Jessica L. Malcolm
40B Specialist
Comprehensive Permit Program
MassHousing
One Beacon Street, 26th floor
Boston, MA 02108

Dear Ms. Malcolm:

Thank you for the opportunity to comment on the proposal by Polymath Development LLC to develop 16 townhouse style housing units at 269 North Avenue in Weston. While the Town of Weston has had a longstanding policy to support creation of affordable rental housing, the Board of Selectmen opposes this Kendal Village (MH Id No. 795) proposal as currently presented, for the reasons illustrated below.

Town of Weston officials have had the opportunity to learn more about this proposal in a presentation to the Board of Selectmen on September 28, 2015, and at a site walk on November 3, 2015.

We would like to specifically highlight the following concerns:

- The proposed development deviates from the Town’s previously adopted “Policies and Preferences for Affordable Housing in Weston” in that it does not:
  - More closely comply with the goal of four units/acre (this proposal is for approximately eleven units/acre)
  - Minimize land disturbance
  - Propose buildings that are designed to mimic historical elements, to be more consistent with the principles described in “Preserving Weston’s Rural Character;”
  - Minimize massing and bulk
  - Provide accessible units
  - Protect historic resources, as North Avenue is designated by the town as a “scenic road,” per MGL, chapter 40, Section 15C
  - Protect natural vegetation (The parcel will be stripped of vegetation to construct the homes, septic system, roadway, parking courts and storm water infiltration systems.)
  - Address sustainability in the design of the buildings
  - More closely comply with the Town’s minimum setback requirements, particularly related to matching neighboring dwellings’ setback from the

www.weston.org
street, and increasing side yard setbacks to avoid negative impact on immediate abutters

- In the attached memorandum, the Planning Board has identified a number of significant concerns about this project. That memorandum is incorporated into our comments by its reference here.
- The Town Engineer and Department of Public Works have raised concerns about plans for stormwater control and the drainage plan for the project as described in the attached email.
- The Town’s Fire Department has expressed concerns about potentially difficult emergency access to the townhome units but their formal review awaits further site plan and building details.
- There is substantial opposition from the neighborhood and abutters who note many concerns including that the project’s design and density is inconsistent with the fabric of this historic neighborhood, that its high retaining walls pose a safety risk, and that it will exacerbate already problematic stormwater management issues.
- The proposed affordable units have not been identified, so there is no way to determine if there is a proper distribution of affordable units.
- The fact that this development is proposed as rental housing is a positive element of this project, since the Town’s assessment of its housing stock identified rental housing as a need.

Residents and Town officials support the creation of more affordable housing units in Weston, as demonstrated by the ongoing efforts of the Housing Production Plan Steering Committee, who intends to present a Housing Production Plan to the Community and State in 2016. Weston’s Town Meeting has repeatedly voted to support affordable housing including a recent approval of $2,688,500 in Community Preservation Act funds to renovate three buildings owned by the Town on Warren Avenue and thereby create seven affordable family units. Town Meeting also approved a $1,188,100 grant to Weston Affordable Housing Foundation, Inc., to produce two affordable family units through the renovation of a two-family house at 126-128 Viles Street. Weston Affordable Housing Foundation, Inc. is a non-profit organization in Weston which has received town-appropriated Community Preservation Act funds in the past and has a proven track record of developing and maintaining affordable rental units in Weston.

We urge MassHousing to take the Town’s concerns into consideration when reviewing Polymath’s application for Site Approval at 269 North Avenue.

We are aware that technical assistance is available to the ZBA for review of the permit application, and we expect to apply for that assistance.

Sincerely,

Michael H. Harrity, Chair
Board of Selectmen

Attachments:
Town of Weston Policies & Preferences for Affordable Housing
Memo from Weston Planning Board, dated November 12, 2015
Emails from Town Engineer and Public Health Director

www.weston.org
We have reviewed the Site Plan dated October 1, 2015 for the subject project and offer the following comments. These comments reflect DPW, Engineering and Stormwater Permitting Authority (SWPA) input. Please let us know of any questions on this.

General Site Comments
1. There appears to be sufficient roadway width and turning radii for vehicular movements.
2. The average road grade of 6% is within allowable limits.
3. Sight distance along North Avenue at the proposed road appears to be sufficient; however a detailed traffic study should be done to confirm this along with other factors such as trip generation and impacts on existing and future traffic.
4. Planning Board regulations governing dead-ends call for a circular turnaround. From an engineering standpoint, the proposed layout, although not a circular turnaround, does appear to provide sufficient space for three point turn movements. We defer to the Planning Board if there are other reasons to require a circular turnaround.

Utilities
1. The water system must include a master meter pit on the property before any individual services are connected.
2. There is not sufficient separation between the water main and the drain (shown approx. 4’ apart) for the first 100 l.f. approximately. There needs to be at least a 10’ separation.
3. The water service on the first two buildings is too close to the gas service. There should be maximum separation, ideally 10’, between these utility lines.
4. There is a lack of information about the design intent of the drainage system. Structures are not labeled and there is no legend to decipher the symbols so it is not possible to determine how the system will function. See further comments below regarding the drainage system.

Stormwater and Erosion Control
1. The current plans and documents provided for review have very limited information which makes it impossible to know if the drainage system can work as shown.
2. There is a layout of two infiltration systems for drainage shown on the plan. It is not clear what conveyances are being directed to these systems. There does not appear to be any pretreatment which would be required before routing stormwater runoff to the infiltration systems.
3. Since a hydrologic analysis has not been provided yet, it is not known if adequate stormwater runoff mitigation can be provided by the infiltration systems in the post development conditions. A full drainage analysis and design would be needed to demonstrate that the post development peak rates of runoff and volumes will be less than or equal to the pre-development conditions, at North Avenue and the abutters.
4. Soil testing was done at the site, but no test pit logs or other soil evaluation information was provided. The soil conditions and estimated seasonal high groundwater conditions at the drainage facilities are needed to establish the infiltration system design.
5. Erosion and sedimentation controls will be required during construction, however, these have not been included on the plans. There will need to be an erosion control plan and report for the construction period erosion control. A Stormwater Pollution Prevention Plan (SWPPP) will likely be required also.
6. It is expected that all the requirements for the Town of Weston Stormwater and Erosion Control Regulations and the Massachusetts Stormwater Handbook and Standards will be followed. The typical stormwater analysis as
required by the DEP for water quality treatment and groundwater recharge facilities will be required with the calculations, in addition to matching the peak rates of runoff.

7. The existing current conditions are primarily wooded with one house and one driveway. There is a significant amount of new impervious area proposed; approximately 1 acre of the 1.74-acre site, or almost 60% of the proposed site appears to be impervious. Over 90% of the existing property will be excavated and disturbed. The existing drainage patterns will change significantly. It is unlikely that the proposed infiltration systems as shown on the plan will provide adequate mitigation for the additional stormwater runoff. It is unlikely there is capacity in the Town drainage system, if a connection was allowed. See next comment also.

8. The stormwater runoff from the existing land to the north, northeast, and northwest of the 269 North Ave. site in the existing conditions currently flows overland to a low area just north of the site, before flowing overland through the existing 269 North Ave. property, in a north to south direction towards North Ave. The proposed project will affect the existing drainage patterns, as the proposed site will block this current drainage path, creating a depression just northeast of #273 North Ave., and leaving no outlet in the post construction conditions.

9. The proposed grading will also direct stormwater runoff to the house and property at 263 North Avenue.

10. The existing drainage pipe at the southerly corner of the site, and which is shown routed through #263 North Ave. is no longer in place.

11. There are no snow storage areas provided on the plan.

12. The vertical datum would be NAVD88.

13. Due to the amount of impervious area, alternatives for decreasing the proposed impervious surfaces should be studied and provided.

14. An Operation and Maintenance Plan for stormwater will be required for construction periods, and for post construction. Construction sequencing, inspections with reports and logs, etc. to be included in the construction program.

If this project is not considered a Planning Board site plan review project or other Planning Board project, a Stormwater Management Permit will be required, as a 40-B Project is not exempt from the Stormwater and Erosion Control By-Law as far as we know. Therefore, a Stormwater Management Permit Application with all required plans, drainage report, calculations, and documents will be required to be submitted as indicated in the Weston Stormwater and Erosion Control Regulations. The Application, plans, reports, calculations, etc. will be reviewed by the Stormwater Permitting Authority (SWPA).

Stephen R. Fogg, P.E.
Town Engineer
Town of Weston
190 Boston Post Road By-Pass
Weston, MA 02493
T:781-786-5115
F:781-786-5109
E:fogg.s@westonmass.org

Town website: www.weston.org

Please be aware that the Secretary of State’s office has determined that most emails are public records and, therefore, may not be confidential.

Please consider the environment before printing this email.
Donna,

I have previously reviewed a sketch plan of this proposal. The square footage required for the septic leach design is available but the last plan submitted to this office for review had many errors and omissions on the actual layout of all of the other components such as the septic tanks, pump chambers and building sewers.

I am reasonably confident these issues can be addressed to meet the requirements of Title 5 with a revised plan submission to the Board of Health.

Wendy Diotalevi, RS
Public Health Director
Weston Board of Health

PO Box 378
11 Town House Road
Weston, MA 02493

(781) 786-5030
781-786-5039 (fax)

Diotalevi.w@westonmass.org
Town website: www.weston.org

Please be aware that the Secretary of State’s office has determined that most emails are public records and, therefore, may not be confidential.

Please consider the environment before printing this email.

All – just a reminder that I would appreciate receiving any comments on this proposed development by Friday, November 13, for the Selectmen’s consideration in making a response to MassHousing.

Thank you.

Donna S. VanderClock
Town Manager
Town of Weston
P.O. Box 378
Weston, MA 02493
781-786-5020
781-786-5029 (fax)
Town website: www.weston.org

Please be aware that the Secretary of State’s office has determined that most emails are public records and, therefore, may not be confidential.
MEMORANDUM

To: The Weston Board of Selectmen
From: The Weston Planning Board
Subject: Comments on the Revised 40B Application Drawings for 269 North Avenue Dated 10/01/15

These comments and findings result from the Planning Board's initial, preliminary review of the drawings submitted with the revised application for this property and are in no way to be interpreted as exhaustive or definitive.

A. General

Within section 56.04(4) of 760 CMR 56.00 entitled Findings in Determination, there are a number of terms to consider related to use and design, including the following:

(c) that the conceptual project design is generally appropriate for the site on which it is located, taking into consideration factors that may include proposed use, conceptual site plan and building massing, topography, environmental resources, and integration into existing development patterns (such nding, with supporting reasoning, to be set forth in reasonable detail);

The c.40B Guidelines prepared by DHCD (revised as of July 30, 2008) suggest approaches for applying the regulations with some additional terms and phrases in section 3. Findings, Design (760 CMR 56.04(4)(c)):

Relationship to Adjacent Building Typology – Generally, a Project is developed in the context of single family dwellings and introduces a different form of housing into the neighborhood. Assuming that this is the case, it is important to mitigate the height and scale of the buildings to adjoining sites. In this context, it is particularly important to consider the predominant building types, setbacks, and roof lines of the existing context.

The massing of the Project should be modulated and/or stepped in perceived height, bulk and scale to create an appropriate transition to adjoining sites.

Where possible, the site plan should take advantage of the natural topography and site features, or the addition of landscaping, to help buffer massing.

Design may use architectural details, color and materials taken from the existing context as a means
of addressing the perception of mass and height.

Relationship to Adjacent Streets – Likewise, the manner in which the buildings relate to adjacent streets is critically important. Massing should take into account the pattern of the existing street frontage as well as maintain a human scale by reasonably relating the height of buildings to the width of the public way.

This application absolutely fails to meet any of these standards.

B. Site Plan

1. This is by far the highest density of residential development in Weston -- the antithesis of town's essential character.

2. The storm drain empties into the town system.

3. There is no drainage outlet from the enclosed wells masquerading as back yards behind Building C. They are dead-end traps for water and snow accumulation.

4. The northernmost retaining wall is right on the property line -- impossible to build without encroaching on neighboring property.

5. The sole snow storage locations are directly on the leach fields.

6. It is unclear whether the leach fields have expansion capability.

7. There is no indication of site lighting.

8. It is impossible for a car to leave the townhouse end unit garages without backing all the way to the central street if cars are parked in the end spaces.

9. Retaining walls 12 and 14 feet high are a safety hazard. An additional 42" of guardrail or fence will therefore be required, making the total construction height of the north and south walls at least 17-1/2 feet ([158-144] + 3.5 = 17.5).

10. It is impossible to maintain the northeast portion of the property -- no access without trespassing on abutting land -- and extremely difficult to maintain the other portion beyond the retaining walls.

11. Every single existing tree must be cut down to make the plan work.

12. It appears that grading will direct surface water runoff onto adjacent properties and into North Avenue. There are no so storm drains in townhouse paved areas.

13. The extremely heavy traffic on this major commuter highway create a very dangerous school bus pick-up and drop-off situation. It's presently a vacant lot, so there's no bus pick-up or drop-off now, but the greater number of children in this complex would exacerbate the danger compared with the single-family residence allowed by the Zoning By-Law.
14. The entire hill is virtually all ledge. Extensive blasting will therefore almost certainly be required, and damage to neighboring homes in such close proximity is more than likely. The applicant must be responsible for remediation liability. Experience with nearby sites has demonstrated a consistently high water table related to the subsurface rock strata. There is no indication of how the significant volume of groundwater exposed by the massive proposed excavation will be managed.

15. Are a generator, air conditioning condensers, or other exterior sound-generating apparatus proposed? Locations and noise propagation standards must be established.

16. What is the plan for trash pick-up, deliveries, mail, and the like?

17. Is the pavement layout acceptable to the Fire Department? There is no access for fire apparatus or personnel to the rear of Building C, and no hydrants are shown on the site plan. Will the buildings be sprinklered, and if so, is there sufficient pressure from the street?

C. Architecture

1. The buildings are much more massive than necessary. Designs for 1-1/2 story apartment buildings and 2-1/2 story townhouses would be perfectly feasible and eliminate the overly voluminous and purposeless attic spaces. It’s a matter of introducing dormers and other architectural features to lower the ridge and eave lines, while maintaining the roof pitch and trim details.

2. The apartment buildings face AWAY from the road -- an anti-social gesture completely incompatible with the context.

3. There is only one entrance/exit from each apartment building -- does not appear to comply with the multi-family provisions of the Commercial Building Code, where upper floor escape windows are limited to dormitories, townhouses and the like. The apartment building units are flats.

4. Why the differences in the apartment building designs?

5. The townhouse (Building C) architectural drawings are completely incompatible with the site plan. The actual conditions are much less pleasant than the architectural drawings suggest.

6. None of the buildings are handicapped accessible.

7. All eight townhouse units stare directly at a 12 foot high concrete wall less than 20 feet from the living room patio doors. The wall will almost certainly be topped with a 42” guardrail or fence, resulting in a dank, dreary environment where sunlight never penetrates, rainwater creates ponds (or a skating rink in winter), and snow is trapped, frozen until summer.

D. Landscape Plan

1. It is impossible to tell what the landscape plan depicts without a plant list.
For: Board of Selectmen, Town of Weston

Regarding: 269 North Avenue

Site Walk: Tuesday, November 3, 2015

Present for Polymath Development, LLC (the “Developer”) were Patrick Duffy (principal) and Michael Boucher (project manager) with Brian C. Levey, Esq., of Beveridge & Diamond PC, 15 Walnut Street, Wellesley, MA, their attorney, and Bill Doyle, their engineer. Town representatives included Michael Harrity, Selectman, Donna VanderClock, Town Manager, John Field, Building Inspector and Land Use Coordinator, Dwight Robertson, Fire Department Inspector, and Noreen Stockman, staff to Housing Partnership and Zoning Board of Appeals. Town Board members included James Polando, Chair of the Housing Production Plan Steering Committee (HPPSC), and Leslie Glynn, Housing Partnership and HPPSC. Town citizens, including several abutters to 269 North Avenue, were also present. Michael Busby and Jessica Malcolm represented MassHousing.

The current proposal includes 16 rental units on 1.46 acres or 11 units per acre (a total of 32 bedrooms). This figure is almost double the 5.9 units per acre of 680 South Avenue, Weston’s most dense 40 B. Density is a critical issue in Weston, where the community relies on septic systems. (The Weston Housing Partnership voted that it would generally support 4 units per acre, which was the previous submission by the Developer.)

The current proposal, as described, plans 2 4-unit buildings at the street line. The southwest unit appears to be proposed to be approximately 10 feet from the street line, and 5.8 feet from the lot line shared with the abutter at 263 North Avenue. This shared lot line is currently delineated by a stone wall. Construction for a foundation so close to this stone wall is likely to damage or destroy the stone wall. Further, the dwelling at 263 North Avenue, was constructed in 1860, and is approximately 7 feet from the shared lot line. The proximity of the proposed 2.5-story dwelling is an unnecessary imposition on this existing dwelling. Drainage from these eight units is proposed to go into North Avenue. Drainage must be managed on site; it is not permitted to drain into the street. There is no additional Town capacity in this part of North Avenue.

Two parking spaces are provided per front unit. There appears to be no provision for guest parking.

A bank of eight attached units is planned for the rear, or easterly side of the property. The northerly corner of these units is planned to be sited approximately 5 feet from the rear, or easterly property line, which is delineated by a stone wall. Due to the amount of excavation planned, it is certainly possible that the stone wall would be damaged. Further, trees at, or beyond the property line may also be destroyed by construction. (The previous submission for this area preserved existing trees.) The property is proposed to be regraded, with retaining walls that may reach 14 feet. There is currently a forty-foot drop in elevation from the rear of the lot to the approximate lot midpoint. Changes in elevation, coupled with the removal of all trees may adversely impact drainage to neighboring properties, as well as to North Avenue.

Stockman 2015
Positive elements include:

- Preferred location along a major roadway corridor
- Short walk to mini-mart and gas station
- Approximately ¼ mile to commuter train station
- Rental housing
TOWN OF WESTON

Policies and Preferences for Affordable Housing

Introduction
This working paper contains a set of draft policies that are intended to serve as
guidance for affordable housing developers and Town boards that have a role in
development review. The policies are also intended to inform Town voters about the
general approach and criteria that may be used by the Trustees of a Housing Trust for
affordable housing, if such an independent legal entity is created by vote at a Weston
Town meeting. The draft policies were vetted, modified, and tentatively approved by
the Weston Housing Partnership in a series of meetings commencing in March 2009
and continuing into 2010.

Background. Weston is an exceptionally beautiful town. It is also one of the
Commonwealth’s most expensive towns to live in, with land values and home prices
exceeding those of many nearby towns. The pressures on Weston’s housing market are
intensified by its location along two of Greater Boston’s most important highways –
Route 128 and the Massachusetts Turnpike – which also play a role in Weston’s
desirability. Many of the obstacles to affordable housing in Weston seem comparable
to the barriers found in other high-end suburbs around Boston. However, many of
these affluent suburbs communities have somewhat greater social and economic
diversity.

Weston has taken steps to address affordable housing needs. Over time, Weston has
created 140 units of affordable housing, mainly for senior housing. (Appendix A.)In
2004, the Town commissioned a needs analysis, focusing on municipal employees and
the families of METCO students attending the Weston Public Schools. Four years later,
the Metropolitan Area Planning Council (MAPC) prepared a housing study, Weston
Affordable Housing: Present and Future, which identified several barriers that will
continue to impede efforts to create affordable housing units in Weston:

♦ The lack of “construction-ready” land and the extraordinarily high cost of land;
♦ Low-density development regulations;
♦ Lack of local development capacity; and
♦ Difficulty in siting septic systems that will comply with Title V.

In 2009, the Town established the Weston Housing Partnership, to establish a strategic
plan for preserving and increasing affordable housing in Weston, to prepare for the
establishment of a Weston Affordable Housing Trust Fund, and to suggest priorities and
criteria for use by such a Housing Trust. The task for the volunteer Housing Partnership
is to strategize to overcome the physical, market, and regulatory barriers noted in

2/25/10 HP
MAPC’s study. The creation of policy will be a first step toward the stated goal. Increasing the supply of affordable housing will require local commitment, leadership, thoughtful public education, and patience. This applies in all communities, including those with long-standing track records in affordable housing development.

Proposed Policies. The Partnership has initiated steps to formulate and document policies that describe its view of what Weston would like to see in affordable housing developments. This includes where developments should be located, how it should be designed to fit within Weston’s physical and cultural landscape, and what types of needs it should address. The “Policies and Preferences” that appear on the following pages speak to qualities considered essential for the success of any affordable housing development; from one-unit to multi-unit projects, and qualities considered advantageous, but not necessarily essential. The main purpose of the policies is to convey a consistent message to developers and guide the work of Town boards that have roles to play in development review and permitting. Many of the criteria described below could serve as tradeoffs in negotiations with developers.

The Policies and Preferences appear first in narrative form and second, in a chart designed to function as a checklist and evaluation tool (Appendix B). The chart subdivides the policies into more finely-tuned categories and identifies the types of projects to which they apply, e.g., many policies that relate to multi-unit developments are not germane to single-unit developments. To transform the Policies and Preferences from a working paper to a formal policy statement for the Town, this document needs to be reviewed, discussed, and modified as necessary, and ultimately adopted by the Housing Partnership, the Board of Selectmen, and the Planning Board, and other relevant Town committees.

These Policies and Preferences will then be offered to the town residents as context if a vote at town meeting is requested for the creation of a Housing Trust, as a legal entity intended to attract and provide financial support for the construction and maintenance of affordable housing in Weston.

Policies and Preferences

Location
Policies. Weston encourages the reuse of existing houses and buildings for affordable and mixed-income housing. This redevelopment and reuse are preferred, as much of the Town is already developed, preservation of undisturbed open space is a priority, and affordable housing options should be distribution throughout the Town. General areas which have been identified as possible sites for accommodating a variety of housing options include land that is in, or within, one-half mile of the following: the Town center (including affordable units in mixed-use buildings), the commuter rail stations,
or the public schools and other municipal facilities. Established areas along the town’s major roadways are also deemed preferential.

**Affordability and Housing Needs**

**Policies.** Weston has a significant shortage of units that are both affordable and appropriate for senior citizens and families. The Town encourages developments that address these specific local needs. All affordable units must be protected by a perpetual affordable housing deed restriction accepted by the Weston Board of Selectmen and approved by the Department of Housing and Community Development (DHCD) under M.G.L. c. 184, §§ 31 - 32.

While at least 25 percent of the units in a Chapter 40B comprehensive permit development must be affordable, Weston encourages developers to provide more affordable units whenever possible. An increase in density may be considered in order to achieve this end. Weston would want the following types of households to have priority access to the additional affordable units that exceed the 25 percent minimum, to the extent permitted by law:

- Low-, and moderate-income households;
- Senior citizens;
- Municipal employees; and
- METCO families.

**Additional Preferences.** A development that provides a wider range of affordability will be considered more responsive to the Town’s housing needs. “Wider range of affordability” means the inclusion of units for “subsidized” households with very low incomes – below 50 percent of Area Median Income (AMI) – and units for “moderate income” households, that do not qualify under Chapter 40B income limits, but are nonetheless priced out of Weston’s housing market. These households typically have incomes between 80 and 120 percent of the Boston statistical area median income (AMI), as defined by Housing and Urban Development (HUD).

**Density Policies.** Affordable housing should be developed at a moderate density and in buildings that will blend harmoniously and unobtrusively with surrounding neighborhoods. In Weston, “moderate density” means that on any given site, the average or gross density will not exceed four dwelling units per acre, and new buildings will not exceed three stories in height. However, the Town will consider higher density housing in the town center and near the train stations, or in an adaptive reuse development. Example: If
given the choice between a higher-density development in a preferred location and a development of four units per acre elsewhere, the Town would look more favorably on the higher-density development, unless the project failed to address many other policies described in these guidelines.

**Site Planning and Design**

Architectural and site design choices are critical to the success of affordable housing proposals. A development that closely adheres to the Town’s design policies and preferences is more likely to receive a favorable review. A development that is out of character with surrounding areas, and designed without sufficient regard for its impacts on neighboring properties, will be discouraged, and will likely not receive Town support.

**Policies.** The Planning Board’s review of site plan applications is guided by standards set forth in Section XI (F) of the Weston Zoning Bylaw. These standards matter because they address a development’s physical, operational, and aesthetic compatibility with surrounding land uses, and help to ensure public safety. Developments that include affordable housing, whether proposed under a Comprehensive Permit or another permitting mechanism, should comply with the Town’s site plan standards. In addition, the following factors need to be addressed in a developer’s submission to the Town:

- Minimize land disturbance;
- Choose building designs that are similar to single-family homes, and substantially consistent with the principles described in *Preserving Weston’s Rural Character*¹;
- Minimize massing and bulk;
- Design for safety, considering safety to the occupants both within the structure (building layout) and on the exterior (site layout);
- Utilize stormwater management during, and post construction. Use best management practices wherever possible.

**Additional Preferences:** Moderate affordable workforce housing, in addition to traditional affordable housing: tiered eligibility

Weston would like to see several preferences addressed in proposals for affordable housing. The Town understands that some of the following preferences will not apply in all cases. However, developers should respond to as many of these preferences as possible, and note those which are either irrelevant or infeasible.

¹ *Preserving Weston’s Rural Character*, photographs and text by Pamela W. Fox, prepared for the Weston Planning Board, November 1998
Provide accessible or adaptable units. (Multi-family developments may be required to provide accessible housing under the Massachusetts Architectural Access Board’s regulations, the State Building Code, or both.)

Locate parking on the side or rear of buildings.

Design for walkability by providing sidewalks or informal pathways, or both.

Design for a sense of community. Consider building and site layouts that encourage communication and interaction among residents of the development (e.g., common space within buildings, or common facilities, open space, or recreation areas).

Protect historic resources by designing projects to avoid adverse impacts on structures with historic or architectural significance.

Employ “green” development practices, considering both buildings and the site.

Address sustainability in the design, construction, and operations/maintenance of the project.

Conserve water and protect natural vegetation with:

- Landscaping consisting of low-water-use plantings
- Landscaping consisting only of non-invasive species
- Stormwater management during and post construction, use BMPs wherever possible
- Outdoor irrigation system that conserves water and relies on a private well
- On- and off-site impacts during construction.

Some developments – especially if they involve new construction on vacant land – may be able to protect open space by design. In these cases, clustered buildings and compact building forms could help to achieve an average density of four units per acre, and still leave much of the site undisturbed. Furthermore, developers should try to respond to the following open space preferences:

- Preserve at least 40 percent of the site as common open space;
- Design common open space so that it will be accessible to all residents of the development
- Comply with the Town’s minimum setback requirements
Additional Benefits to the Town

Policies. Like any other development submitted for review and approval by the Town, developments that include affordable housing may be required to provide mitigation (e.g.: traffic and/or infrastructure) at a level appropriate to the size and location of the project. Developers will also be expected to pay the reasonable cost of peer review services deemed necessary (e.g.: traffic or infrastructure).

Affirmative Marketing and Local Preference

Policies. Weston wants to ensure that affordable housing meets local housing needs, and also creates opportunities for new people to move into the community. Affirmative marketing plans, a lottery process, and monitoring for rental (long term) and homeownership units must be designed, and should provide a significant inclusionary role for the Town. Developers shall retain a competent, experienced lottery consultant acceptable to the Town, in order to ensure compliance with all fair housing and marketing requirements, in addition to qualifying applicants. To the maximum extent permitted by law, at least 50 percent of the affordable units in a development should be offered, on a priority basis, to Weston residents or people with direct ties to the Town, including:

♦ An individual or family legally residing in the Town of Weston;
♦ A household with at least one person employed by the Town of Weston
♦ A family with a child attending the Weston Public Schools under the METCO Program.
♦ A person with disabilities (or a household with a family member with a disability);
♦ Single parent families
♦ Military personnel

Further Preferences. Weston will also encourage developers to provide other public benefits in addition to affordable housing, such as:
♦ Preservation and reuse of existing structures;
♦ Pedestrian amenities;
♦ Contribution to address capital improvement needs directly related to the project; and/or
♦ Contribution to Town’s affordable housing fund.
APPENDIX A
WESTON AFFORDABLE HOUSING 3-10

According to the Weston Census data of 2008/9:

<table>
<thead>
<tr>
<th>Age</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-17 yrs</td>
<td>2909</td>
<td>24%</td>
</tr>
<tr>
<td>18-34</td>
<td>2278</td>
<td>19%</td>
</tr>
<tr>
<td>35-59</td>
<td>3937</td>
<td>33%</td>
</tr>
<tr>
<td>60 +</td>
<td>2751</td>
<td>23%</td>
</tr>
</tbody>
</table>

Total: 11,876 residents

Presumption: All of the individuals aged 0-17 live with an adult. Many in the age category 18-34 are not homeowners, so to get a 'ball park' family percentage (added 0-17 + 35-59 + 1/3 35-59 age categories) = approximately 70%

Weston Affordable Housing Data: Total Housing Units = 3,828

Total Affordable Units = 140 or 3.5%

<table>
<thead>
<tr>
<th>Designation</th>
<th>Number</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Family</td>
<td>24</td>
<td>3 Rental</td>
</tr>
<tr>
<td>55+</td>
<td>116</td>
<td>(83%) 113 Rental</td>
</tr>
<tr>
<td></td>
<td>140*</td>
<td></td>
</tr>
</tbody>
</table>

[Rental units: 115, or 82% Ownership units: 26, or 18%]

DHCD credits Weston with 3.5% affordable housing. The State goal is 10%.

Weston has 83% of their affordable units reserved for approximately 25% of the population (55+), and 16% affordable for 75% of population (family)

<table>
<thead>
<tr>
<th>Community</th>
<th>Percent Affordable Units</th>
<th>Density</th>
<th>Approved Housing Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weston</td>
<td>3.5</td>
<td>686/sq mi</td>
<td>No</td>
</tr>
<tr>
<td>Wellesley</td>
<td>5.5</td>
<td>2,867/sq mi</td>
<td>No</td>
</tr>
<tr>
<td>Waltham</td>
<td>7.4</td>
<td>1,838/sq mi</td>
<td>No</td>
</tr>
<tr>
<td>Lincoln</td>
<td>10.5</td>
<td>412/sq mi</td>
<td>Yes</td>
</tr>
<tr>
<td>Wayland</td>
<td>3.2</td>
<td>865/sq mi</td>
<td>Yes</td>
</tr>
<tr>
<td>Newton</td>
<td>7.6</td>
<td>4,550/sq mi</td>
<td>No</td>
</tr>
<tr>
<td>Natick</td>
<td>7.4</td>
<td>1,980/sq mi</td>
<td>No</td>
</tr>
<tr>
<td>State Average</td>
<td>9.6</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Weston’s tear down average is approximately 30 homes per year. Approximately 75% of new homes constructed are a result of tear downs.

According to 2007 US Census, the median income is Middlesex County is $88,100.

The average home price in Weston is $1.3 million.

2/25/10 HP
Appendix B: Project Review Checklist

<table>
<thead>
<tr>
<th>POLICY/PREFERENCE</th>
<th>Single-family dwelling or group home</th>
<th>Group Home</th>
<th>Small projects (≤ 8 Units)</th>
<th>Larger projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCATION</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Site is in or within ½ mile of the town center, the commuter rail stations, municipal facilities, or public schools</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Site is in another preferred location (the town’s major roadway corridors)</td>
<td></td>
<td>N</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Site is already developed and involves reuse of an existing building</td>
<td></td>
<td>N</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>BUILDING &amp; LANDSCAPE DESIGN CONSIDERATIONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building designs substantially consistent with principles described in “Preserving Weston’s Rural Character,” Vol. 2</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Building(s) are very similar to single-family homes</td>
<td></td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Massing and bulk are minimized</td>
<td></td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Project designed for safety, both interior (building layout) and exterior (site)</td>
<td></td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Includes accessible or adaptable units</td>
<td></td>
<td>N</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Site and/or rear parking</td>
<td></td>
<td>N</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Walkability: sidewalks, internal pathways</td>
<td></td>
<td>N</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Design reinforces sense of community; encourages communication, interaction</td>
<td></td>
<td>N</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>No adverse impact on historic/architectural significance</td>
<td></td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Building and site employ green features (design, construction, operations/maintenance)</td>
<td></td>
<td>N</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>OPEN SPACE &amp; NATURAL RESOURCES</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Preserves at least 40 percent of the site as open space</td>
<td></td>
<td>N</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Open space is accessible to all residents of the development</td>
<td></td>
<td>N</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Adheres to town’s minimum setback requirements</td>
<td></td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Landscaping composed of low-water-use plantings</td>
<td></td>
<td>N</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Landscaping composed only of non-invasive species</td>
<td></td>
<td>N</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Outdoor irrigation system designed to conserve water, relies on private wells</td>
<td></td>
<td>N</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>SITE PLAN STANDARDS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Substantially conforms to ZBL Section XI(F), Standards and Criteria</td>
<td></td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Minimizes land disturbance</td>
<td></td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Minimizes construction impacts</td>
<td></td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>DENSITY AND SCALE</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Density does not exceed an average of four units per acre, except that -</td>
<td></td>
<td>N</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Near the town center, in the vicinity of the train stations, or for projects involving redevelopment and reuse of existing buildings, more than four units per acre will be considered</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>For new construction, building height does not exceed three stories</td>
<td></td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
</tbody>
</table>

2/25/10 HP 8
HOUSING DIVERSITY

Project increases the types of housing options available to one or more of the following groups:

Town of Weston Affordable Housing Policies and Preferences
Draft for Local Review

<table>
<thead>
<tr>
<th>POLICY/PREFERENCE</th>
<th>Policy Applies (Y/N)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Single-family dwelling or group home</td>
</tr>
<tr>
<td>Seniors</td>
<td>Y</td>
</tr>
<tr>
<td>Families</td>
<td>Y</td>
</tr>
<tr>
<td>People with disabilities</td>
<td>Y</td>
</tr>
<tr>
<td>PUBLIC BENEFITS</td>
<td></td>
</tr>
<tr>
<td>Project provides public benefits in addition to affordable housing, such as:</td>
<td>N</td>
</tr>
<tr>
<td>Adequate funding for town boards to obtain project review assistance from independent consultants</td>
<td>N</td>
</tr>
<tr>
<td>Preservation and reuse of existing structures</td>
<td>N</td>
</tr>
<tr>
<td>Pedestrian amenities</td>
<td>N</td>
</tr>
<tr>
<td>Traffic mitigation</td>
<td>N</td>
</tr>
<tr>
<td>Contribution to a local capital improvements project appropriate to the scale of proposed development</td>
<td>N</td>
</tr>
<tr>
<td>Contribution to Town's affordable housing fund</td>
<td>N</td>
</tr>
<tr>
<td>HOUSING AFFORDABILITY</td>
<td></td>
</tr>
<tr>
<td>Percentage of Affordable Units</td>
<td></td>
</tr>
<tr>
<td>Development provides 25% or more affordable units</td>
<td>N</td>
</tr>
<tr>
<td>To the extent allowed by law, affordable units over the 25% minimum will be offered on a priority basis to:</td>
<td></td>
</tr>
<tr>
<td>Low- and moderate-income households</td>
<td>N</td>
</tr>
<tr>
<td>Seniors</td>
<td>N</td>
</tr>
<tr>
<td>Municipal employees</td>
<td>N</td>
</tr>
<tr>
<td>METCO families</td>
<td>N</td>
</tr>
<tr>
<td>People with disabilities</td>
<td>N</td>
</tr>
<tr>
<td>Veterans</td>
<td>N</td>
</tr>
<tr>
<td>Income Targets</td>
<td></td>
</tr>
<tr>
<td>One or more units priced for households at/below 70% area median income (AMI)</td>
<td>High priority</td>
</tr>
<tr>
<td>Includes any units priced for households at or below 50% AMI</td>
<td>N/A</td>
</tr>
<tr>
<td>Includes any units priced for households with incomes between 81-120% AMI</td>
<td>Priority</td>
</tr>
<tr>
<td>Term of Affordability</td>
<td></td>
</tr>
<tr>
<td>Feature</td>
<td>Y</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>---</td>
</tr>
<tr>
<td>FAIR HOUSING &amp; LOCAL PREFERENCE</td>
<td></td>
</tr>
<tr>
<td>Local Preference Units</td>
<td></td>
</tr>
<tr>
<td>Offers up to 50% local preference units</td>
<td>Y</td>
</tr>
<tr>
<td>Affirmative Marketing Experience</td>
<td></td>
</tr>
<tr>
<td>Team includes town-approved consultant/organization with prior</td>
<td></td>
</tr>
<tr>
<td>affordable housing lottery experience</td>
<td>Y</td>
</tr>
<tr>
<td>Town will have a significant role in affirmative marketing, lottery</td>
<td>Y</td>
</tr>
<tr>
<td>process</td>
<td></td>
</tr>
</tbody>
</table>