

**Affordable Housing Trust/Housing Commission
Public Forum Minutes
Wednesday, January 31, 2018, 7:00 PM
Donaldson Room, Town Offices**

Members Present: AHT: James Craig, Co-Chair, George Georges, Co-Chair, B-J Scheff, Tom Sander, and Diana Chirita – HC: Allen Vander Meulen, Chair, and Diana Chirita, Vice Chair

Others Present: Pamela Gallup, Consultant; Elaine Carroll, Adm. Assistant

At 7:05 PM, the televised public forum was called to order. Allen Vander Meulen welcomed the people present and those watching the live feed. He then introduced the AHT/HC members present. This meeting is being co-hosted by the Housing Coalition and the developer CIVICO. The AHT/HC and CIVICO will be co-sponsors for the warrant article on the March 24 Town Meeting. David Oliveri, John Pugh and Andrew Consigli of CIVICO were introduced along with Mike Malynowski and Corinne Tobias of Allen & Major Associates, Inc. Tonight's meeting will consist of an Introduction from James Craig, Affordable Housing background by Pam Gallup, a presentation of the project from CIVICO, the traffic study report and questions and discussions.

Introduction:

At an early 2017 Land Use Chair Quarterly meeting, members discussed and recommended creating a committee specifically to address at risk properties or other properties that may come up for sale as well as developer inquiries. At the March 2017 Town Meeting, the HC updated the Town on the status of our affordable housing inventory as we approach the 2020 census. The Housing Options Working Group (HOW) was created to explore opportunities to add affordable housing in time to be counted on the Town's 2020 census. The HOW Group consists of representatives from Housing, Planning, Rural Land Foundation, and the Board of Selectmen. Their tasks were to review previous plans and materials including the 2014 Housing Plan; identify properties that might be currently available for sale or available in the near future suitable for affordable housing; work with owners and potential developers to explore housing developments of various types that would create units that would qualify on the Town's SHI; report back periodically to the Selectmen and Housing Coalition to help them design and carry out public plans; consult and work with other Town boards and committees; carry out negotiations with property owners and developers at the discretion of the Selectmen and AHT; and help the Selectmen and Housing Coalition prepare presentations for any Town Meeting approval that may be required. So how did we get here? The HOW Group is not a decision making committee but a working group that is a vehicle for communication for sharing ideas. Decision making rests with boards and committees and Town Meeting. The HOW Group had its first meeting on Sept. 14, 2017. At about the time of formation, the Planning Board was contacted by CIVICO regarding a proposed project located at 1 Mary's Way. It was suggested that they meet with the HOW Group to discuss the project, and they met with the HOW Group on Oct. 17, 2017. At that meeting they presented a proposed project consisting of 60 apartment units in one large 4 story building sited at the front of the property with 12 town home style condo units. The HOW Group expressed concerns about the scale of the proposed project, impact on the neighborhood and lack of any substantial benefit to the Town. The HOW Group recommended that CIVICO meet with various boards and committees to solicit feedback as well

as reach out to neighbors and The Commons. Since that meeting, CIVICO has met repeatedly with various boards and committees and has substantially revised their proposed project to what you will see tonight. Mary's Way property has been listed for sale for a long time. The Park & Rec has made inquiries about land for a potential soccer field and Housing has reached out to the owner. Four prominent 40B developers have reached out to the Town and expressed interest in a friendly 40B ranging from 125-250 units. The asking price for the property has increased to well over the assessed value and out of the Housing Trust's budget. Neither the Housing Trust nor the Town can solicit proposals without issuing a Request for Proposals and can only do that if the Town has control of the property. In the case of Mary's Way, a developer would require a zoning change to do any more than a 1 or 2 unit single family development, which is why developers approach the Housing Commission to look for support. CIVICO will be going to the Historic District Commission on Feb. 6, 2018 at 7:30 PM to discuss the disposition of the historic house on the property. On March 7 at 7:00 PM CIVICO will be going before the Planning Board for a preliminary development and use plan for which abutters' notices will be sent out 14 days prior and is open to the public. At the March 24 Town Meeting, Lincoln voters will be asked to approve a bylaw amendment to establish a North Lincoln Planning Development Overlay District and a Preliminary Development and Land Use Plan.

Affordable Housing:

Pam Gallup said the mission of Lincoln is to foster economic, racial, ethnic and age diversity through the creation of affordable housing. Lincoln's housing goals have been the same since the 2003 Housing Production Plan, which is the creation of housing for low and moderate income households and to meet the market demands for housing and control development by meeting the 10% mandate, allowing Lincoln to retain its open spaces and agricultural vistas. As shown in the 2014 Housing Plan, Lincoln needs to expand its affordable housing portfolio to accommodate seniors, handicapped persons, low and moderate income families and people with incomes up to 150% of Area Median Income (AMI). In the 1950's the Baby Boomers created a stir and Towns had to finance the building of schools to accommodate all the children. Families were bigger with more children in smaller houses. Housing built was to accommodate families. Now seniors need housing. In 2010 there were 1,073 seniors in Lincoln and in 2030 there will be 2,173 with 16.83% of seniors living alone. Of the 264 age-restricted units in Lincoln, only 16 are affordable. Lincoln's housing stock currently consists of: 1,419 single family homes, 401 condominiums and 334 rental units. Lincoln has strategically provided housing choices to accommodate the change in market conditions while meeting the increasing expectations of preserving Lincoln's small town character. Affordable rental housing is in demand while affordable home ownership demand is down. DHCD facilitates the building of rental housing by allowing all the units to count on the SHI if 25% are affordable. The current waiting list for Lincoln Woods is: 1 bedroom – 63, 2 bedrooms – 36; and 3 bedrooms – 18. Lincoln has always strategically planned development, which means that Lincoln has avoided the intrusive 40B developments. This is not by luck but it has been hard work and very expensive. The 40B production calculation for 2020 is: Housing units for 2020 = 2,462, units needed for 2020 = 247, Lincoln's SHI units = 238, deficit units = 9, which means Lincoln's SHI will be 9.66%. Lincoln has 238 affordable housing units of which 211 of the units were created through zoning relief. Every affordable unit added since the creation of Lincoln Woods was a lot of work by many people dedicated to making affordable housing part of Lincoln's fabric.

In the 2000's Lincoln voted in CPC and a Housing Trust to facility the creation of affordable housing. The requirements of the State's procurement law constrain towns from developing affordable housing. The AHT was able to create 7 new units of affordable housing at the expense of \$1,315,000 or \$187,857 per unit. To create the 10 units that Lincoln needs before the 2020 census would cost \$1,878,570. The Town's cost to collaborate with a developer created 62 units of housing at a cost of \$44,354 units, which meant collaboration meant less costs and more success. The developments requiring zoning relief included Lincoln Woods – 125 units; Minuteman Commons – 6 units; The Commons – 30 units; Old Cambridge Turnpike – 2 units; and Battle Road Farm – 48 units for a total of 211 units of affordable housing and 163 of these units were no cost to the Town. Oriole Landing is not just about the SHI and being vulnerable to 40B but it is about creating housing that meets Lincoln's current demands for more rental units. If the zoning amendment is not passed at Town Meeting, the Housing Coalition will have to figure out a way to meet the 10% mandate by 2020. Battle Road Farm is the model for Oriole Landing. At the 1986 Special Town Meeting, the Town voted in a zoning relief and \$2,000,000 investment with 48 affordable units of home ownership units at a cost of \$41,666 per unit. Oriole Landing will be going before the 2018 Town meeting for zoning relief and \$1,000,000 investment for a rental project with 15 affordable units but 60 units added to the SHI at a cost of \$16,666 per unit. Rental units get a bonus but condos count one by one. The benefits to the Town are securing permanent deed restriction, 10% SHI for 30 years and it gives Lincoln the autonomy to pro-actively plan the development. Housing units in 2030 = 2,622; units needed = 263; Lincoln's SHI units = 298; excess units = 35 and Lincoln's SHI = 11.36%. Oriole Landing will give Lincoln control over 40B development for the next 30 years. Lincoln will be able to develop housing holistically instead of through the narrow lens of a 40B development. Various 40B developments in neighboring towns include Stonybrook in Weston on 1094 Boston Post Road is 150 rental units on 2.1 acres, five story building over a 2 story below-ground parking garage; removal of Sibley House, which the 40B developer received State approval for. The decision is currently being appealed to the Housing Appeals Court. There are problems with waste water treatment plant and how it will affect ground water and the Cambridge Reservoir. Weston Quarry Residences, 133 Boston Post Road, Weston is 345 rental units, a friendly 40B partnership, which will help Weston meet its 10% affordable housing requirements. Three of the four 40B permits in Weston are in litigation. Cascade Wayland (The Monster) is 60 units on 6.5 acres with a single structure with underground parking. This project will have significant environmental and wetland impacts. This project is 4 stories and wedged into a corner of the site because of wetlands. River's Edge, Wayland is 3 three-and four-story buildings on 8 acres of town-owned land that Wayland updated the zoning to allow a multi-unit development. This should bring Wayland's SHI close to 10%.

Presentation of Oriole Landing:

Andrew Consigli said CIVICO specializes in mixed use, mixed income infill development in the small to medium project size (10-100 residential units). We are not a big developer of over 100 or 200 units and also do not do single family residences. We pride ourselves on being listeners and have listened to the Town and the HOW Group, Planning Board and other departments since October and believe we have crafter a good plan going forward. John and I have been architects for the past 20 years and every project we work on we have designed ourselves. We are builders. My family is Consigli Construction out of Milford, one of the largest general contractors in New England and we typically build our own projects. We have a long term vision and plan on owning this building long term and become part of the community and are listening to the

community because of that. We currently are working in Reading, Newton, Sherborn, Cambridge and Holbrook. One of these projects, which we recently completed is comparable to Oriole Landing. Abbey Road Community in Sherborn was approved for rezoning at Town Meeting in Sept., 2014 and completed in 2017 and is 80% sold. There are 18 residential town homes for active adults with a pocket neighborhood design. We restored the Old Town Library and produced a replica of the historic house, which we had to take down to the foundation because of the poor condition of the house. We created an innovative site plan that minimizes pavement and enhance the community experience. We try to create a public space in the center and bring the cars around back and to the rear to be subservient to the pedestrians and public space. There is a landscaped courtyard designed to promote a close sense of community for the 18 homes. They are thoughtfully designed buildings built to the highest standards. We are both architects and builders and our reputation is in our buildings and from the people who rent them.

The Oriole Landing current proposal will be 60 rental units with 25% affordable. It will be 2-3 stories in height maximum with a 2 ½ story expression. Parking will be within the ground floor and in the rear with a community building and south facing landscaped courtyard and community garden. An aerial site plan shows the 2 buildings with a courtyard facing south. The landscaped courtyard is about the size of a football field so it is a very large space for use by the community. We will be reusing the existing curb cut that is there off of Rt. 2. The ground floor plan shows parking in the rear of the building with 30 covered spaces for each building and 45 spaces outside. The additional slides show all three floors. The look of the building is sort of a farmhouse inspired look with gable roofs and a 2 1/2 story look and the third story is more of an attic expression. The upper part of the building will be bead and batten boarding with the lower levels being horizontal siding. We took inspiration from several farmhouses in the area. The next slide shows the elevations of the front of the building and the rear shows parking underneath. We are using the same style of house on the rear elevation as well. There is also a bike room which can house 30 bikes per building. LEED provides a framework that project teams can apply to create healthy, highly efficient and cost saving green buildings. We hold all our buildings to this standard. It is globally recognized, adds value to the building but should be done for every building that is built. The community garden is a way for people to interact and increases a sense of community. We are working with the Historic District Commission on options for saving the historic house. Option 1 is to renovate on the current location, bring up to code and use as a single family house or rental property. Option 2 is to take the house off its foundation and relocate to the community garden area for community use for crafts, painting, private parties, garden tool shed storage or summer meeting room. We would need to take off all the additions done over time and additional structures on the property. We have financial situations to work out on both options. We are continuing with the public outreach through the month of February with meetings at the Library. We have information posted on LincolnTalks, Lincoln Squirrel, CoUrbanize, Lincoln Journal and Facebook. We will have a Town wide mailing and handouts at the train station, Donelan's and transfer station. We have been working with the HOW Group, Planning Board, Housing Coalition, Dept. Heads, Zoning, Building Dept., Conservation and Water, police, fire, DPW, school. We are making a presentation at the Council on Aging on March 6 as well.

The proposed development project will result in a net annual positive fiscal impact from \$79,795 to \$119,798. There is an estimate of 9 – 16 school age children anticipated. There will be limited measurable impacts on other Town departments. The analysis does not take into account the intangible economic benefit of creating additional affordable and market rate housing such as

diversifying housing stock, local spending and providing housing for seniors and young professionals

Traffic Study:

Mike Malynowski, Senior Project Manager, and Corinne Tobias, Transportation Engineer, spoke about the traffic study. Ms. Tobias said Mary's Way is a roadway under the Town's jurisdiction and is classified as a local or secondary roadway. The proposed site will have a single driveway located off Mary's Way. The following intersections were evaluated for traffic impact: Mary's Way at Rt. 2 eastbound off ramp/Rt. 2A extension; Mary's Way at the site driveway; Old Cambridge Turnpike at Deerhaven Road; Garland Road at Sandy Pond Road; and Sandy Pond Road at Rt. 2 eastbound ramp. The roadway inventory shows Mary's Way in the vicinity of the site driveway as a two-lane road, 20 feet wide with currently no lane markings or delineations, but the Town is looking at striping the road with a center line. Old Cambridge Turnpike is a two-lane road with 19.5 feet cross section and no lane markings. Deerhaven Road and Garland Road are also two-lane roadways, 20 feet cross section with no lane markings. Mary's Way is in line with the character of the rest of the neighborhood at this time. Sandy Pond Road is a two-lane roadway, 20 feet cross section with a center line and 11-foot lane delineation in the southbound direction and 9-foot lane delineation in the northbound direction. Mary's Way may seem a little narrower without the center line, but we did a full survey and it does meet the Town's standards. Traffic counts were conducted at the study area intersections on Jan. 11, 2018 between the hours of 7:00 AM and 9:00 AM and 4:00 PM and 6:00 PM. A 48-hour continuous traffic count on Mary's Way in front to the proposed site was conducted from Jan. 10 through Jan. 11, 2018. Continuous counts included a directional distribution as well as vehicle speed. The MassDOT permanent count station 4950 on Rt. 2 at the Concord/Lincoln line shows average volumes for January are 20% lower than the average volumes for the year. A seasonal adjustment was applied to all existing traffic volumes to bring it up to average. The count showed 15 cars out and 6 cars in for the AM hours and 11 cars out and 17 cars in for the PM hours. This does not include the daily traffic when you would have other cars but this is just the typical worse-case scenario. We did not take into account bike traffic or any other use.

In conclusion, Oriole Landing at 1 Mary's Way will generate an average of 325 new vehicle trips per day with 21 trips during the AM peak hour and 27 trips during the PM peak hours. The project trips will enter the site at a new site driveway located on Mary's Way, which will replace the existing driveway at that location. The impact of these trips at the study area intersections is minimal with no significant increases in delay or queueing; sight distance for the new driveway is sufficient to mitigate safety concerns for vehicles entering Mary's Way; only 5 vehicles through the Deerhaven Road/Garland Road/Sandy Pond Road during the AM peak hours and only 6 vehicles through that community during the PM peak hours. This is not anticipated to have a significant impact on the traffic for that community.

Question and Answer Period:

A question was asked about the number of 75 cars in Orioles Landing reported earlier. Ms. Tobias said the traffic study is based on unit count and not necessarily vehicle count because someone may have three cars but can only drive one at a time. It does not mean that we have a set number of vehicles there but a set number of comings and goings. This is based on assumptions after years and years of studying other apartment buildings across the country and

looking at that as statistical data. We did not just make it up. Someone else asked if they took into consideration the backup at the traffic light a Bedford Road and if you took that into account and he would prefer to go out Deerhaven Road and avoid that backup and if you tweak the number to take that into consideration, the numbers can be a lot different. Someone else asked who paid for the traffic study, the developer or the Town. The traffic study was paid for by the developer. He then wanted to know why the Planning Board would not require a traffic study by the Town because basically the developer bought the traffic study to tell us whatever they want us to hear. Jen Burney, Director of Planning, said that the Planning Board will be having a preliminary meeting with CIVICO to go over their plans, which is open to the public, and then it goes to Town Meeting for a vote and back to the Planning Board for site plan approval at which time the Planning Board may likely want their own traffic study done. They are going to the Town Meeting only for a zoning change for the property. Another question was that you have not taken into consideration the delivery trucks and school buses coming to the site. He also said Old Cambridge Turnpike may be 19.5 feet wide but if you are walking there, it is hazardous when cars come by and you end up having to go off the road. A man said although he liked the project but felt that there were problems especially with a completely blind corner where he runs in the morning and any cars coming forces him to jump in the woods. He said striping the road will be good but this is a quality of life issue for children and people who live there and felt the neighborhood was not ready for 60 additional units. There are no sidewalks on any of those roads for walking or running. Jen Burney said that everyone is coming up with valid questions and should come to the Planning Board meeting on March 7 at which time the Town will have an engineer who looks at various issues as well as the DPW, police and fire. That will be your opportunity to discuss your issues. James Craig said a peer review of the traffic study would certainly be encouraged by the Planning Board and while our focus tonight is the affordable aspect, we really want to hear your concerns on other issues. Jen Burney said that the HOW Group, Housing Commission and Planning Board are gathering e-mails and calls from residents regarding their concerns, which is why we have public hearings. The neighborhood felt that we are going from very little traffic to more traffic and no neighborhood in Lincoln would be happy with that. There are several bad angles here and you hope that if 2 cars go by that they are going slow. Now you have changed the probability of meeting someone on one of those curves. We have not had a head on crash there yet but he feels that this could happen now. Mr. Malynowski said they could certainly look at the issues that have been brought up and quantify the distance coming around those corners. A man from Garland Road felt the fact that the developer paid for the traffic study means it was biased to their side and would feel much better if it was done by someone paid by the Town. He felt that a traffic study done by the Town should be available for Town Meeting. He said there is much more traffic on Garland and Sandy Pond Roads because of The Common and the Rt. 2 interchange. A woman also brought up the fact that there are children of all ages who ride their bikes on the roads and also people who walk there. Another woman although she thinks it has been a wonderful presentation, feels that Lincoln does not fit into most towns that they do traffic studies for. She wants them to think about what the children walking or on bikes from those units will face trying to get around. She would like to see sidewalks but does not think there is enough room. Do not just consider the numbers but the type of people who use the roads so that the rest of the Town will know what we will have to deal with when they vote at Town Meeting. Bryce Wolf asked if the Planning Board will be ready after the March 6 meeting to make a recommendation to Town Meeting. Jen Burney said there will also be another meeting on March 13 and the timeline is similar to other projects like this. She also asked if there were any other projects planned for that part of Town. James Craig said if the Town meets its 10% then there would be no need for any other projects like this in

Town and the zoning change would apply only to the Oriole Landing project. He said that the Town did not pick this location. The developer came to the Town after the land was put up for sale by the owner. SLPIC is hoping to bring some potential changes to the Lincoln Station area for the Town's consideration that might relax some of the current restrictions which would promote growth to parts of the Lincoln Station area for housing opportunities in the future. The AHT and HC would be very interested in being able to develop housing there especially with the train station. Unfortunately that is not something that is realistic in the next two years but may be in 10 years or so, but if the Town had another area that it would be looking at, then it would be the Lincoln Station area. We are certainly looking at revitalizing the Lincoln Station area because there are buildings there that are not leased. It is a long process and we need to see what kind of zoning changes might prompt development including freeing up some land at the DPW, which the Town owns to use as alternatives. Looking for land that the Town can invest in is a difficult endeavor and an expensive one. Kathy O'Brien asked to see a map showing the areas of affordable housing and thinks that most of the affordable housing is in North Lincoln and shouldering that burden more than other areas. Pam Gallup said she has a slide showing that and will e-mail it to her. She also felt that the project was too big and they should come back with a smaller project and CIVICO will own the property but a management company will run it. She feels that this is being done too fast and she had to notify people on Garland Road about the meeting. She also said that there is a special permit on that property around the cell tower that says no trees can be taken down within a 200 ft. radius of the cell tower. Someone asked what the cost to Lincoln would be for the school aged children in the units. Pam Brown, Attorney for CIVICO said there are between 9 – 16 school aged children expected and that 2011 and 2012 to the present Lincoln has lost 68 children in K-8 and 77 if counting Metco. Some people say that it cost \$20,000 to educate each child but feels that number is not quite accurate and feels that with property taxes and excise taxes this project would still bring in approximately \$100,000 a year to the Town. They can also make 70% of the affordable units accessible for a Lincoln preference. Buck Creel from the School Dept. said not to make any conjectures on the impact of the school. If 2 more in kindergarten when cohort is high then we have to open another section and it is another \$150,000. If the cohort is low than 2 more kindergarteners will make no difference but what if there are children who need special education. He would make the same comparison if a 4 bedroom house is sold with 4 children going to the school. He is comfortable with saying how many school age children are expected but beyond that please do not make any conjectures. The way they came up with the number of school age children is by comparing this to similar projects in Bedford and other towns in the area. There are always variables but we have a lot of experience in this type of study. Another man asked if they take the numbers and then take the demographics of Lincoln to change the numbers. Ms. Tobias said they do take into account the area but not the age of the residents. Another man asked about putting this on some vacant land on Baker Bridge Road, but James Craig said that is conservation land and there is no ability to develop that sort of parcel. It is difficult for the AHT to do this type of process ourselves because the cost is just prohibitive. Pam said that over the last 10 to 15 years the Housing Coalition has met several times a year to gather information on several properties that we are watching. The property that we are watching now is 1 Mary's Way because the homeowner is marketing the property to developers. He is not marketing it to someone who will put in 2 or 3 single family homes. We have been investigated several places but it just has not clicked and we need to have it click. B-J Scheff who lives at The Commons said she knows that there are problems walking on those roads but other parts of Town have bike paths. We should be seeing if we can get bike paths as well perhaps with the help of CIVICO. It is also the Lincoln way to find other solutions to the problem. Someone said that this is moving fast and

are we going to have the answers we need including an independent traffic study by Town Meeting and felt that we needed a little more time to possibly come up with other solutions. If more time is needed could we postpone the decision until the Special Town Meeting in June. A man mentioned installing a “no right turn” coming out of Oriole Landing which could help keep outgoing traffic off some of these roads. A woman asked if the 60 units is a done deal or is there a chance that this number could be reduced. Andrew Consigli said that because of the price of the land, the affordable units, the cost of construction, every site is different and we ran the metrics on it and this is what it came out to. John Pugh said we are at the minimum that we could imagine equity investors helping us finance this project. There were other developers who were looking at putting in 150 units on this property not because it makes a better return but it makes it viable. Unfortunately that is the harsh reality. Another person asked if this does not pass at Town Meeting, what other possible ways are there to meet our 10%. Someone said that if this was near the train station then people could use the train and the traffic issue goes away. Andrew Consigli said they are also looking into running a shuttle service to the train station and Alewife, which was not factored into the traffic study. George Georges of the AHT said that if this is turned down then the Town is susceptible to a real 40B. If this proposal goes through we would be able to stay away from a 40B for the next 20-30 years. If it is turned down then another developer can come in and put a 200 unit structure on this same property and we would not be having this discussion because it would bypass all the zoning regulations. We would not have any discussions because it would be a done deal. That is the downside. All the issues about traffic and pedestrians just gets worse. There are no other places at this time. This is what is on the table and this is a viable site. The Town would be susceptible to a real 40B and who knows how many units would be put in. Andrew Consigli said they would not be doing a 40B but he does know that there are other developers looking at this site for a 40B. Someone felt that since we would only be short by 9 units in 2020 that we could come up with that. George Georges said it is not that easy and we have been doing this for years. Pam Gallup said that because of the size of Lincoln, they can put up to 200 units on 6 acres of land, which would mean going up stories like they are doing in other area towns. Another person asked if the affordable rent is set by CIVICO and if it is set higher does that mean the units will not count on the SHI. Pam Brown said the affordable portion will be under a regulatory agreement between the Town, the developer and the State. The rents are actually calculated and recertified annually by calculating 80% of median income and taking 30% of that and calculating what the annual rent is and is part of a recorded agreement that is in the Registry of Deeds and will run with the land along with an affordable housing restriction for the Town’s investment. If the property is sold the restrictions would carry over to any new buyer in perpetuity.

At 9:00 PM, James Craig thanked everyone for coming and said there would be other opportunities to discuss this.

Submitted by Elaine Carroll