

CITY OF NEWTON

IN BOARD OF ALDERMEN

LAND USE COMMITTEE REPORT

TUESDAY, DECEMBER 4, 2012

Present: Ald. Hess-Mahan (Chairman), Ald. Laredo, Crossley, Albright, Fischman, Harney, and Schwartz; absent: Ald. Merrill

Staff: Robert Waddick (Assistant City Solicitor), Alexandra Ananth (Senior Planner), Linda Finucane (Assistant Clerk of the Board)

#212-12 MICHAEL SOKOLOWSKI, TRUSTEE of 1081 WASHINGTON STREET REALTY TRUST petition for a SPECIAL PERMIT/SITE PLAN APPROVAL and to EXPAND a NONCONFORMING STRUCTURE to waive 8 2 parking stalls; to locate parking within the side setback; to waive associated lighting, surfacing, and maintenance requirements for parking facilities of greater than 5 stalls; ~~to waive the one required loading dock; and to extend a nonconforming structure as to yard and setback and to extend a nonconforming structure with regard to height or alternatively for a structure in excess of 24 feet in height~~ in order to construct a new two-story building for retail use at 1081 WASHINGTON STREET, Ward 3, West Newton, on land known as SBL 31, 9, 6, containing approximately 8,736 square feet of land in a district zoned BUSINESS 2. Ref: Sec 30-24, 30-23, 30-21(b), 30-15 Table 3, 30-19(c), (d)(1), (d)(10), (h)(1), (l), (j), and (m) of the City of Newton Rev Zoning Ord, 2012.

ACTION: APPROVED AS AMENDED 6-0 (Schwartz not voting)

NOTE: The public hearing on this item was opened on September 11, 2012. Present at the hearing were Aldermen Hess-Mahan (Chairman), Crossley, Albright, Schwartz, Harney, and Laredo; also present were Aldermen Swiston, Sangiolo, Rice, Yates, and Kalis.

September 11, 2012 - The petition was presented by attorney Alan Schlesinger, architect Mark Armstrong, and Sleepy's Mattress regional manager Steve Fournier. The site, located in a Business 2 zone, is currently improved with a two-family dwelling and a defunct farm stand. The two immediate abutters on Washington Street are the Beacon Hill Athletic Club to the west and a nonconforming two-family dwelling to the east. The neighborhood north of the site is residential and the Mass Turnpike is across Washington Street to the south. The petitioner wishes to demolish the existing structures and construct a 5,820 square-foot, two-story commercial building that will contain a Sleepy's Mattress store. Retail is an allowed use in a Business 2 zone and the Historical Commission waived the demolition delay. The existing buildings are nonconforming with regard to front and side setbacks. Although the proposed building is also nonconforming with respect to the east side setback, it is less so than the existing building which actually encroaches on the adjacent property. The Comprehensive Plan describes Washington Street as a regional corridor and encourages a mix of uses. The Planning Department believes the proposed site plan offers the benefit of a street presence more in keeping with the Washington Street commercial corridor than an alternative plan that would site

the proposed building toward the rear of the property with parking in the front, a model it tends to discourage.

The proposed retail use requires 15 parking stalls; seven parking stalls are proposed behind the building, with four stalls located in the side setback. A two-way underpass will provide access to and egress from the rear parking lot. The level site provides good site lines. Mr. Schlesinger noted that the proposed retail use is a low traffic and parking generator. Generally, there are no more than four to six customers at a time. There is ample parking along Washington Street. Deliveries and trash are not significant because everything is shipped from a regional warehouse and there is no stock on the site. At the suggestion of the Planning Department, the height of the building has been reduced from 38 feet to 24 feet. The petitioner has agreed that in the event of a change in tenancy it will agree to restrict specific uses, similar to the list included in special permit #13-08, granted to Tennant Insurance for a new building at 1149-1151 Washington Street.

Exterior materials are a brick façade and stucco sides, with fenestration on the front and recesses on the sides. The Planning Department suggested the west side include windows and the east side include architectural details to break up the blank wall. The petitioner is proposing to surround the parking area with a six-foot solid wood fence and landscape buffer including 5-ft. arborvitae, but will work with neighbors as to their preference. A new tree is proposed for the rear corner of the site. Mr. Fournier said that Sleepy's wishes to be a good neighbor. The area is a Community Development Block Grant target neighborhood and the West Newton Advisory Committee recently approved funding for landscaping and street trees along this portion of Washington Street. The Planning Department suggested the petitioner consider adding a tree or contribute to the purchase of a street tree to soften the massing in the front setback.

The engineering report and operations and maintenance plan have not yet been submitted. The Planning Department also asked the petitioner to submit a photometric plan and to address trash and snow storage. The Planning Department noted that the conceptual plans appear to indicate a wall-mounted sign that projects above the roof line of the building. The petitioner was asked to clarify the proposed signage, as it has not asked for relief related to signage.

Public comment:

Norah Wiley, 16 Cross Street, pointed out that the site is abutted by a neighborhood, not the Turnpike. Ms. Wiley noted that a petition in opposition signed by 42 neighbors was submitted to the Board. Although the developer has been working with the Planning Department since March, there was no contact with the neighborhood until August. The neighborhood believes the proposed number of parking spaces is inadequate and it fears cars will park on surrounding streets. There is concern that the side setback waiver will present a blank wall and block light from the adjacent residence and.

Nancy Te, 57-59 Parsons Street, said she was approached by the new owner to purchase a portion of her property for parking and alternatively for an easement, which offers she declined. This will impact her backyard.

Paul Kahn, 57-59 Parsons Street, is concerned about parking; the existing on-street parking restrictions in the neighborhood are inconsistently enforced.

Paul Robinson, 1077-1079 Washington Street, is the abutter to the east. He doesn't want to look at a big wall up to the roof line of his house.

Curt Lamb, 80 Paul Street, co-owns a lot at 1075 Washington Street, and believes there is not enough parking on the site. Mr. Lamb had presented to the committee a traffic survey he undertook himself.

Tim Techler, 40 Cross Street, said patrons of the Beacon Hill Athletic Club park at Cross Street and Wiswall Street. This will exacerbate the problem. He is concerned about the drive-through setting a precedent. He also suggested there be a conditional use relative to the number of parking spaces for a future tenant.

Sarah Arcese, 35 Cross Street, said that parking on the south side of Washington Street is not viable because it is too dangerous.

Jonathan Katz, 16 Cross Street, is opposed. There is no mention of the impact of the setback on the residential abutter to the east. The building is too large for the site: 2,500 sq. ft. building could be built without a special permit. The traffic information provided by Sleepy's is conditional, what about the future use of the site?

Judy Duffy, 41-43 Cross Street, is opposed as is *Fred Aleman*, 56 Parsons Street, who although not opposed to a business feels this proposal is too large for the site.

Alderman Albright said it is inappropriate to rely on Mr. Lamb's parking survey; the petitioner should submit parking information. She is also concerned about the intersection of residential and business uses and would like to see a more detailed landscape plan. She was concerned about the encroachment on the adjacent property line. Mr. Schlesinger pointed out that the current structure is over the property line and that the proposed structure is moved back from the property line. Alderman Laredo suggested it might be helpful to compare the Sleepy's store on Needham Street and/or other Sleepy's stores.

The hearing was continued to a date to be determined, which was *November 13, 2012* – Present were Aldermen Hess-Mahan (Chairman), Merrill, Laredo, Fischman, Schwartz, Harney, and Crossley; also present: Ald. Rice and Fuller

Since the opening of the public hearing on September 11, the petitioner has met with the neighborhood and revised plans to reduce the size of the building from 5,820 square feet to 4,470 square feet. The front setback has been increased to seven feet, which complies with zoning requirements utilizing the averaging method of calculation. The east side setback of the building has also been increased to a conforming 12 feet. Proposed landscaping is increased, particularly on the east side, and the easterly elevation has been enhanced with elements of the front façade wrapping around the side façade so the residential abutter doesn't look at a blank wall. The wrapping of the windows on the west side reflects the Beacon Hill Athletic Club façade. The petitioner is proposing to provide eight parking stalls behind the building, but must still seek a waiver of two stalls.

The petitioner submitted a parking study taken over three weekend days at the Needham Street store. Weekend afternoons were chosen because they represent peak hours for a mattress store. Most customers came in pairs in one car; at no point were there more than six customers – three cars – at one time. The petitioner expects two employees at the store during peak hours. Also, it

was noted that the peak hours for the Beacon Hill Athletic Club and the retail store are very different, so that on-street parking should not be an issue. The study appears to indicate that on-site parking is adequate for the proposed retail use.

The engineering report confirms that the site is level and all runoff will be infiltrated on-site. A photometric plan shows that lights in the parking lot will be affixed to eight-foot poles lighted downward with no spillover onto abutting properties. There will be no motion detection lights and all lights will be shut off ½ hour after closing in accordance with the provisions of the ordinance. A small rolling dumpster will be located on the east property line of the parking area. It will be screened with fencing and rolled out to the sidewalk for curbside pickup. The petitioner has agreed to forgo any secondary signage on the side of the building.

Tim Techler said the petitioner has been fairly responsive to neighborhood concerns. Although the drive through works to get parking to the back of the lot, he would not like to see it repeated. Again, he expressed concern about subsequent tenant(s) and enforcement of the conditions.

Jonathan Katz commended the development team for reducing the size of the building, increasing the setbacks and landscaping, and for the type of fencing. However, he believes the current process is a disservice to the neighborhood. From a neighborhood perspective, the first dialogue should be with the neighborhood, not presented to it as a fait accompli. In this case, the neighborhood was not anti-development, but wished the developer and city had shown more sensitivity to the community.

That concluded the public hearing.

December 4, 2012 – Present were Aldermen. Hess-Mahan (Chairman), Laredo, Crossley, Albright, Fischman, Harney, and Schwartz

This evening the Planning Department reviewed with the committee the changes to the petition. Initially, the petitioner sought a special permit with respect to the side setback, for a height greater than 24 feet and parking waivers for eight parking stalls, parking in the side setback, and a waiver from the loading dock requirement. As noted above, the petitioner has reduced the size of the building from 5,820 square feet to 4,500 square feet. The front setback has been increased to 7 feet and the east side setback has been increased from 5 feet to 12 feet, with an increased landscaping buffer. In addition to the tree in the rear, the petitioner is proposing to plant two trees along east property line. The petitioner has offered to make a contribution toward a street tree. All lighting, including the parking and drive-through is down lighted and LED. There is brick detail on both sides of the building but no windows. The roof-top mechanical equipment will be enclosed. The 100 square-foot sign on the front of the building will be the primary sign, with no secondary signage other than directional signage to the parking in the rear.

Because the proposed building has been reduced to less than 5,000 square feet the petitioner no longer needs a waiver from the loading dock requirement. A retail building of this size requires one parking stall per 300 square feet of building size and one stall for every three employees on the largest shift. The proposed building requires 15 stalls for the square footage plus one stall for

employees (2 employees = 1 stall). The previous use (two dwelling units and 1,300 square feet of retail) required 10 parking stalls, for which the petitioner is grandfathered. The site has four nonconforming parking stalls. The petitioner is providing eight parking stalls, requiring a waiver of two stalls. Five stalls will be located in the setback.

The dumpster will be screened with a wood stockade fence. The petitioner will install a 6-foot high wood fence on the east and north property lines. The petitioner is still seeking a waiver from the one-foot candle lighting requirement so the lighting in the parking lot will be residential in character. Snow will be stored near the dumpster on the east side of the property. The petitioner has agreed that there will no deliveries/pickups during the hours of 10:00 p.m. and 7:00 a.m.

A number of proposed use restrictions have been incorporated into the draft board order. The Planning Department remains concerned that such restrictions could limit the future viability of the commercial use of the property. The Committee shared some of its concern and made a slight amendment to the restrictions.

The committee complimented the petitioner and Mr. Schlesinger for their graciousness and concessions to the neighbors. Alderman Albright moved approval of the petition as amended, with the findings and conditions enumerated in the draft board order dated December 17, 2012, which motion carried 6-0, Alderman Schwartz not voting.

#305-12 STEPHEN GUILLETTE petition for a SPECIAL PERMIT/SITE PLAN APPROVAL to EXTEND A NONCONFORMING STRUCTURE by replacing an existing rear deck with a mudroom addition and to locate two dimensionally non-compliant 9'x18' parking stalls in the front setback and closer than five feet at 29 BREWSTER Road, Ward 5, Newton Highlands, on land known as SBL 54, 10, 13, containing approx. 5,176 sq. ft. of land in a district zoned SINGLE RESIDENCE 2. Ref: Sec 30-24, 30-23, 30-21(b), 30-15 Table 1, 30-19(g)(1) and (2) and 30-19(m) of the City of Newton Rev Zoning Ord, 2012. .

ACTION: APPROVED 6-0-1 (Schwartz abstaining)

NOTE: The public hearing was opened and closed on November 13, 2012. Present were Aldermen Hess-Mahan (Chairman), Merrill, Laredo, Fischman, Schwartz, Harney, and Crossley; Albright.

The subject single-family home, which actually faces Niles Road, was built in 1918 and is nonconforming and noncompliant in several ways. The deck, which the petitioner is proposing to remove, is in the rear setback and appears to have been built without a permit. The proposed mudroom is located in the area where the deck is will extend the existing nonconforming rear setback. When a detached garage was demolished in 2009 the petitioner created two non-compliant parking stalls (9'x18' instead of 9'x19') in the front setback within five feet from the street, for which he is seeking relief. In addition, when the garage was demolished, a storage shed was erected but the shed is less than five feet from the side and rear property lines. If the petitioner wishes to keep the shed in its current location, he needs to seek a variance from the Zoning Board of Appeals.

There was no public comment; however, the petitioner submitted letters from Julie McManus, 11 Niles Road, Susan Murray & Wayne Merritt, 18 Brewster Road, and Kevin Duff, 29 Brewster Road, all in support of the project.

This evening, the committee reviewed a draft special permit board order and agreed to include a condition that if the petitioner chooses to keep the shed, it should be brought into compliance with rear and side lot line setbacks. Alderman Crossley moved approval finding the proposed extension of a nonconforming structure relative to the rear lot line setback will not be substantially more detrimental than the existing structure and the two dimensionally-nonconforming parking stalls within the front setback are appropriate because literal compliance is impracticable due to the size and shape of the lot. The motion carried 6-0-1, with Alderman Schwartz abstaining because he missed the discussion.

REFERRED TO LAND USE AND FINANCE COMMITTEES

#413-12 **COMMUNITY PRESERVATION COMMITTEE** recommending that the sum of two hundred fifty-five thousand dollars (\$255,000) be appropriated from the Community Preservation Act Fund, to the control of the Planning and Development Department for the purpose of supporting a project that will create two units of perpetually affordable rental housing at 54 Eddy Street West Newton, as described in the proposal and supporting materials submitted by Citizens for Affordable Housing in Newton Development Organization (CAN-DO).
[11/20/12 @ 9:19 AM]

ACTION: APPROVED 7-0

NOTE: Joining the committee were Leslie Burg, Chair of the Community Preservation Committee (CPC), Joel Feinberg, Vice Chair of the Community Preservation Committee, Josephine McNeil, Executive Director of CAN-DO, Terrence Heinlein, Architect, Robert Muollo, Housing Planner, and Trisha Guditiz, Housing Programs Manager. Mr. Muollo presented a PowerPoint, which is attached. *Board members were sent on November 30 a sizable packet of backup information, which is all available online at www.newtonma.gov/gov/planning/cpa/projects/default.asp#Pending*

The Board of Aldermen Committee on Community Preservation was eliminated as of January 1, 2012. The Rules & Orders of the Board were amended to refer Community Preservation items to a substantive standing committee of the Board and to the Finance Committee. Initially, it was intended that any housing proposal be referred to the Zoning & Planning Committee, subsequently, the Rules were amended to send housing proposals to the Land Use Committee. This is the first housing application since the Committee on Community Preservation was abolished.

Ms. Burg explained that the CPC had held a public hearing and because Community Development Block Grant (CDBG) funds were also involved a public hearing had been held by the Planning & Development Board. CAN-DO has since 1994 created approximately 50 units of housing in the city, 40 of which are permanently deed restricted. These include group homes,

rentals, and condos. Since 2002, when the Community Preservation Act was adopted, its primary funding sources have been from the CPC, HOME Funds, and CDBG.

The subject property is a two-family Philadelphia-style home built in 1910. Located in a neighborhood that consists of mostly two-family homes, the first floor unit has two bedrooms, one of which is on the second floor. The other unit, on the second and third floors, contains 3 bedrooms. Mr. Heinlein said the property is essentially in good shape. A detailed scope of work is contained in the backup information. There was some confusion because there were two construction cost estimates included in the backup, but the \$212,700 estimate is the correct estimate revised to include the cost of replacing the steam heating system and radiators with more energy efficient hydronic boilers and baseboard heaters.

State funding is very competitive and because the cost of property in Newton is very high it is even more so. CAN-DO identifies properties just as any developer: it looks at the location, access to transportation, businesses, schools, etc. The market determines the price. CAN-DO is fortunate to have a lender that gives it 100% for acquisition, as no seller will wait the eight months it can take to obtain funding. CAN-DO closed on the subject property at the end of July 2012 and has been paying the \$2,800 mortgage since then. The loan matures in one year.

Nancy Grissom, a realtor and member of the CPC submitted comps for condominiums with similar floor plans recently sold on Eddy Street. A three-bedroom condo at number 66 sold for \$400,000; a 4-bedroom condo at number 68 sold for \$514,900. These condos had newer medium range kitchens and baths and newer HVAC systems, one had a smaller yard than number 54 and another had not been de-leaded. In her opinion, the purchase price and value of \$660,000 for 54 Eddy Street is on target.

Although a person holding a Section 8 voucher, which is a federal subsidy, cannot be refused, the goal is to get debt on the building down so people *without* a Section 8 voucher can afford to rent. There is a three to five year waiting list. Rents are projected at \$1,200 for the two-bedroom unit and \$1,500 for the three-bedroom unit. The two-bedroom unit will be permanently affordable to a household at up to 50% of the area-wide median income and the three-bedroom unit up to 80% of the area wide median income.

Alderman Harney noted that the property was assessed at \$562,000 in 2009 and \$495,000 in 2010. However, several committee members noted that it was pointed out at the recent Tax Classification public hearing that assessments, which are based on sales two-years prior, always lag. The interior of number 54 has not been assessed since the 1990s. The bank appraisal was \$675,000. Although the property will be permanently deed restricted, it will remain on the tax rolls just like any other property. Ms. McNeil said that CAN-DO pays approximately \$60,000 per year in taxes. Alderman Harney asked if the units could be made accessible. Mr. Heinlein explained that the topography at the front of the property and interior winder stairs and width of hallways would necessitate an elevator, which would make the costs prohibitive. When questioned about the 10% General Conditions in the cost estimate, it was explained this is standard in a construction contract: it includes temporary toilets, office overhead, factoring in

weather conditions etc. Mr. Muollo said this estimated cost is reasonable for the contract to be competitively bid

The Chairman opened the meeting to public comment:

Nancy Slamin, 134 Otis Street, is the Executive Director of Newton-Wellesley-Weston Committee for Community Living, Inc., which owns and operates five group homes in the city for adults with intellectual disabilities. She has collaborated with CAN-DO for over 10 years and is very supportive of its work.

Howard Haywood, 69 Walker Street, praised the quality of work the CAN-DO does. It maintains its homes. Those homes have changed people's lives and allowed a number of people to live, work, and go to school in the city.

Michael Lepie, PO Box 157, Waban, said he has been following CAN-DO for six years - Veterans House, Pearl Street, now Eddy Street – none of which he believes will be listed on the state Subsidized Housing Inventory (SHI) because of its selection process. At a purchase price of \$330,000 per unit plus \$80,000 for CAN-DO's development fee, plus development costs, it works out to \$553,000 per unit. Where is the value in putting \$1.1 million into an old building? He suggested the Chairman might have a conflict as a former President of CAN-DO. Alderman Hess-Mahan said he resigned from CAN-DO upon being elected to the Board of Aldermen and disclosed that he is a member of the Fair Housing Partnership and well as the Massachusetts Housing Appeals Committee. He has never received remuneration for any of these positions.

Ms. McNeil explained the selection process. CAN-DO has two transitional homes where residents may live for up to two years. If eligible they are then given priority for permanent housing. CAN-DO works with homeless organizations, The Second Step, and with veterans organizations. CAN-DO does not go through the state lottery process, which is what precludes some, but not all, of its housing from being on the SHI, although it meets all other requirements. She noted that the Pearl Street property has an accessible unit for which there were no takers; it is currently rented to non-mobility impaired tenants. The only way the city will ever meet the 10% requirement is to build 100-unit buildings like Avalon Bay. If a project is constructed under a 40B Comprehensive Permit, all the units are counted as affordable housing. Newton is a built-out city with few large parcels of developable land. Its neighborhoods have character and there is an expectation that development should complement that character.

Alderman Crossley said there are different rules and protocols for this type of housing other than zoning and building codes. The construction budget appears to her to be thorough. The building is not in deplorable condition. In her opinion it is a good investment in a sound building.

Alderman Schwartz pointed out that it makes no sense to invest in a two-year transitional program and then boot people from the city. CAN-DO's process allows people to remain in the city while opening transitional housing to others.

2013 Auto Dealer Licenses

- #361-12 CLAY NISSAN OF NEWTON, INC.
431 Washington Street
Newton Corner 02458 (Class 1)
APPROVED 7-0
- #362-12 VILLAGE MOTORS GROUP, INC.
d/b/a HONDA VILLAGE
371 Washington Street (Class 1)
Newton Corner 02458
APPROVED 7-0
- #364-12 AUTO EUROPA, INC.
38 Ramsdell Street
Newton Highlands 02461 (Class 2)
APPROVED 7-0
- #368-12 GLOBAL VENTURES GROUP
d/b/a LUX AUTO PLUS
1197-1201 Washington Street
West Newton 02465 (Class 2)
APPROVED 7-0
- #369-12 JACOB & ASSOCIATES
1232 Washington Street
West Newton 02465 (Class 2)
APPROVED 7-0
- #371-12 LIFT THROTTLE AUTOMOTIVE
26 Shepherd Park
Waban 02468 (Class 2)
APPROVED 7-0
- #374-12 NEWTON AUTO GROUP, INC.
1235 Washington Street
West Newton 02465 (Class 2)
APPROVED 7-0
- #378-12 OLD TIME GARAGE LTD.
1960 Washington Street
Newton Lower Falls 02462 (Class 2)
APPROVED 7-0
- #381-12 REGAN'S INC.
2066 Commonwealth Avenue
Auburndale 02466 (Class 2)
APPROVED 7-0
- #382-12 ROBERT'S TOWING, INC.
926r Boylston Street
Newton Highlands 02461
APPROVED 7-0

- #384-12 SAM'S AUTO CENTER
875 Washington Street
Newtonville 02460 (Class 2)
APPROVED 7-0
- #385-12 CITY OF NEWTON
1000 Commonwealth Avenue 02459 (Class 2)
APPROVED 7-0
- #386-12 ECHO BRIDGE SALVAGE, INC.
16-24 Maguire Court
Newtonville 02460 (Class 2 and 3)
APPROVED 7-0
- #387-12 SCHIAVONE BROTHERS, INC.
16-24 Maguire Court
Newtonville 02460 (Class 2 and 3)
APPROVED 7-0

NOTE: Massachusetts classifies auto dealer licenses into three categories: A Class 1 license holder must be a recognized agent of a motor vehicle manufacturer and have a signed contract with same; Class 2 is for used vehicles; and Class 3 for junk vehicles. The criteria for issuing a license are whether it is the applicant's principal business, whether the applicant is a "proper person," and has available a "suitable place of business." Ordinance section 17-14 allows the city to deny, revoke, or suspend certain licenses for failure to pay municipal taxes or charges. Class 2 auto dealers are required to post with the city or town in which they are licensed a \$25,000 bond or equivalent proof of financial responsibility for the benefit of a person who purchases a second-hand vehicle and suffers subsequent losses because of the dealer. The following licenses were approved because they meet the licensing criteria, have no outstanding zoning complaints, and owe no money to the City of Newton; and have posted surety bonds with the City.

The meeting was adjourned at approximately 9:45 PM.

Respectfully submitted,

Ted Hess-Mahan, Chairman

54 EDDY STREET



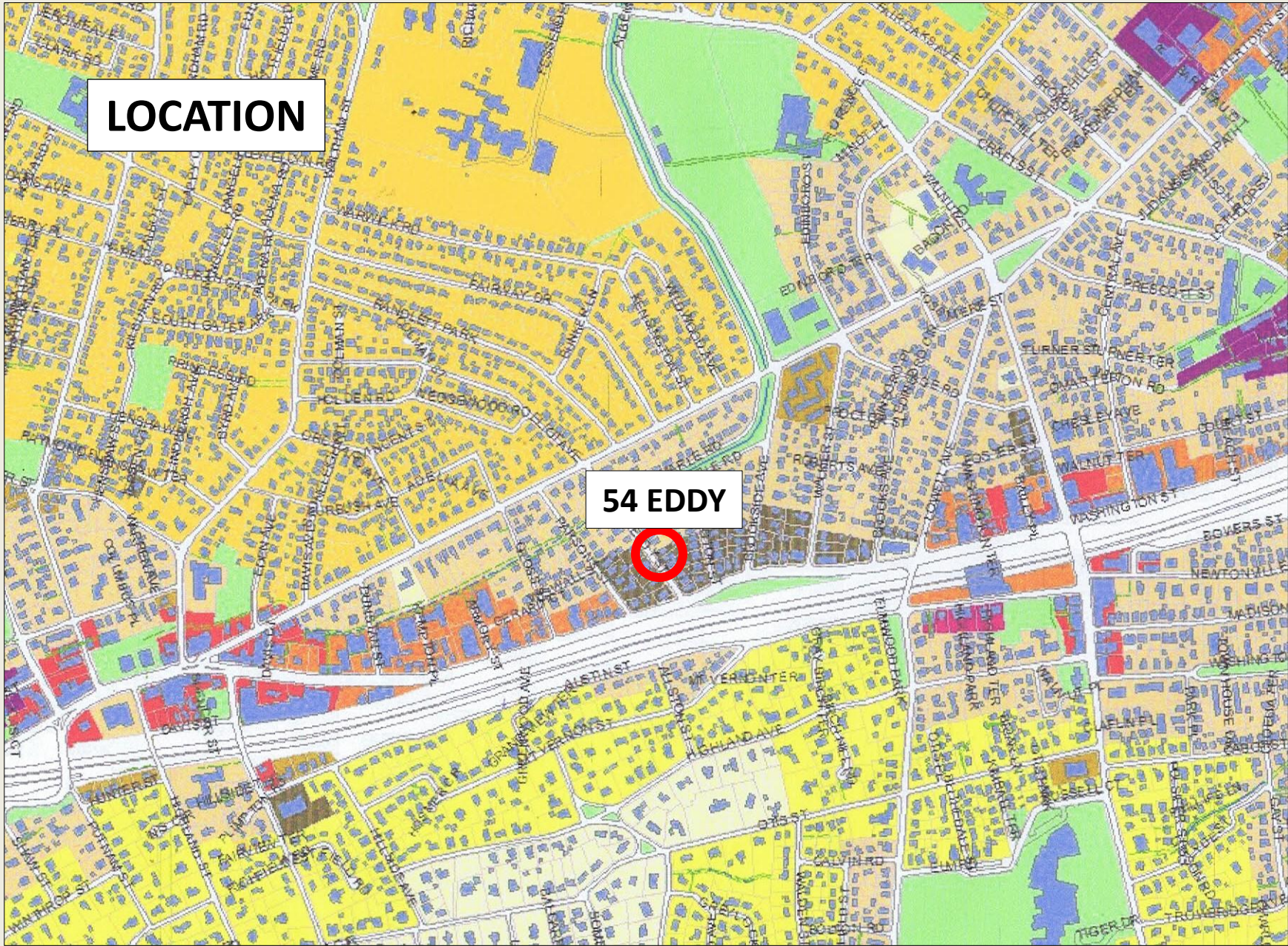
CAN-DO PROPOSED AFFORDABLE HOUSING

For the Newton Planning & Development Board

November 5, 2012

LOCATION

54 EDDY

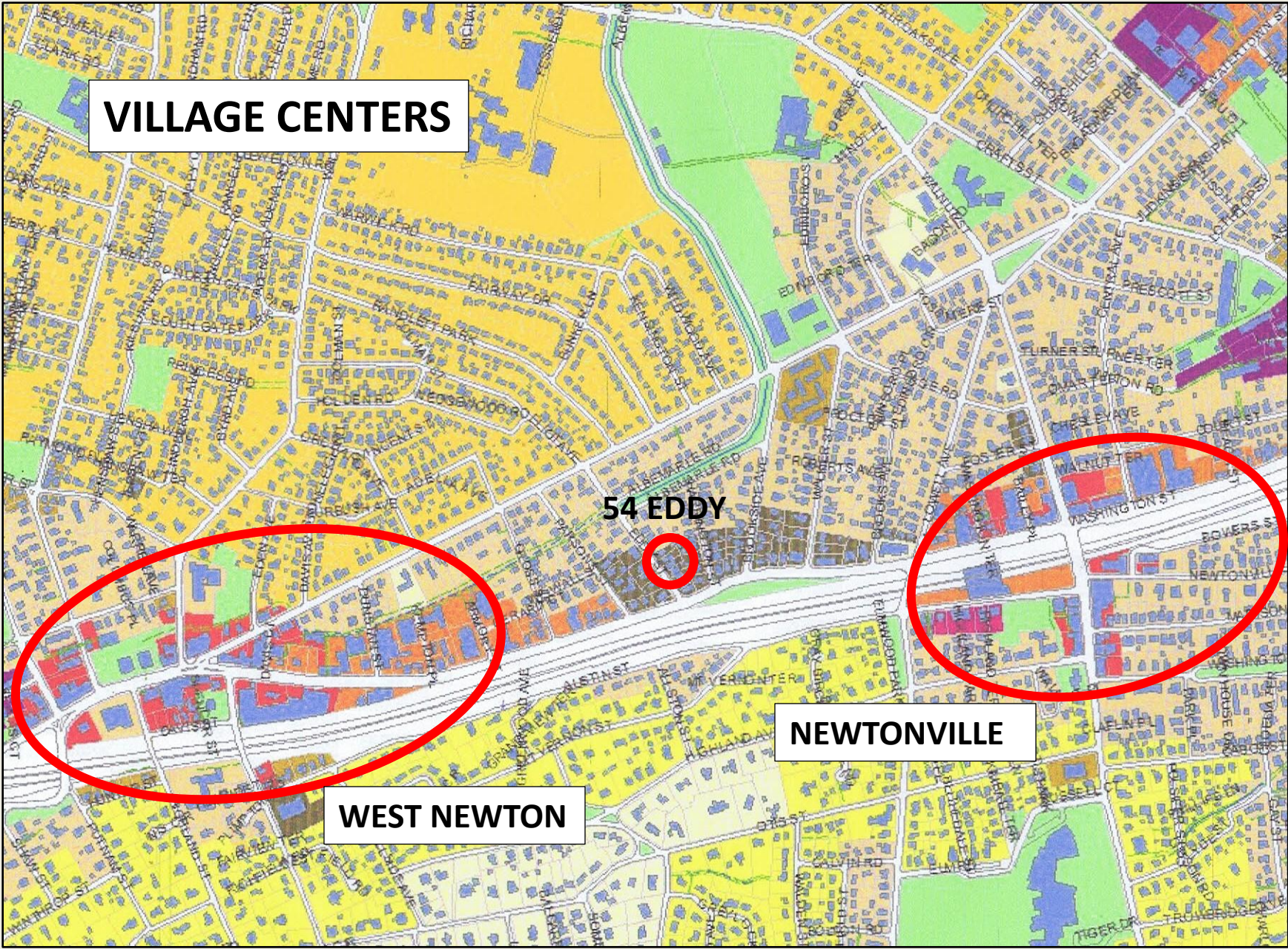


VILLAGE CENTERS

54 EDDY

NEWTONVILLE

WEST NEWTON



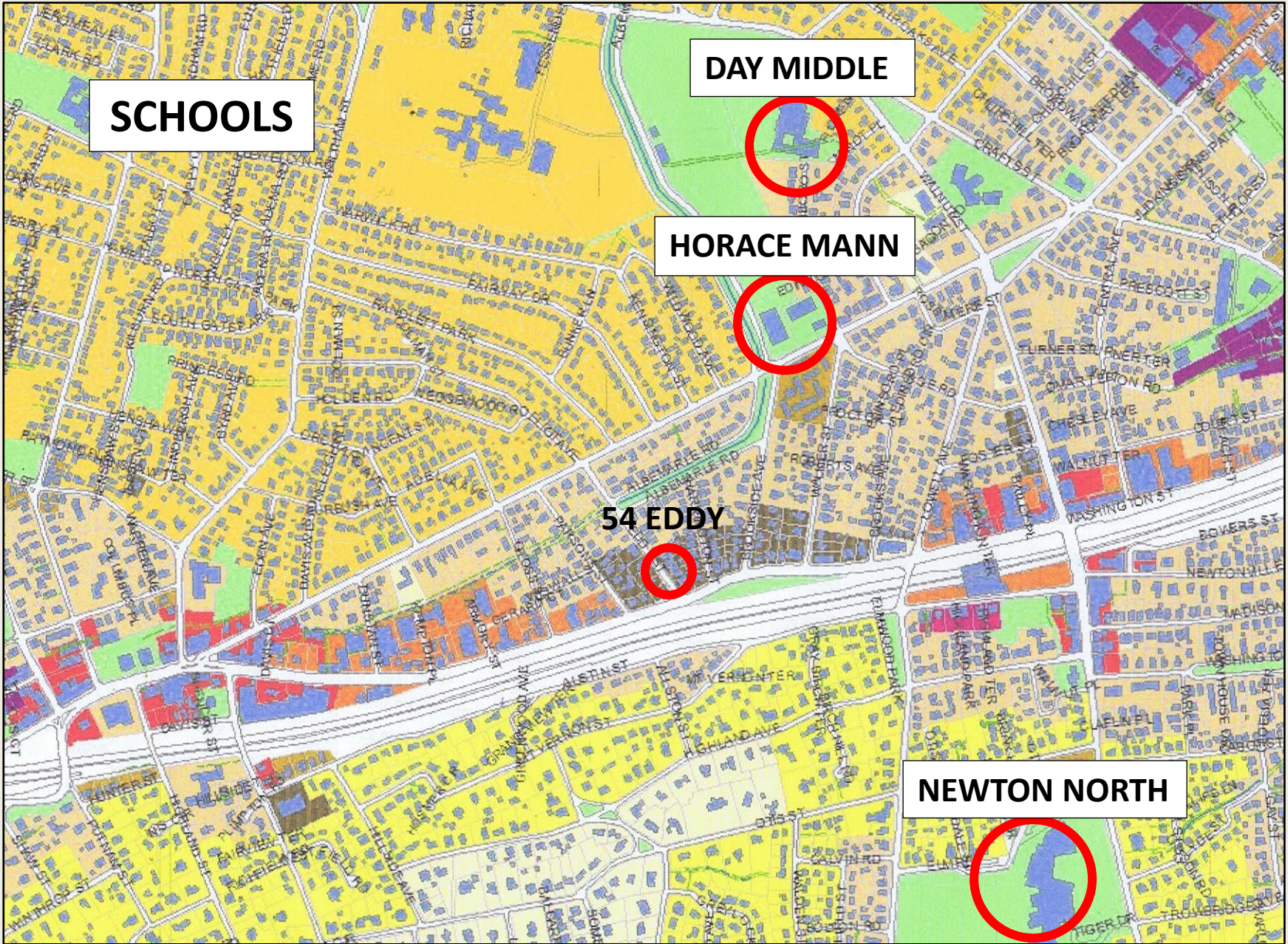
SCHOOLS

DAY MIDDLE

HORACE MANN

54 EDDY

NEWTON NORTH





CITY OF NEWTON HOUSING & COMMUNITY DEVELOPMENT PROGRAM
AND THE WESTMETRO HOME CONSORTIUM

FY 2013 Annual Action Plan

of the FY11-FY15 Consolidated Plan

NEWTON (Page 40)

Priority #2: Deeper development subsidies in affordable housing projects so that very low income renter households have a greater range of housing choices.

(Page 61)

Proposed Projects/1-year goals:

In FY13, the City will continue to support the policy of making deeper public subsidies per unit (CDBG and HOME funds) available to sponsors who provide at least one of the following: ... units for households that do not have rental assistance ...

DEEPER SUBSIDIES PER UNIT

Bedrooms	Assumed persons	Maximum "affordable"		Eddy Proposal	
		% of AMI	Monthly rent	% of AMI	Monthly rent
3	4	70%	\$1,804	70%	\$1,500
2	3	70%	\$1,624	50%	\$1,200
Annual total			\$41,136		\$32,400

DEVELOPMENT BUDGET

COSTS

Acquisition	\$660,000
Construction	\$278,970
Other general development	\$84,335
Developer overhead & fee	\$81,945
Fund replacement reserve	\$10,000
Total	\$1,115,250

FUNDING SOURCES

City of Newton CDBG	\$645,250
City of Newton Lead removal	\$45,000
CPA grant	\$255,000
Charlesbank Homes	\$50,000
The Village Bank mortgage	\$120,000
Total	\$1,115,250

TOTAL DEVELOPMENT COST PER UNIT

Development	Units	TDC	TDC/unit	Rank
Falmouth Street	2	\$ 1,178,933	\$ 589,467	1
Jackson Street	2	\$ 1,178,048	\$ 589,024	2
Eddy Street	2	\$ 1,115,250	\$ 557,625	3
Veterans House	2	\$ 950,000	\$ 475,000	4
Pearl Street	3	\$ 1,370,000	\$ 456,667	5
11 Cambria Street	2	\$ 836,556	\$ 418,278	6
Average			\$ 514,343	

Sources: R. Muollo memo to P & D Board 10/26/2012,
revised for 11 Cambria TDC.