-Nov-24	No Town Meetings
Planning Board Meeting	12-Nov-24	In Reserve
Town Meeting (Proposed)	18-Nov-24	Must occur within six months after Planning Board Public Hearing
Submit Final Zoning, Map, and Vote to EOHLIC for Compliance Determination	20-Nov-24	Requires time after STM to assemble and review packet
Effective Date	Date of TM Action	Subject to posting by Clerk and AG approval