



## Zoning & Planning Committee Agenda

### City of Newton In City Council

Monday, September 12, 2022

7:00 pm

Council Chambers (Room 207)/Room 204

The Zoning and Planning Committee will hold this meeting as a hybrid meeting on Monday, September 12, 2022 at 7:00 PM that the public may access in-person or virtually via Zoom. To attend this meeting via Zoom use this link: <https://us02web.zoom.us/j/84105804444> or call 1-646-558-8656 and use the following Meeting ID: 841 0580 4444

#### Items Scheduled for Discussion:

##### Public Hearing

#192-22

**Request for review and amendments to Section 6.7.1**

COUNCILORS CROSSLEY, DANBERG, LIPOF, KELLEY, ALBRIGHT, NORTON, BOWMAN, GREENBERG, HUMPHREY, LEARY, RYAN, AND KRINTZMAN requesting a review of and possible amendments to, Section 6.7.1 Accessory Apartments, to remove barriers to creating accessory apartments, such as to consider conditions under which detached ADUs may be allowed by right, and under which ADUs may be permitted as part of new construction.

**Zoning & Planning Held 7-0-1 (Councilor Baker abstaining) on 08/09/22**

##### Public Hearing

#401-22

**Request for review and amendment to Section 5.11.5.E**

HER HONOR THE MAYOR requesting possible amendment to Section 5.11.5.E to specify that the Affordable Housing Trust will be the entity to receive and distribute one half of new Inclusionary Zoning funds, rather than having these funds go to a separate City account.

**Zoning & Planning Held 8-0 on 08/09/22**

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The location of this meeting is accessible and reasonable accommodations will be provided to persons with disabilities who require assistance. If you need a reasonable accommodation, please contact the city of Newton's ADA Coordinator, Jini Fairley, at least two business days in advance of the meeting: [jfairley@newtonma.gov](mailto:jfairley@newtonma.gov) or (617) 796-1253. The city's TTY/TDD direct line is: 617-796-1089. For the Telecommunications Relay Service (TRS), please dial 711.

**#399-22 Appointment of Elizabeth Sweet to the Zoning Board of Appeals**  
HER HONOR THE MAYOR appointing Elizabeth Sweet, 281 Lexington Street, Auburndale as a full member of the Zoning Board of Appeals for a term of office to expire on September 19, 2025. (60 Days: 10/07/2022)

**#436-22 Referred to Zoning & Planning and Finance Committees**  
**CPC Recommendation to appropriate \$1,948,056 in CPA funding**  
COMMUNITY PRESERVATION COMMITTEE recommending appropriation of one million nine hundred forty eight thousand fifty six dollars (\$1,948,056) in Community Preservation Act funding, with \$556,588 to come from the FY23 Community Housing Reserve Account and \$1,391,468 to come from FY23 Unrestricted Funding Account, to the control of the Planning & Development Department to provide funding to the Newton Affordable Housing Trust for future projects that meet one or more of the CPA's eligible funding categories for Community Housing projects.

**Chair's Note:** *The final regulations that will guide compliance with the MBTA Communities Law were released in August, and are attached for your review. Planning staff are in the process of getting clarification on several points. I encourage you to submit any specific questions you may have to our Committee Clerk for the Planning Department to address more fully at the Wednesday, September 28 ZAP meeting.*

**#39-22 Requesting discussion on state guidance for implementing the Housing Choice Bill**  
COUNCILOR CROSSLEY on behalf of the Zoning & Planning Committee requesting discussion on state guidance for implementing the Housing Choice element of the MA Economic Development legislation. (formerly #131-21)  
**Zoning & Planning Held 8-0 on 01/24/22**

**#47-22 Requesting annual updates on Newton's Subsidized Housing Inventory (SHI)**  
THE ZONING & PLANNING COMMITTEE, COUNCILORS LUCAS AND OLIVER, requesting a conversation with the Director of Planning and Development about Newton's Subsidized Housing Inventory (SHI) and progress towards meeting the affordable housing safe harbor and a request to post the SHI on the City's website. (formerly #307-21)

**Chair's Note:** *Discussion surrounding the following item will be limited to a brief update from the Planning Department surrounding ongoing community engagement efforts.*

**#38-22 Discussion and review relative to the draft Zoning Ordinance regarding village centers**  
ZONING & PLANNING COMMITTEE requesting review, discussion and possible ordinance amendments relative to Chapter 30 zoning ordinances pertaining to Mixed Use, business districts and village districts relative to the draft Zoning Ordinance. (formerly #88-20)  
**Zoning & Planning Held 7-0 (Councilor Baker not voting) on 08/09/22**

**Respectfully Submitted,**

**Deborah J. Crossley, Chair**



Ruthanne Fuller  
Mayor

City of Newton, Massachusetts  
Office of the Mayor

Telephone  
(617) 796-1100  
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(617) 796-1113  
TDD/TTY  
(617) 796-1089  
Email  
rfuller@newtonma.gov

August 1, 2022

Honorable City Council  
Newton City Hall  
1000 Commonwealth Avenue  
Newton, MA 02459

Honorable City Councilors:

I am pleased to submit this docket item to this Honorable Council requesting updates to the Inclusionary Zoning ordinance, Chapter 30, 5.11.5 (E), following the creation of the Affordable Housing Trust.

These revisions specify that the Affordable Housing Trust will be the entity to receive and distribute one half of new Inclusionary Zoning funds, rather than having these funds go to a separate City account. Inclusionary Zoning funds are cash payments made to the City in lieu of providing Mandatory Inclusionary Units in a Development. Chapter 30, 5.11.5 (A) of the City Ordinances specifies the circumstances in which the City's Inclusionary Unit requirements may be made with a cash payment. These revisions shift the decision making on the use of the Inclusionary Zoning funds from the Planning and Development Board and City Council and then the Mayor to the newly created Affordable Housing trustees, which includes the Mayor and a City Councilor.

The other half of Inclusionary Zoning funds will continue to go to the Newton Housing Authority.

Please see the attached memo from Director Health and a red-line strike-out version of the proposed ordinance change.

Thank you for your consideration of this matter.

Sincerely,

Mayor Ruthanne Fuller



Ruthanne Fuller  
Mayor

City of Newton, Massachusetts  
Department of Planning and Development  
1000 Commonwealth Avenue Newton, Massachusetts 02459

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(617) 796-1120  
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Barney S. Heath  
Director

June 21, 2022

Mayor Ruthanne Fuller  
Via email

**Re: Docket request for proposed amendment to Section 5.11.5 (E) of the Inclusionary Zoning Ordinance**

Dear Mayor Fuller,

Following the City Council's authorization to create an Affordable Housing Trust, the Planning Department has identified the subsequent need to revise a section within the City's current Inclusionary Zoning Ordinance. Section 5.11.5 (E) of the Ordinance outlines the process by which the City and the Newton Housing Authority receive and distribute any cash payments made by a developer in lieu of providing inclusionary housing units.

The Planning Department, in consultation with the Law Department, suggests minor revisions to this Section as outlined in the attached red-lined draft. These revisions specify that the Affordable Housing Trust will be the specified entity to receive and distribute any cash payments received on behalf of the City. The Newton Housing Authority will continue to receive an equal share of any cash made to the Trust via the inclusionary housing ordinance.

We respectfully request that you file a docket item with the City Council to review and approve these proposed revisions to Section 5.11.5 (E).

Please let me know of any questions regarding this request.

Sincerely,

*Barney Heath*  
Barney Heath, Director

5.11.5. Cash Payment Option.

Section 5.11.5.E.

E. Cash Payment Recipient.

1. The cash payment ~~shall be~~ made to the City's ~~Inclusionary Zoning Fund~~ Municipal Housing Trust Fund, to be distributed equally to the Newton Housing Authority and ~~the City of Newton the~~ Affordable Housing Trust.

2. These funds are to be used for the restoration, creation, preservation, associated support services, and monitoring of deed-restricted units affordable to households with annual gross incomes at or below 80% of AMI, to the extent practical.

3. Notwithstanding Section 2 above, funds received from Inclusionary Housing Projects with 7-9 units, as described in Section 5.11.5.B.3, must be used for the creation of deed-restricted units affordable to households at or below 80% of AMI.

~~4. Appropriation of these funds for use by the City or the Newton Housing Authority must first be approved by the Planning & Development Board and then by the Mayor.~~

5. The Newton Housing Authority and the City Affordable Housing Trust must each maintain an ongoing record of payments to the fund on their behalf and the use of the proceeds for the purposes stated in this Sec.

5.11.



Ruthanne Fuller  
Mayor

City of Newton, Massachusetts  
Office of the Mayor

#399-22

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rfuller@newtonma.gov

August 1, 2022

Honorable City Council  
Newton City Hall  
1000 Commonwealth Avenue  
Newton, MA 02459

To the Honorable City Councilors:

I am pleased to appoint Elizabeth Sweet of 281 Lexington Street, Auburndale 02466 as a full member of the Zoning Board of Appeals. Ms. Sweet has been serving as an Associate Member since November 16, 2020. Her term of office shall expire on September 19, 2025 and her appointment is subject to your confirmation.

Thank you for your attention to this matter.

Warmly,

Ruthanne Fuller  
Mayor

CITY CLERK  
NEWTON, MA 02459

2022 AUG - 1 PM 1:21

RECEIVED

### Application Form

#### Profile

Elizabeth (Betsy) \_\_\_\_\_ L \_\_\_\_\_ Sweet \_\_\_\_\_  
 First Name Middle Initial Last Name

\_\_\_\_\_ \_\_\_\_\_  
 Email Address

281 Lexington Street \_\_\_\_\_  
 Home Address Suite or Apt

Auburndale \_\_\_\_\_ MA \_\_\_\_\_ 02466 \_\_\_\_\_  
 City State Postal Code

#### What Ward do you live in?

Ward 4

\_\_\_\_\_ \_\_\_\_\_  
 Primary Phone Alternate Phone

University of Massachusetts \_\_\_\_\_ Assistant Professor \_\_\_\_\_  
 Boston Employer Job Title

#### Which Boards would you like to apply for?

Zoning Board of Appeals: Submitted

#### Interests & Experiences

Please tell us about yourself and why you want to serve.

#### Why are you interested in serving on a board or commission?

I am interested in continuing to serve our city in a time of deep reflection and with mandate to act. Zoning and Zoning decisions require careful consideration and are a key place for our city to look forward and support anti-racist equity work. I teach in the urban planning faculty and African Studies at the University of Massachusetts Boston and have engaged with communities nationally and internationally to work through problems and find solutions that are collaboratively developed and implemented. My experiences as well as my good listening skills could continue to add a perspective on the zoning board of appeals that complements others on the board. I would be honored to continue to serve!

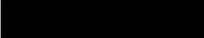
\_\_\_\_\_  
 Upload a Resume

Elizabeth L. Sweet

Curriculum Vitae

March 2020

University of Massachusetts Boston  
Urban Planning and Community development Program  
Department of Africana Studies  
Office: ISC-1-1710

281 Lexington Street.  
Auburndale, MA 02466  


**EDUCATION**

- Ph.D. Public Policy Analysis-Urban Planning and Policy, University of Illinois at Chicago, 2000
- MUPP Master of Urban Planning and Policy, University of Illinois at Chicago, 1992
- B.A. Soviet and East European Studies, Boston University, Boston, 1985.

**PROFESSIONAL APPOINTMENTS**

- 2019-Present Assistant Professor of Equitable and Sustainable Development, Urban Planning and Community Development Program and the Department of Africana Studies, University of Massachusetts Boston. Affiliate faculty in Native American and Indigenous studies
- 2010- 2019 Assistant Professor of Instruction, Geography and Urban Studies, Temple University. Affiliate Faculty: Gender, Sexuality and Women's Studies; Latin American Studies Program
- 2005-2010 Assistant Professor, Department of Urban and Regional Planning, University of Illinois Urbana Champaign. Affiliate Faculty: Latina/o Studies
- 2005-2006 Fulbright Scholar, Sociology and Political Science, Buryat State University, Ulan Ude, Russia
- 2005 Visiting Professor, School of Architecture and Planning, SUNY Buffalo  
Monteverde Institute: Sustainable Futures Study Abroad Program, Costa Rica
- 2005 Visiting Professor, University Program of Gender Studies, National Autonomous University of Mexico
- 2002-2005 Visiting Lecturer, Mexican and Caribbean Studies and Sociology Departments, Northeastern Illinois University

2000-2001 Visiting Fellow, Civic Education Project, School of International Business, Omsk State University, Omsk, Russia

### Edited Volumes

2019 E. L. Sweet, (editor) *Disassembled Cities: Social and Spatial Strategies to Reassemble Communities in Cities Across the Globe*, Routledge Press.

### Refereed Journal Articles

- 2019 **Sweet E.L.**, R. Sanders, and D. M. Peters. Reversing the Gaze, Insiders Out, Outsiders In: Stories from the Ivory Tower and the Field. *Journal of Urban Affairs*. Online first <https://doi.org/10.1080/07352166.2019.1645570>
- 2019 Turner K. M., **E. L. Sweet**, and E. Fornaro. From Ferguson to Charleston and Beyond: Talking about Race and Diversity in the classroom. *Communication Teacher* 33(1): 38-44.
- 2018 Cultural Humility: An Open Door for Planners to Locate Themselves and Decolonize Planning Theory, Education and Practice. *eJournal of Public Affairs* 7(2):1-16.
- 2017 **Sweet, E. L.** and S. Ortiz Escalante. *Engaging Territorio Cuerpo-Tierra* through body and community mapping: A methodology for making communities safer. *Gender Place & Culture* 24(4): 594-606.
- 2017 Sexton, A. E., A. Hayes-Conroy, **E. L. Sweet**, M. Miele, and J. Ash. Better than text? Critical reflections on the practices of visceral methodologies in human geography *Geoforum* 82: 200-201
- 2017 The benefits and challenges of Collective and Creative Storytelling through visceral methods within the neoliberal university. *Geoforum* 82: 202-203.
- 2016 Carceral feminism: Linking the state, intersectional bodies, and the dichotomy of place. *Dialogues in Human Geography* 6(2): 202–205.
- 2016 Locating Migrant Latina Economic Activities in a Diverse Economies Framework: Evidence from Chicago. *Gender Place & Culture* 23(1): 55-71.
- 2015 **Sweet, E. L.** and S. Ortiz Escalante. Bringing bodies into planning: visceral methods, fear, and gender violence. *Urban Studies*, 52(10): 1826-1845.
- 2015 Joshi, S., P. McCutcheon, and **E. L. Sweet**. Visceral geographies of whiteness and invisible microaggressions. *ACME: An International E-Journal for Critical Geographies* 14(1): 298-323.

- 2015 Latina Kitchen Table Planning Saving Communities: Intersectionality and Insurgencies in an Anti-Immigrant City. *Local Environments: International Journal of Justice and Sustainability* 20(6): 728-743.
- 2015 Hayes-Conroy, A and **E. L. Sweet**. Whose adequacy?: (Re)Imagining food security with displaced women in Medellin, Colombia. *Agriculture and Human Values* 32(3): 373-384.
- 2014 Chakars, M., and **E. L. Sweet**. Professional women and the economic practices of success and survival before and after regime change: diverse economies and restructuring in the Russian Republic of Buryatia. *GeoJournal* 79(5): 649-663.
- 2011 **Sweet, E. L.** and H. Etienne. Commentary: Diversity in Urban Planning Education and Practice. *Journal of Planning Education and Research* 31(3): 332-339.
- 2010 **Sweet, E. L.** and M. Chakars. Identity, Culture, Land, and Language: Stories of Insurgent Planning in the Republic of Buryatia in Russia *Journal of Planning Education and Research* 30(2): 198-209 (also see letter to the editor and my response regarding this article).
- 2010 **Sweet, E. L.** and S. Ortiz Escalante. Planning Responds to Gender Violence: Evidence from Spain, Mexico, and the Unites States *Urban Studies* 47(10): 2129-2147 (19<sup>th</sup> most downloaded article in *Urban Studies* in September 2010 and 17<sup>th</sup> in October 2010) (published in Spanish in *Jornadas Estudios Urbanos, Género y Feminismo: teorías y experiencias* in 2013: 39-62 ISBN 978-84-616-7657-6).
- 2009 Ethnographic Understandings of Gender and Economic Transition in Siberia: Implications for Planners and Policy Makers *European Planning Studies Journal* 17(5): 701-718.
- 2006 Capeheart, L. and **E. L. Sweet**, Condiciones, Drogas, y La Cárcel: Life Circumstances and Drug Usage of Latino Arrestees in Miami, New York, San Antonio, and San Jose *Criminal Justice Policy Review* 17(4): 427-450 (among the 50 most read articles in *Criminal Justice Policy Review*).

### Book Chapters

- Forthcoming Jenkins, L. and **E. L. Sweet** Embracing a Culture of Humility, Diversity, & Inclusion: A Case Study of a Library's "Radical Compassion" programming. *Implementing Excellence in Diversity, Equity, and Inclusion: A Handbook for Academic Libraries* editors Corliss Lee and Brian Lym to be published by the Association of College and Research Libraries (peer-reviewed)

- 2019 **E. L. Sweet** and M. Chakars, Dissassembledge in the Siberian city of Ulan-Ude: How ethnic Buryats reconstruct through time and space. In *Disassembled Cities: Social and Spatial Strategies to Reassemble Communities in Cities Across the Globe*, E. L. Sweet (ed), London and New York, Routledge Press, pgs. 156-170 (peer-reviewed).
- 2019 Arenas, I and **E. L. Sweet**, The organizing logics of predatory formations: disassembling democracy and urban planning. In *Disassembled Cities: Social and Spatial Strategies to Reassemble Communities in Cities Across the Globe*, E. L. Sweet (ed), London and New York, Routledge Press, pgs. 141-148 (peer-reviewed).
- 2019 Arenas, I and **E. L. Sweet**, The organizing logics of predatory formations: militarization and the spectacle of the (in)security state. In *Disassembled Cities: Social and Spatial Strategies to Reassemble Communities in Cities Across the Globe*, E. L. Sweet (ed), London and New York, Routledge Press, pgs. 73-82 (peer-reviewed).
- 2019 Arenas, I and **E. L. Sweet**, The organizing logics of predatory formations: Individualism, identity, and the consumption of goods as the good life. In *Disassembled Cities: Social and Spatial Strategies to Reassemble Communities in Cities Across the Globe*, E. L. Sweet (ed), London and New York, Routledge Press, pgs. 25-31 (peer-reviewed).
- 2019 Arenas, I and **E. L. Sweet**, Disassembling cities: spatial, social, and conceptual trajectories across the urban globe. In *Disassembled Cities: Social and Spatial Strategies to Reassemble Communities in Cities Across the Globe*, E. L. Sweet (ed), London and New York, Routledge Press, pgs. 3-14 (peer-reviewed).
- 2018 D. Peters, D. M., **E. L. Sweet**, K. M. Turner and K. Williams-Witherspoon. The Elephant in the Room: Challenges and Prejudice in the Academy? In *Not White/Straight/Male/Healthy Enough Being "Other" in the Academy*, M. Moreno, K. Quinn-Sánchez, M. Shaul (eds.), Cambridge Scholar, pgs. 21-28 (peer-reviewed).
- 2017 Peters, D. M. S. Peterson-Lewis, R. Sanders, **E. L. Sweet**, K. M. Turner and K. Williams-Witherspoon. Treading Treacherous Waters: A conversation with Women Faculty of Color on Teaching Race, In *Leadership, in Equity, and Social Justice in American Higher Education- A Reader*, C. P. Gause (ed), Peter Lang, pgs. 128-141(peer-reviewed).
- 2016 Gender, Violence and the City of Emotion, In *The Participatory City*, Y. Beebeejaun, (ed) Berlin, Jovis, pgs. 121-127 (peer-reviewed).

- 2013 Ortiz Escalante, S. and **E. L. Sweet**. Migrant Women's Safety: Framing, Policies and Practice, In *Building Inclusive Cities: Women's Safety and the Right to the City*, Whitzman, C. et al. (eds.), London and New York, Routledge, pgs. 53-72 (peer-reviewed).
- 2012 New Configurations of Racism after 9/11: Gender and Race in the Context of the Anti-Immigrant City, In *Reinventing Race, Reinventing Racism*, J. J. Betancur and C. Harring (eds.), Brill Publishers, pgs. 241-257 (peer-reviewed).
- 2012 Drigo, M. V., C. Ehlschlaeger and **E. L. Sweet**. Intimate Partner Violence and Support Systems, *Ecologist-Developed Spatially-Explicit Dynamic Landscape Models (Modeling Dynamic Systems)*, edited by James Westervelt, New York, Springer Publishing Company, pgs. 234-254 (peer-reviewed).
- 2012 **Sweet, E. L.**, S. Lee and S. Ortiz Escalante. 'A Slow Assassination of Your Soul' Race, Citizenship and Gender Identities in the Borderlands of New Economic Places, *Transnational Migration, Gender and Rights*, Ragnhild Sollund and Liam Leonard (eds.), Emerald Group Publishing Limited, pgs. 99-126 (peer-reviewed).
- 2010 Strategies for Achieving Diversity in Urban Planning: A Case Study at the University of Illinois, *Implementing Diversity: Contemporary Challenges and Best Practices at Predominantly White Universities*, Jorge Chapa, Helen Neville, and Margaret Browne Huntt (eds.), Champaign, IL, Center for Democracy in a Multiracial Society, pgs. 224-246 (peer-reviewed).
- 2007 Beyond WID WAD and GAD: Expanding Gendered Economic Development Theory Part 2, *История и культура народов сибирских стран центральной и восточной азии батыевские чтения* (History and Culture of the Siberian People, Central and East Asia Countries: Batuevskie Readings), Ulan Ude, Russia pgs. 486-496.
- 2006 Spy or Feminist: "Grrrilla" Research on the Margin. Demos, V. and Texler Segal, M. (Ed.) *Gender and the Local-Global Nexus: Theory, Research, and Action (Advances in Gender Research, Vol. 10)*, Emerald Group Publishing Limited, Bingley, pgs. 145-161. (peer-reviewed).
- 2006 Beyond WID WAD and GAD: Expanding Gendered Economic Development Theory Part 1 *История и культура народов сибирских стран центральной и восточной азии батыевские чтения*. (History and Culture of the Siberian People, Central and East Asia Countries: Batuevskie Readings), Ulan Ude, Russia pgs. 125-133.

**Conference Proceedings**

- 2004 *Trabajando y Creciendo: Preliminary Findings on Low-Income Latinas in the Chicago Workforce. Gender and Human Security Latina/o Immigrants in the Midwest, Perspectives: Research Notes and News*, 24(2): 33-36  
<http://wgpp.illinois.edu/publications/newsletters/2004Spring.pdf>.
- 2001 **Sweet E. L.** and Y. Dous. Civic Education Projects: An International Exchange Program in Omsk. *International Relations for Developing Social and Economic Process in the CIS Countries*, Omsk, Russia.

**Encyclopedia Entries**

- 2009 Women and the City, *Encyclopedia of Urban Studies*, edited by Ray Hutchison, Newbury Park, CA, SAGE Publications, Inc., Pg. 963-966.

**Book Reviews**

- 2019 *Constructive Feminism: Women's Spaces and Women's Rights in the American City* by Daphne Spain. *Journal of Planning Education and Research* 39(1): 124-125
- 2014 *Locating Migration: Rescaling Cities and Migrants*, Nina Glick Schiller and Ayşe Çağlar, eds. Ithaca, NY: Cornell University Press, 2011. *Journal of Planning Education and Research* 34(1): 97-99.

**Manuscripts in preparation**

**Sweet, E. L.**, K. Williams Witherspoon, K. Turner, and E. Fornero. Social-Cultural Quantum Optics: How we learn to see diversity, equity and inclusion. For the *Race Ethnicity and the City* (under review)

Anti-Blackness and Black Erasure in Mexico: Recuperating *Afro-Mexicanidad* to facilitate decolonial urban planning in the U.S. For the *Race Ethnicity and the City* (under review)

**Sweet, E. L.**, M. López-Garza, and T. Córdova, Prisons, Joblessness, and Violence: Latinas' expendable labor in in the context of economic restructuring For *Journal of Planning Education and Research* (will submit August 2020)

Imeokparia, T. O. and **E. L. Sweet**. Towards a Reconceptualization of the 'Everyday' in Urban Planning and Design Discourse. For *Planning Theory*. (will submit August 2020)

E. Harper-Anderson, **Sweet, E. L.** and M Wilson. The Geography of Multiple Simultaneous Workforce Development Programs. For *Mobilities* (will submit September 2020)

**Books in Preparation**

*Community accountability: Ending violence against women by looking inward for solutions and building diverse economies.* For Routledge Press.

### Policy Reports

- 2016      **Sweet, E. L.**, K. M. Turner, K. Williams-Witherspoon, \*E. Fornaro, Contradictions of Perceptions and Reality at Temple University: A Report from The 2014 Diversity Symposium ACCORD/FOC, Temple University.
- 2009      Latina Portrait: Social Economic Well Being Synopsis, *Mujeres Latinas en Acción*. Policy Brief.  
[http://www.mujereslatinasenaccion.org/Publications/latina\\_portraits](http://www.mujereslatinasenaccion.org/Publications/latina_portraits)
- 2005      Betancur, J. J. and **Sweet, E. L.** Bilingual Manufacturing Training Programs: Challenges and Opportunities. Research Paper and Evaluation, Instituto del Progreso Latino.
- 2004      **Sweet, E. L.** and \*B. Gunzel. *Trabajando y Creciendo: Low Income Latinas in the Chicago Workforce Illinois Department of Human Services, Chicago, IL* Policy Report.

### Popular Press

- 2019      Body Map Storytelling: Visceral Data for Planning *Progressive City Magazine*  
<https://www.progressivecity.net/single-post/2019/09/30/BODY-MAP-STORYTELLING-VISCERAL-DATA-FOR-CITY-PLANNING>
- 2015      Mapping Anti-Violence Strategies *Democratic Left* XLII(4): 8.
- 2014      **Sweet, E. L.**, K. M. Turner and K. Williams-Witherspoon. Three Senior Scholars of Color Discuss their Research and Diversity at Temple *Faculty Herald*, 44(5): 1 and 4-5. [http://www.temple.edu/herald/44\\_5/ThreeSeniorScholarsDiscuss.htm](http://www.temple.edu/herald/44_5/ThreeSeniorScholarsDiscuss.htm)
- 2013      How Grassroots Women Are Raising Awareness and Enlisting Authorities Against Growing Violence in Peru *The Global Urbanist*.  
<http://globalurbanist.com/2013/03/18/groots-peru>
- 2006      Femicide and Economic Development in Ciudad Juarez: Part of a New Gender Agenda in Planning *Progressive Planning* 167: 20-27.

### Letters

- 2011      Response to Letter to Editors: Action and Planning Where do We Draw the Line? *Journal of Planning Education and Research*, 31(2): 221-222.

### AWARDS – HONORS

- 2019 Award for Contributions to the University, Senate Committee on Status of Faculty of Color Committee, Temple University
- 2018 Honorable Mention, Marilyn J. Gittell Activist Scholar Award, Urban Affairs Association.
- 2016 Leadership Award, Senate Committee on Status of Faculty of Color Committee, Temple University.
- 2012 National Science Foundation-Catalyzing Research on Geographies of Broadening Participation Retreat.
- 2008 University of Illinois Urbana Champaign, List of teachers ranked as Excellent by Students.
- 2008 University of Illinois Urbana Champaign, Nominated, Campus Award for Excellence in Public Engagement.
- 2008 Arnold O. Beckman Research Award, University of Illinois Urbana Champaign, Complement, Mismatch or Overlap: The Effectiveness of Multiple Simultaneous Workforce Related Programs.

#### **GRANTS AND FELLOWSHIPS**

- 2018-2019 Lumina Fund Awards for Racial Justice and Equity, (Co-PI) Moving from safe to brave spaces through interactive community conversations. \$50,000
- 2016-2017 Temple University Community Driven Research Day, (PI) Fostering sustainable economic opportunities for immigrant women survivors of violence in Norristown, PA. \$10,000
- 2016 GenEd Information Literacy Cross Teams, (PI) Urban timeline challenge. \$1000
- 2014-2015 Temple University International Affairs, Internationalization Grant, (PI) Body and community mapping: linking visceral experiences with neighborhood spaces to understand women's safety in cities. \$4,000
- 2014-2015 American Sociological Association-Spivack Program Community Action Research Initiative, (PI), Migrant women's experiences of gender violence in the new Latino diaspora. \$3,000

- 2012-2013 National Science Foundation, (PI) Grant through Catalyzing Research on Geographies of Broadening Participation, Visceral geographies of whiteness and invisible micro-Aggressions. \$3,050
- 2012-2013 Temple University Faculty Senate Seed Money Fund, Department of Geography and Urban Studies (Co-PI), Rural strategies, urban struggles: food security among displaced women in Medellin, Colombia. \$8,000
- 2010-2011 Catholic Charities for Human Development, (PI) Women for Economic Justice Project: Collaborative for Women's Collectives. \$15,000
- 2008-2010 Research Board Grant, University of Illinois Urbana Champaign, (PI) Complement, Mismatch or Overlap: The Effectiveness of Multiple Simultaneous Workforce Related Programs. \$17,910
- 2008 Institute for Research on Race and Public Policy, University of Illinois Chicago, Forum: Reinventing Race, Reinventing Racism: The 40th Anniversary of the Kerner Commission. Race and Gender in the New Anti-Immigrant City: Implications for Brown Women. \$800
- 2007-2009 Research Board Grant, University of Illinois Urbana Champaign, (PI) Transnational Economic Gardening: Examining Latina Economic Communities. \$6,591
- 2007 Center for Democracy in a Multiracial Society, University of Illinois Urbana Champaign, Diversity in Planning: From the Discipline to Our Department's Diversity Code. \$1,000
- 2007 Creative Research Award, College of Fine and Applied Arts, University of Illinois Urbana Champaign, (PI), Intersections of Race, Gender, and Class in Transnational Economic and Social Activism: Mexican Community Activism and How Cities Can Benefit From It? \$5,000
- 2005-2006 Fulbright Scholar, Gendered Economic Development in the Context of Transition: A Case Study in Ulan Ude, Buryat State University, Ulan Ude, Russia.
- 2005 Rockefeller Foundation Resident Fellowship in the Humanities, A Cross Border Analysis of Women's Empowerment through Cooperation, Migration, and Ownership: Transitions in Mexican and Siberian Labor Strategies, Regional Center for Multidisciplinary Research (CRIM), National Autonomous University of Mexico (UNAM), Cuernavaca, Mexico.
- 2003-2005 Research Grant, Illinois Department of Human Services, (PI) *Trabajando y*

*Creciendo: Latinas in the Chicago Workforce.* \$100,000

#### INVITED TALKS

- 2019 Bodies in Social Science Research: Methods, Meaning, and Activism, 25th Annual Moore Undergraduate Research Apprenticeship Program (MURAP) Conference, UNC, Chapel Hill, July 18-19.
- 2018 Black erasure in Mexico and Mexican bodies in the US: Economics, violence, and mobility. Rutgers Department of Geography's MaGrann Conference, Rutgers University, New Brunswick, March 22-23.
- 2018 The color of violence in Mexican immigrant communities in the US: Racial identity and the economics of colonialism. 22nd Arturo A. Schomburg Symposium, "Does Violence Have Color? Taller Puertorriqueño, Philadelphia, February 24.
- 2015 *Territorio Cuerpo-Tierra: Mapping bodies and communities as a continuum to make places safer for women.* CUNY Graduate School Speaker Series, September 10.
- 2015 Disassembled in Russia: How Buryats reconstruct through time and space. Cities Across the Globe. The Great Cities Institute, University of Illinois Chicago, April 30.
- 2015 Latinas in Chicago: Kitchen Table Planning in a Diverse Economy. DePaul University, Chicago. April 17
- 2014 Immigrant Women's Bodies in Safe Places: Rethinking the Public Private Divide and How We respond to Violence. American Planning Association Conference, Atlanta, April 27.
- 2014 Body-Map Storytelling and Community Mapping. Half Day Workshop University of Pittsburgh, February 28.
- 2013 Internally Displaced Women in Medellin, Colombia: Food Insecurity, Violence, Health and Mobility. Great Cities Institute, University of Illinois Chicago, November 21.
- 2013 Truth and Reconciliation: A Way to Add Caring and Love into Planning Education and Practice. University of Michigan Symposium Planners in a Post-Racial Society: Challenges and New Directions, November 1.

- 2012 Keynote, *Perspectiva de Genero y Feminismo: Influencias y Resultados en Planificación Urbana*. VI Congreso Nacional y el 2o. Congreso Internacional de la Asociación de Arquitectas y Urbanistas, El Hábitat Sustentable con Perspectiva de Géneros, Hidalgo, Mexico, October 7-10.
- 2012 *Mujeres e (In)Seguridad Urbana: Experiencias en Chicago, Medellín y Barcelona*. Encuentro Internacional de Ciudades Seguras para las Mujeres, Mexico City, July 26-27.
- 2008 Keynote, Economic Justice, Globalization and Urban Planning: The Case of Juarez. International Women's Day Conference, DePaul University, Chicago, March 6.
- 2008 Economics for Survivors, Keynote Speaker, Chicago Metropolitan Battered Women's Network, Chicago, February 28.
- 2006 Keynote, Feminism, Gender and Economic Development, Political Café. Ulan Ude Public Library, Russia, March 8.
- 2006 Keynote, Women and Economic Development: Opportunities in Ulan Ude. The Buryat Republic's Department of Women and Children for their Strategic Gender Plan Conference, Russia, February 12.
- 2005 Keynote, Gender and Strategic Planning: Evidence from Mexico, Chicago, and Omsk. Ulan Ude Strategic Planning Committee, Russia, September 21.
- 2005 Methods for Collecting Data on Women and Economic Development. American Council for International Education, Buryat Republic, Russia, September 10.
- 2005 Gender and Planning, National Autonomous University of Mexico, Urbanism Department, Mexico City, March 24.
- 2001 Feminist Oral Histories and Social Policy; Gender Issues in Transitioning Societies, International Summer School for Social Work, Social Policy, Education, Practice, Saratov, Russia, June 14.
- 2001 Qualitative Methods, Novosibirsk State University, Sociology Department, Academic City, Russia, April 10.
- 2001 Qualitative vs. Quantitative Methods, Qualitative Techniques, and Designing Research Projects Using Qualitative Methods, Sakhalin State University, History Department, Russia, March 26.

**CONFERENCE ACTIVITY/PARTICIPATION****Invited Panelist**

- 2017 Indigenous Feminisms: Keywords in the Missing and Murdered Indigenous Women and Girls Crisis, Association of Collegiate Schools of Planning, Denver, October 12-14.
- 2017 Planning for Sanctuary or Stronghold?: Planning and Policing Urban Space. Association of Collegiate Schools of Planning, Denver, October 12-14.
- 2015 Better than text? Exploring the opportunities for and practicalities of visceral methodologies in human geography research, Association of American Geographers, Chicago, April 21-26.
- 2012 Indians on the Move: Otomi Transnational Lives in San Pablito and Durham by Altha Cravey, Association of American Geographers, NY, February 24-28.
- 2008 Leaving a Legacy for the Next Seven Generations: Indigenous Women's Epistemologies, A Community Symposium, University of Illinois Urbana Champaign, In Beauty, It is Restored: Media Activism, Scholarship & Responsibilities of Indigenous People, September 27.

**Papers Presented**

- 2020 Afro-Mexicans: Black erasure and its impact on economies, violence and mobility in Mexico and the US. Latin American Studies Association, Guadalajara, Mexico, May 13-16 (Conference Cancelled-Covid-19).
- 2020 Anti-Blackness in Mexico: The Deliberate Erasure of African Influence and its Impact on Mexicans in Mexico and the US. Urban Affairs Association, Washington DC, April 2-4 (Conference Cancelled-Covid-19).
- 2019 Comparing Formal and Informal Approaches to Community Wealth Building: A Comparative Analysis of Richmond, VA and Norristown, PA Association of Collegiate Schools of Planning, Greenville, South Carolina October 24-27 (UPCD Boycotted Conference-LGBTQ).
- 2019 Prisons, Joblessness, and Violence: Latinas' expendable labor in in the context of economic restructuring, Urban Affairs Association, Los Angeles, April 24-27.
- 2018 Violence and Economics: Methods to Understand the Madness. Interdisciplinary Participatory Approaches in Spatial Planning & Development, University of Illinois Chicago, September 24-26.

- 2018 Who, What and Where: Reversing the Gaze onto the Researchers, Urban Affairs Association, Toronto, April 4-7.
- 2017 Health, homes and hard skills: Immigrants charting a course for community and economic development, Association of Collegiate Schools of Planning, Denver, October 12-14.
- 2017 Checking our Cultural Parallax: An Examination of Experiences, Positionality, and Privilege of Campus Climates. American Education Research Association, San Antonio, April 27-May 1.
- 2017 Community Accountability v. Social Innovation: The case of women in Chicago working to end violence against women. Urban Affairs Association, Minneapolis, April 19-22.
- 2016 Everyday violence against Mexican women: Moving from alienation to community accountability. Urban Affairs Association, San Diego, March 16-19.
- 2015 Towards a Reconceptualization of the 'Everyday' in Urban Planning and Design Discourse. Association of Collegiate Schools of Planning, Houston, With Timothy O. Imeokparia, October 22-26.
- 2015 Treading Treacherous Waters: A Conversation with Women Faculty of Color on Teaching Race. National Conference on Race & Ethnicity in American Higher Education, Washington, DC. With K. Turner, K. Williams-Witherspoon, D. M. Peters, and S. Peterson Lewis, May 26-30.
- 2015 Visceral and spatial implications of violence for Mexican women in satellite cities: Mapping disadvantages, inequalities, and injustices together with agency and resolve. Urban Affairs Association, Miami, April 21-26.
- 2014 Mexican women mapping their bodies and communities to eradicate violence against women in Norristown, PA. Critical Geography Conference, Temple University, November 7-9.
- 2014 Body and community mapping: linking visceral experiences within neighborhood spaces. Association of Collegiate Schools of Planning, Philadelphia. With Sara Ortiz Escalante, October 29-November 2.
- 2014 Bringing the Body into Planning: Visceral Methods, Fear and Gender Violence, Urban Affairs Association, San Antonio. With Sara Ortiz Escalante, March 18-21.

- 2013 Body Movement Practice as Community Research and Community Healing: Women and Violence in the Context of Disaster, Planners Network Conference, Brooklyn, June 8.
- 2012 Twenty Years Later: Women and Economic Transition in the Russian Republic of Buryatia, Association of Collegiate Schools of Planning, Cincinnati, October 31-November 3.
- 2012 Women and the Economics of Survival Before and After Regime Change: Diverse Economies and Work Strategies in the Russian Republic of Buryatia, Race, Ethnicity and Place Conference, San Juan, Puerto Rico, October 24-26.
- 2012 Assessing the Impact of ARRA and Workforce Development on Regional Unemployment, Urban Affairs Association, Pittsburg, With Elsie L. Harper-Anderson, April 18-21.
- 2011 Migrant Women's Safety: Policy Approaches and Best Practices, Association of Collegiate Schools of Planning, Salt Lake City, October 12-16.
- 2011 The Shaping of Immigrant Communities: Representations of Racialized Haitians and Mexicans through the Lens of Crisis and Resistance, Association of American Geographers, Seattle, WA, April 12-16.
- 2011 Covering Chaos: Representations of Haiti and Mexico During Times of Crisis, Urban Affairs Association, New Orleans, LA, April 12-16.
- 2010 Locating Immigrant Latina Economic Activities in a Diverse Economies Framework: Evidence from Chicago, Association of American Geographers, Washington, D.C., April 14-18
- 2010 "A Slow Assassination of your Soul": Race, Citizenship, and Gender Identities in a New Place, Urban Affairs Association, Honolulu, March 10-13.
- 2009 Diverse Economic Activities In Relation to Economic Geography: Understanding Latinas at Work in Chicago, Association of Collegiate Schools of Planning, Crystal City, October 1-4.
- 2009 New Expressions of Racism after 9/11: Gender and Racism in the Context of the Anti-Immigrant City, Association of American Geographers, Las Vegas, March 22-27.
- 2009 How Planning Engages Gender Violence: Evidence from Spain, Mexico, and the US, Urban Affairs Association, Chicago, March 4-7.

- 2008 Teaching Diversity in Urban Planning: From the Discipline to our Department's Diversity Code, ACSP and Association of European Schools of Planning 4<sup>th</sup> Joint Congress, Chicago, July 6-11.
- 2008 Women for Economic Justice: A New Model of Economic Development for Domestic Violence Survivors, Urban Affairs Association, Baltimore, April 23-26.
- 2008 Latina Economic Empowerment in the Context of Gender Violence: A Framework and Preliminary Results, Association of American Geographers, Boston, April 15-19.
- 2008 Economic Transition in the Buryat Republic: Women's Struggles and Agency, 15<sup>th</sup> Annual Central Eurasian Studies Conference, Indiana University, March 22-23.
- 2007 Women for Economic Justice: Trying to WEJ our Way into Sustainable Economic Empowerment with Latinas, Women's Economic Empowerment: Where the Buck Starts, Stalls, and Stops for Women in Today's Globalism, Truman College, October 26.
- 2007 What Are the Women Doing in the Anti-Immigrant City? Association of Collegiate Schools of Planning, Milwaukee, October 18-21.
- 2007 Gender Violence in the Context of Economic Policy and Practice: Implication and Findings from Mexico and Russia, Urban Affairs Association, Seattle, April 25-28.
- 2007 Spy or Feminist: Grrrilla Research on the Margin, Association of American Geographers, San Francisco, CA, April 17-21.
- 2007 Indigenous People and Struggle in the Context of Contemporary Russian Imperialism: Resistance in the Buryat Republic, 14<sup>th</sup> Annual Central Eurasian Studies, Indiana University, May 31-June 1.
- 2006 Gender Violence and Economic Transition in Post-Soviet Ulan Ude, Association of Collegiate Schools of Planning, Fort Worth, November 9-12.
- 2005 Gender, Culture, and Economic Development: The Case of Ulan Ude, Russia, World Planning Congress, Mexico City, July 11-15.
- 2006 Indigenous People, Gender, and Struggle: The Case of Buryat Republic, Planners Network Conference, Chicago, June 8-11.

- 2005 Gender Violence and Economic Development Planning: The Case of Juarez, Association of Collegiate Schools of Planning, Kansas City, October 27-30.
- 2005 Gender and Strategic Planning: Evidence from Mexico, Chicago, and Omsk. Administration of Ulan Ude, Scientific and Practical Conference on the Strategic Development Plan for Ulan Ude, Russia, September 17.
- 2005 *Empoderamiento femenino a través de la cooperación, la migración y la propiedad. Dos casos de estudio: México y Rusia*, Regional Center for Interdisciplinary Research, National Autonomous University of Mexico, Cuernavaca, Mexico, March.
- 2004 Low-Income Latinas in Chicago: A Framework for Economic Empowerment Strategies, Association of Collegiate Schools of Planning, Portland, OR, October 21-24.
- 2004 Low-Income Latinas in the Chicago Workforce, Conference on Chicago Research and Public Policy, The Changing Face of Metropolitan Chicago, May.
- 2004 Femicide in a Global City: The Case of Ciudad Juarez, Mexico, University of Illinois at Chicago, Urban Planning and Policy, Friday Research Forum, March.
- 2004 *Trabajando y Creciendo: Preliminary Findings on Low-Income Latinas in the Chicago Workforce*, University of Illinois at Urbana Champaign, Women, Gender and Global Perspectives Program Symposium, Gender and Human Security: Latina/o Immigrants in the Midwest, March.
- 2003 Rathgeber Revised-Beyond WID, WAD and GAD: Evidence from Mexico, American Sociological Association, Atlanta, August 16-19.
- 2003 Instituto del Progreso Latino: Job Training for Low-Income Latino Immigrants 4th National Low-Income Immigrant Rights Conference, Washington, D.C., May.
- 2003 Qualitative Methods or Espionage? The Case of a "Feminist Spy" Midwest Sociology Society, Chicago, April.
- 2002 Bilingual Manufacturing Training Programs: The Challenges and Opportunities Association of Collegiate Schools of Planning, Baltimore, November 21-24.
- 2002 Gendered Economic Spaces in Siberia: Survival in the Context of Transition. VI Encuentro de Cultura y Ciudades Contemporáneas, Guadalajara, Mexico, September.

- 2002 Bilingual Manufacturing Training for Immigrant Women in Chicago, Fifth Community Research Network Conference, Chicago, June.
- 2002 Globalization and Women: Two Perspectives from Russia and Mexico, University of Chicago, Department of Sociology Workshops on Globalization, May.
- 2002 Family and Education During Transition: A Case Study in Siberia, Midwest Sociology Society, Milwaukee, April.
- 2001 Gender and Transition in Siberia, Association of Collegiate Schools of Planning, Cleveland, November 8-11.
- 2001 Bilingual Manufacturing Technology Bridge Program at IDPL-The Challenges and Opportunities, Building on the Benefits of our Bilingual Multicultural Workforce Summit, El Paso, November.
- 2001 The Gendered Effects of Economic Structural Adjustment: Two Case Studies--Siberia and Mexico, World Planning Schools Congress, Shanghai, China, July.
- 2001 CEP: An International Exchange Program in Omsk, International Relations for Developing Social and Economic Process in the CIS Countries, Omsk, Russia, June.

#### **Poster Sessions**

- 2004 Vulture City: Planning and Gendered Violence in Juarez, Association of Collegiate Schools of Planning, Portland, OR, October 21-24.

#### **CAMPUS TALKS**

- 2020 ENVSCI 791 Collaborative Community Engagement: Methods, Data, and Findings, University of Massachusetts Boston, March 4.
- 2020 ENVSCI 188 Latina kitchen table planning saving communities: intersectionality and insurgencies in an anti-immigrant city, University of Massachusetts Boston, March 2.
- 2019 ENVST 230 Greening the Ghetto: Alternative approaches to environmental justice. University of Massachusetts Boston, October 22.
- 2018 Radical Compassion: Gender & Culture in the Workplace, Temple University Library, October 2.

- 2016 Gaming in Class: Providing Content through Play Temple University Center for the Advancement of Panel: Teaching Play: Using Gaming Pedagogy to Transform your Curriculum, November 15.
- 2009 Economic Activities In Relation to Economic Geography: Latinas at Work in the US and Mexico-An NSF Proposal Transnational Seminar Series, University of Illinois Urbana Champaign, March 13.
- 2009 Gender and the Anti-Immigrant City: Women Respond to a New Context, Center for Democracy in a Multiracial Society, Immigration and Race in Illinois Workshop, April 25.
- 2008 Vulture Cities: How Planning Engages Gender Violence PhD Seminar Department of Urban and Regional Planning, University of Illinois Urbana Champaign, March.
- 2008 Rural Women's Access to Legal Services and Economic Development Opportunities, University of Illinois Urbana Champaign, Law School, October 8.
- 2007 Multiple Uses of Qualitative Methods in Planning, PhD Seminar, Department of Urban and Regional Planning, University of Illinois Urbana Champaign, Champaign, IL, October 31.
- 2007 Ethnography and other Qualitative Tools in Planning: Old Uses and New Opportunities, Lew Hopkins Symposium, University of Illinois Urbana Champaign, September 7.
- 2007 Culture and Gender as a Guide for Economic Empowerment: The Case of Low-Income Latinas in Chicago The Changing Face of Illinois Community, University of Illinois Urbana Champaign, Extension Program, August 16.
- 2004 Culture and Gender as a Guide for Economic Empowerment: The Case of Low-Income Latinas in Chicago, Department of Urban & Regional Planning, University of Illinois at Urbana Champaign, February.
- 2002 Spy or Feminist? Academic Pursuits in Siberia, Northeastern Illinois University, Annual Women's Studies Symposium, March.
- 2000 Deconstructing Gendered Stereotypes of Work and Economic Activity in a Mexican Village, University of Illinois at Chicago Graduate Student Conference, April.

1999 Gendered Effects of Structural Adjustment in a Small Village in South Central Mexico, University of Illinois at Chicago, Urban Planning and Policy Program, Friday Research Forum, September.

## **TEACHING EXPERIENCE**

(OLL = OnLine Learning format, H = hybrid online and face to face format)

### **University of Massachusetts Boston**

History and Theory of Planning (Fall 2020)  
 Qualitative Methods for Urban Planners (Fall 2020)  
 Environment and Development (OLL) (Summer 2020)  
 African American Social Movements (OLL) (Spring 2020)  
 Community Development for Planners (Spring 2020)

### **Temple University**

Urban Society in a Global Economy (H)  
 Development and Globalization (OLL and H)  
 Global Cities (OLL and H)  
 International Urbanization  
 Sustainable Environments (OLL)  
 Qualitative Research Methods (graduate and undergraduate)  
 Environment and Development  
 Urban Dynamics: Global, Regional, and Local Connections (H)  
 Master's Paper  
 Senior Seminar

### **University of Illinois Urbana Champaign**

Planning for Cities and Regions  
 Social Inequality and Planning (Studio)  
 Community Economic Development  
 Qualitative Methods  
 Community Development in Chicago: Race, Gender, and Difference

### **Buryat State University**

Gender and Economic Development  
 Qualitative Methods in Economic Development

### **National Autonomous University of Mexico**

A Gendered City: Gender Sensitive Urban Planning and Policy (in Spanish)

### **Northeastern Illinois**

Demography and Population  
 Urban Sociology  
 Social Policy: Work and Family  
 Sociology of the Latina  
 The Sociology of Work  
 The Sociology of Aging  
 Women and Development  
 Qualitative Methods for Economic Development Analysis  
 Sociology of the Working Woman (study abroad in Mexico)

### **Instituto del Progreso Latino**

Family Literacy-Even Start (combination ESL and Pre-K w/ parents and children)  
 Work Place Communication  
 Vocational English as a Second Language  
 Math for Manufacturing

### **University of Illinois Chicago**

International Planning II  
 Women and Development

### **Omsk State University**

Gender and Development  
 Qualitative Field Research Methods

### **RESEARCH EXPERIENCE**

2008-2010 Director, Gender and Race Intersections in Planning-Lab (GRIP-LAB),  
 University of Illinois Champaign, IL.  
 2001-2004 Researcher, Instituto del Progreso Latino, Chicago, IL  
 2000 Chicago Field Supervisor, *Fragile Families Study*, Mathematica, Princeton, NJ.

### **LANGUAGE SKILLS**

Spanish (fluent), Russian (intermediate level)

### **SERVICE TO THE PROFESSION**

2019-2021 Elected President, Faculty Women's Interest Group, Association of Collegiate  
 Schools of Planning.  
 2018-2019 Steering Committee Member. Faculty Workload and Climate Survey Association  
 of Collegiate Schools of Planning.  
 2016 Proposal Review. University of Missouri Research Board.

- 2010-2014 Elected Secretary/Treasury. Planners of Color Interest Group, Association of Collegiate Schools of Planning.
- 2008-2013 Planning, Nominations Committee, Chair. Global Planning Educators Interest Group, Association of Collegiate Schools of Planning.
- 2011 Proposal Reviewer. National Science Foundation.
- 2008-2011 Policy Committee Planners of Color Interest Group, Association of Collegiate Schools of Planning.
- 2005-2007 Working Group on the Genocide in Juarez, University Program on Gender Studies National Autonomous University of Mexico (UNAM).
- 2002-2005 Curriculum Committee Member. Association of Collegiate Schools of Planning, Planning Globally Taskforce.

### **Journal referee**

*American Sociological Review*  
*Bitácora Urbano/Territorial* (in Spanish)  
*Economic Development Quarterly*  
*Ecopsychology*  
*Environment and Planning C: Politics and Space*  
*Feminist Theory*  
*Gender, Place and Culture*  
*GeoForum*  
*International Journal of Urban and Regional Research*  
*International Migration*  
*Journal of Aggression, Maltreatment & Trauma*  
*Journal of Agricultural Education and Extension*  
*Journal of the American Planning Association*  
*Journal of Planning Education and Research*  
*Journal of Planning History*  
*Journal of Urban Affairs*  
*Journal of Urbanism*  
*Latin American Research Review* (in Spanish)  
*Latino Studies*  
*Signs: Journal of Women in Culture and Society*  
*Urban Studies*  
*Women's Studies International Forum*  
*World Development*

### **DEPARTMENT/UNIVERSITY SERVICE**

#### **University of Massachusetts Boston**

Fall 2020 Faculty Council representing CLA-Africana Studies  
 2020-Present SFE Anti-Racist Task Force External chair

2020-Present African Studies Graduation Ceremony Committee  
 2020 JFK Award Committee  
 2019-Present Diversity Committee, University Council  
 2019-Present Advisory Council, Gaston Institute  
 2019-Present Graduate Curriculum Committee, School for the Environment

### **Temple University**

2018-2019 Appointed Gen Ed Coordinator for Development and Globalization  
 2018-2019 Elected Member. College of Liberal Arts, Non-Tenure Track Merit Committee.  
 2018 Turf CreWS Panel Discussant, Undergraduate Research Conference, Temple University  
 2016-2019 Appointed Member. Council of Diverse Constituents.  
 2013-2019 Co-Chair, Faculty Senate Committee on the Status of Faculty of Color (FOC).  
 2013-2019 Steering Committee Member, Academic Center on Research in Diversity.  
 2015-2017 Appointed member College of Liberal Arts, Non-Tenure Track Merit Committee.

### **University of Illinois Urbana Champaign**

2010 Faculty Advisor, Planners Network.  
 2007-2010 Library Committee, College of Fine and Applied Arts.  
 2008-2009 Campus Advisory Committee, East St. Louis Action Research Project.  
 2007-2009 Diversity Committee Coordinator, Department of Urban and Regional Planning.  
 2007-2008 I-Space Committee, College of Fine and Applied Arts.

### **COMMUNITY INVOLVEMENT/OUTREACH**

2004- Present Founding member and board member Women for Economic Justice, Chicago, IL.  
 2020-Present Guiding Committee Members-Little Village Covid Recovery Plan, Chicago IL.  
 2012- 2016 International Advisory Council Member, Women in Cities International, Montreal, Canada.  
 2004 Workforce Development in Latino Communities member, Senator Barack Obama's Latino Policy Committee, Chicago, IL.  
 2003-2005 Advisory Committee, Latina Portraits Revisited, Mujeres Latinas en Acción, Chicago, IL.  
 2003-2005 Advisory Committee: Economic Development Planning Committee, Latino Organization of the Southwest, Chicago, IL.  
 2002-2003 Advisory Committee Member, Elders Oral History Project, Native American Foster Parents Association, Chicago, IL.  
 2001-2005 Workforce Development Department Curriculum Committee, Instituto del Progreso Latino, Chicago, IL.

- 2002-2003 *NCLA Pilot High School Development Committee Member*, Instituto del Progreso Latino, Chicago, IL.
- 2002-2003 Consultant for High School Accreditation Application, Instituto del Progreso Latino, Chicago, IL.

## **PROFESSIONAL DEVELOPMENT**

### **University of Massachusetts Boston**

- 2020 Climate Justice Deep Dive
- 2019-2020 Junior Faculty Research Seminar
- Temple University**
- 2018 The Reciprocal Peer Review of Teaching (RPRT) program.
- 2018 International Educators Academy, Temple University.
- 2017 Online Teaching Institute, Center for Advancement in Teaching.
- 2017 Workshop on Designing Online Courses, Center for Advancement in Teaching.
- 2016 Train the Trainer Multicultural Education Workshop, The Office of Institutional Diversity, Equality, Advocacy and Leadership (IDEAL).
- 2016 Provost Teaching Academy, Center for Advancement in Teaching.
- 2013 Certificate Program in Virtual Teaching, Center for Advancement in Teaching.
- 2012-2013 Learning Circle for Online Teaching, Center for Advancement in Teaching.

CITY OF NEWTON

DOCKET REQUEST FORM

**DEADLINE NOTICE: Council Rules require items to be docketed with the Clerk of the Council NO LATER THAN 7:45 P.M. ON THE MONDAY PRIOR TO A FULL COUNCIL MEETING.**

To: Clerk of the City Council

Date: August 24, 2022

From (Docketer): Lara Kritzer, Community Preservation Program Manager

Address: Planning Department, Newton City Hall, 1000 Commonwealth Avenue Newton MA 02459

Phone: 617-796-1144

E-mail: lkritzer@newtonma.gov

Additional sponsors: Community Preservation Committee

**1. Please docket the following item (it will be edited for length if necessary):**

Recommendation from the Community Preservation Committee that \$1,948,056 in Community Preservation Act funding, which represents 35% of the Community Preservation Program’s FY23 annual funds, be appropriated, with \$556,588 to come from the FY23 Community Housing Reserve Account and \$1,391,468 to come from FY23 Unrestricted Funding Account, to the control of the Planning & Development Department to provide funding to the Newton Affordable Housing Trust for future projects that meet one or more of the CPA’s eligible funding categories for Community Housing projects.

**2. The purpose and intended outcome of this item is:**

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Fact-finding & discussion          | <input type="checkbox"/> Ordinance change         |
| <input checked="" type="checkbox"/> Appropriation, transfer,           | <input type="checkbox"/> Resolution               |
| <input checked="" type="checkbox"/> Expenditure, or bond authorization | <input type="checkbox"/> License or renewal       |
| <input type="checkbox"/> Special permit, site plan approval,           | <input type="checkbox"/> Appointment confirmation |
| <input type="checkbox"/> Zone change (public hearing required)         | <input type="checkbox"/> Other: _____             |

**3. I recommend that this item be assigned to the following committees:**

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Programs & Services          | <input checked="" type="checkbox"/> Finance | <input type="checkbox"/> Real Property     |
| <input checked="" type="checkbox"/> Zoning & Planning | <input type="checkbox"/> Public Safety      | <input type="checkbox"/> Special Committee |
| <input type="checkbox"/> Public Facilities            | <input type="checkbox"/> Land Use           | <input type="checkbox"/> No Opinion        |

**4. This item should be taken up in committee:**

Immediately (Emergency only, please). Please state nature of emergency:

- As soon as possible, preferably within a month
- In due course, at discretion of Committee Chair
- When certain materials are made available, as noted in 7 & 8 on reverse
- Following public hearing

5. I estimate that consideration of this item will require approximately:

- One half hour or less
- More than one hour
- More than one meeting
- Up to one hour
- An entire meeting
- Extended deliberation by subcommittee

6. The following people should be notified and asked to attend deliberations on this item. (Please check those with whom you have already discussed the issue, especially relevant Department Heads):

City personnel

Citizens (include telephone numbers/email please)

Lara Kritzer

Ann Houston - ahouston.houston@gmail.com

Barney Heath

Peter Sargent - peterbsargent68@gmail.com

Amanda Berman

\_\_\_\_\_

Eamon Bencivengo

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

7. The following background materials and/or drafts should be obtained or prepared by the Clerk's office prior to scheduling this item for discussion:

8. I  have or  intend to provide additional materials and/or undertake the following research independently prior to scheduling the item for discussion. \*

CPC Funding Recommendation and the Newton Affordable Housing Trust Proposal

(\*Note to docketer: Please provide any additional materials beyond the foregoing to the Clerk's office by 2 p.m. on Friday before the upcoming Committee meeting when the item is scheduled to be discussed so that Councilors have a chance to review all relevant materials before a scheduled discussion.)

Please check the following:

- 9.  I would like to discuss this item with the Chairman before any decision is made on how and when to proceed.
- 10.  I would like the Clerk's office to contact me to confirm that this item has been docketed. My daytime phone number is:
- 11.  I would like the Clerk's office to notify me when the Chairman has scheduled the item for discussion.

Thank you.

Lara Kritzer  
Signature of person docketing the item

[Please retain a copy for your own records]



Commonwealth of Massachusetts  
**DEPARTMENT OF HOUSING &  
 COMMUNITY DEVELOPMENT**

Charles D. Baker, Governor ♦ Karyn E. Polito, Lt. Governor ♦ Jennifer D. Maddox, Undersecretary

Issue Date: August 10, 2022

**Compliance Guidelines for Multi-family Zoning Districts  
 Under Section 3A of the Zoning Act**

**1. Overview of Section 3A of the Zoning Act**

Section 3A of the Zoning Act provides: *An MBTA community shall have a zoning ordinance or by-law that provides for at least 1 district of reasonable size in which multi-family housing is permitted as of right; provided, however, that such multi-family housing shall be without age restrictions and shall be suitable for families with children. For the purposes of this section, a district of reasonable size shall: (i) have a minimum gross density of 15 units per acre, subject to any further limitations imposed by section 40 of chapter 131 and title 5 of the state environmental code established pursuant to section 13 of chapter 21A; and (ii) be located not more than 0.5 miles from a commuter rail station, subway station, ferry terminal or bus station, if applicable.*

The purpose of Section 3A is to encourage the production of multi-family housing by requiring MBTA communities to adopt zoning districts where multi-family housing is allowed as of right, and that meet other requirements set forth in the statute.

The Department of Housing and Community Development, in consultation with the Massachusetts Bay Transportation Authority and the Massachusetts Department of Transportation, is required to promulgate guidelines to determine if an MBTA community is in compliance with Section 3A. DHCD promulgated preliminary guidance on January 29, 2021. DHCD updated that preliminary guidance on December 15, 2021, and on that same date issued draft guidelines for public comment. These final guidelines supersede all prior guidance and set forth how MBTA communities may achieve compliance with Section 3A.

**2. Definitions**

“Adjacent community” means an MBTA community that (i) has within its boundaries less than 100 acres of developable station area, and (ii) is not an adjacent small town.

“Adjacent small town” means an MBTA community that (i) has within its boundaries less than 100 acres of developable station area, and (ii) either has a population density of less than 500 persons per square mile, or a population of not more than 7,000 year-round residents as determined in the most recently published United States Decennial Census of Population and Housing.

“Affordable unit” means a multi-family housing unit that is subject to an affordable housing restriction with a term of no less than 30 years and eligible for inclusion on DHCD’s Subsidized Housing Inventory.

“Age-restricted housing” means any housing unit encumbered by a title restriction requiring a minimum age for some or all occupants.

“As of right” means development that may proceed under a zoning ordinance or by-law without the need for a special permit, variance, zoning amendment, waiver, or other discretionary zoning approval.

“Bus station” means a location with a passenger platform and other fixed infrastructure serving as a point of embarkation for the MBTA Silver Line. Upon the request of an MBTA community, DHCD, in consultation with the MBTA, may determine that other locations qualify as a bus station if (i) such location has a sheltered platform or other fixed infrastructure serving a point of embarkation for a high-capacity MBTA bus line, and (ii) the area around such fixed infrastructure is highly suitable for multi-family housing.

“Commuter rail community” means an MBTA community that (i) does not meet the criteria for a rapid transit community, and (ii) has within its borders at least 100 acres of developable station area associated with one or more commuter rail stations.

“Commuter rail station” means any MBTA commuter rail station with year-round, rather than intermittent, seasonal, or event-based, service, including stations under construction and scheduled to being service before the end of 2023, but not including existing stations at which service will be terminated, or reduced below regular year-round service, before the end of 2023.

“Compliance model” means the model created by DHCD to determine compliance with Section 3A’s reasonable size, gross density, and location requirements. The compliance model is described in further detail in Appendix 2.

“Determination of compliance” means a determination made by DHCD as to whether an MBTA community has a multi-family zoning district that complies with the requirements of Section 3A. A determination of compliance may be determination of interim compliance or a determination of district compliance, as described in section 9.

“Developable land” means land on which multi-family housing can be permitted and constructed. For purposes of these guidelines, developable land consists of: (i) all privately-owned land except lots or portions of lots that meet the definition of excluded land, and (ii) developable public land.

“Developable public land” means any publicly-owned land that (i) is used by a local housing authority; (ii) has been identified as a site for housing development in a housing production plan approved by DHCD; or (iii) has been designated by the public owner for disposition and redevelopment. Other publicly-owned land may qualify as developable public land if DHCD determines, at the request of an MBTA community and after consultation with the public owner, that such land is the location of obsolete structures or uses, or otherwise is suitable for conversion to

multi-family housing, and will be converted to or made available for multi-family housing within a reasonable period of time.

“Developable station area” means developable land that is within 0.5 miles of a transit station.

“DHCD” means the Department of Housing and Community Development.

“EOHED” means the Executive Office of Housing and Economic Development.

“Excluded land” means land areas on which it is not possible or practical to construct multi-family housing. For purposes of these guidelines, excluded land is defined by reference to the ownership, use codes, use restrictions, and hydrological characteristics in MassGIS and consists of the following:

- (i) All publicly-owned land, except for lots or portions of lots determined to be developable public land.
- (ii) All rivers, streams, lakes, ponds and other surface waterbodies.
- (iii) All wetland resource areas, together with a buffer zone around wetlands and waterbodies equivalent to the minimum setback required by title 5 of the state environmental code.
- (iv) Protected open space and recreational land that is legally protected in perpetuity (for example, land owned by a local land trust or subject to a conservation restriction), or that is likely to remain undeveloped due to functional or traditional use (for example, cemeteries).
- (v) All public rights-of-way and private rights-of-way.
- (vi) Privately-owned land on which development is prohibited to protect private or public water supplies, including, but not limited to, Zone I wellhead protection areas and Zone A surface water supply protection areas.
- (vii) Privately-owned land used for educational or institutional uses such as a hospital, prison, electric, water, wastewater or other utility, museum, or private school, college or university.

“Ferry terminal” means the location where passengers embark and disembark from regular, year-round MBTA ferry service.

“Gross density” means a units-per-acre density measurement that includes land occupied by public rights-of-way and any recreational, civic, commercial, and other nonresidential uses.

“Housing suitable for families” means housing comprised of residential dwelling units that are not age-restricted housing, and for which there are no zoning restriction on the number of bedrooms, the size of bedrooms, or the number of occupants.

“Listed funding sources” means (i) the Housing Choice Initiative as described by the governor in a message to the general court dated December 11, 2017; (ii) the Local Capital Projects Fund established in section 2E of chapter 29; and (iii) the MassWorks infrastructure program established in section 63 of chapter 23A.

“Lot” means an area of land with definite boundaries that is used or available for use as the site of a building or buildings.

“MassGIS data” means the comprehensive, statewide database of geospatial information and mapping functions maintained by the Commonwealth's Bureau of Geographic Information, within the Executive Office of Technology Services and Security, including the lot boundaries and use codes provided by municipalities.

“MBTA” means the Massachusetts Bay Transportation Authority.

“MBTA community” means a city or town that is: (i) one of the 51 cities and towns as defined in section 1 of chapter 161A; (ii) one of the 14 cities and towns as defined in said section 1 of said chapter 161A; (iii) other served communities as defined in said section 1 of said chapter 161A; or (iv) a municipality that has been added to the Massachusetts Bay Transportation Authority under section 6 of chapter 161A or in accordance with any special law relative to the area constituting the authority.

“Multi-family housing” means a building with 3 or more residential dwelling units or 2 or more buildings on the same lot with more than 1 residential dwelling unit in each building.

“Multi-family unit capacity” means an estimate of the total number of multi-family housing units that can be developed as of right within a multi-family zoning district, made in accordance with the requirements of section 5.b below.

“Multi-family zoning district” means a zoning district, including a base district or an overlay district, in which multi-family housing is allowed as of right; provided that the district shall be in a fixed location or locations, and shown on a map that is part of the zoning ordinance or by-law.

“One Stop Application” means the single application portal for the Community One Stop for Growth through which (i) the Executive Office of Housing and Economic Development considers requests for funding from the MassWorks infrastructure program; (ii) DHCD considers requests for funding from the Housing Choice Initiative, (iii) EOHEd, DHCD and other state agencies consider requests for funding from other discretionary grant programs.

“Private rights-of-way” means land area within which private streets, roads and other ways have been laid out and maintained, to the extent such land areas can be reasonably identified by examination of available tax parcel data.

“Publicly-owned land” means (i) any land owned by the United States or a federal agency or authority; (ii) any land owned by the Commonwealth of Massachusetts or a state agency or authority; and (iii) any land owned by a municipality or municipal board or authority.

“Public rights-of-way” means land area within which public streets, roads and other ways have been laid out and maintained, to the extent such land areas can be reasonably identified by examination of available tax parcel data.

“Rapid transit community” means an MBTA community that has within its borders at least 100 acres of developable station area associated with one or more subway stations, or MBTA Silver Line bus rapid transit stations.

“Residential dwelling unit” means a single unit providing complete, independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking and sanitation.

“Section 3A” means section 3A of the Zoning Act.

“Sensitive land” means developable land that, due to its soils, slope, hydrology, or other physical characteristics, has significant conservation values that could be impaired, or vulnerabilities that could be exacerbated, by the development of multi-family housing. It also includes locations where multi-family housing would be at increased risk of damage caused by flooding. Sensitive land includes, but is not limited to, wetland buffer zones extending beyond the title 5 setback area; land subject to flooding that is not a wetland resource area; priority habitat for rare or threatened species; DEP-approved wellhead protection areas in which development may be restricted, but is not prohibited (Zone II and interim wellhead protection areas); and land areas with prime agricultural soils that are in active agricultural use.

“Site plan review” means a process established by local ordinance or by-law by which a local board reviews, and potentially imposes conditions on, the appearance and layout of a specific project prior to the issuance of a building permit.

“Subway station” means any of the stops along the MBTA Red Line, Green Line, Orange Line, or Blue Line, including any extensions to such lines now under construction and scheduled to begin service before the end of 2023.

“Transit station” means an MBTA subway station, commuter rail station, ferry terminal or bus station.

“Transit station area” means the land area within 0.5 miles of a transit station.

“Zoning Act” means chapter 40A of the Massachusetts General Laws.

### **3. General Principles of Compliance**

These compliance guidelines describe how an MBTA community can comply with the requirements of Section 3A. The guidelines specifically address:

- What it means to allow multi-family housing “as of right.”
- The metrics that determine if a multi-family zoning district is “of reasonable size.”
- How to determine if a multi-family zoning district has a minimum gross density of 15 units per acre, subject to any further limitations imposed by section 40 of chapter 131 and title 5 of the state environmental code.

- The meaning of Section 3A’s mandate that “such multi-family housing shall be without age restrictions and shall be suitable for families with children.”
- The extent to which MBTA communities have flexibility to choose the location of a multi-family zoning district.

The following general principles have informed the more specific compliance criteria that follow:

- MBTA communities with subway stations, commuter rail stations and other transit stations benefit from having these assets located within their boundaries and should provide opportunity for multi-family housing development around these assets. MBTA communities with no transit stations within their boundaries benefit from proximity to transit stations in nearby communities.
- The multi-family zoning districts required by Section 3A should encourage the development of multi-family housing projects of a scale, density and aesthetic that are compatible with existing surrounding uses, and minimize impacts to sensitive land.
- “Reasonable size” is a relative rather than an absolute determination. Because of the diversity of MBTA communities, a multi-family zoning district that is “reasonable” in one city or town may not be reasonable in another city or town.
- When possible, multi-family zoning districts should be in areas that have safe, accessible, and convenient access to transit stations for pedestrians and bicyclists.

#### **4. Allowing Multi-Family Housing “As of Right”**

To comply with Section 3A, a multi-family zoning district must allow multi-family housing “as of right,” meaning that the construction and occupancy of multi-family housing is allowed in that district without the need for a special permit, variance, zoning amendment, waiver, or other discretionary approval. DHCD will determine whether zoning provisions allow for multi-family housing as of right consistent with the following guidelines.

##### *a. Site plan review*

The Zoning Act does not establish nor recognize site plan review as an independent method of regulating land use. However, the Massachusetts courts have recognized site plan review as a permissible regulatory tool, including for uses that are permitted as of right. The court decisions establish that when site plan review is required for a use permitted as of right, site plan review involves the regulation of a use and not its outright prohibition. The scope of review is therefore limited to imposing reasonable terms and conditions on the proposed use, consistent with applicable case law.<sup>1</sup> These guidelines similarly recognize that site plan review may be required for multi-

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<sup>1</sup> See, e.g., *Y.D. Dugout, Inc. v. Board of Appeals of Canton*, 357 Mass. 25 (1970); *Prudential Insurance Co. of America v. Board of Appeals of Westwood*, 23 Mass. App. Ct. 278 (1986); *Osberg v. Planning Bd. of Sturbridge*, 44 Mass. App. Ct. 56, 59 (1997) (Planning Board “may impose reasonable terms and conditions on the proposed use, but it does not have discretionary power to deny the use”).

family housing projects that are allowed as of right, within the parameters established by the applicable case law. Site plan approval may regulate matters such as vehicular access and circulation on a site, architectural design of a building, and screening of adjacent properties. Site plan review should not unreasonably delay a project nor impose conditions that make it infeasible or impractical to proceed with a project that is allowed as of right and complies with applicable dimensional regulations.

*b. Affordability requirements*

Section 3A does not include any express requirement or authorization for an MBTA community to require affordable units in a multi-family housing project that is allowed as of right. It is a common practice in many cities and towns to require affordable units in a multi-family project that requires a special permit, or as a condition for building at greater densities than the zoning otherwise would allow. These inclusionary zoning requirements serve the policy goal of increasing affordable housing production. If affordability requirements are excessive, however, they can make it economically infeasible to construct new multi-family housing.

For purposes of making compliance determinations with Section 3A, DHCD will consider an affordability requirement to be consistent with as of right zoning as long as: (i) any affordable units required by the zoning are eligible to be listed on DHCD's Subsidized Housing Inventory; (ii) the zoning requires not more than 10 percent of the units in a project to be affordable units; and (iii) the cap on the income of families or individuals who are eligible to occupy the affordable units is not less than 80 percent of area median income. Notwithstanding the foregoing, the percentage of units required to be affordable units may be up to, but not more than, 20 percent of the units in a project, only if (i) the affordability requirement applicable in the multi-family zoning district pre-dates the enactment of Section 3A and the MBTA community demonstrates to DHCD that the affordability requirement has not made and will not make multi-family housing production infeasible, or (ii) the multi-family zoning district requires DHCD review and approval as a smart growth district under chapter 40R, or under another zoning incentive program administered by DHCD.

*c. Other requirements that do not apply uniformly in the multi-family zoning district*

Zoning will not be deemed compliant with Section 3A's requirement that multi-family housing be allowed as of right if the zoning imposes requirements on multi-family housing that are not generally applicable to other uses. The following are examples of requirements that would be deemed to be inconsistent with "as of right" use: (i) a requirement that multi-family housing meet higher energy efficiency standards than other uses; (ii) a requirement that a multi-family use achieve a third party certification that is not required for other uses in the district; and (iii) a requirement that multi-family use must be combined with commercial or other uses on the same lot or as part of a single project. Mixed use projects may be allowed as of right in a multi-family zoning district, as long as multi-family housing is separately allowed as of right.

**5. Determining "Reasonable Size"**

In making determinations of "reasonable size," DHCD will take into consideration both the land area of the multi-family zoning district, and the multi-family zoning district's multi-family unit capacity.

a. *Minimum land area*

A zoning district is a specifically delineated land area with uniform regulations and requirements governing the use of land and the placement, spacing, and size of buildings. For purposes of compliance with Section 3A, a multi-family zoning district should be a neighborhood-scale district, not a single development site on which the municipality is willing to permit a particular multi-family project. DHCD will certify compliance with Section 3A only if an MBTA community’s multi-family zoning district meets the minimum land area applicable to that MBTA community, if any, as set forth in Appendix 1. The minimum land area for each MBTA community has been determined as follows:

- (i) In rapid transit communities, commuter rail communities, and adjacent communities, the minimum land area of the multi-family zoning district is 50 acres, or 1.5% of the developable land in an MBTA community, whichever is *less*. In certain cases, noted in Appendix 1, a smaller minimum land area applies.
- (ii) In adjacent small towns, there is no minimum land area. In these communities, the multi-family zoning district may comprise as many or as few acres as the community determines is appropriate, as long as the district meets the applicable minimum multi-family unit capacity and the minimum gross density requirements.

In all cases, at least half of the multi-family zoning district land areas must comprise contiguous lots of land. No portion of the district that is less than 5 contiguous acres land will count toward the minimum size requirement. If the multi-family unit capacity and gross density requirements can be achieved in a district of fewer than 5 acres, then the district must consist entirely of contiguous lots.

b. *Minimum multi-family unit capacity*

A reasonably sized multi-family zoning district must also be able to accommodate a reasonable number of multi-family housing units as of right. For purposes of determinations of compliance with Section 3A, DHCD will consider a reasonable multi-family unit capacity for each MBTA community to be a specified percentage of the total number of housing units within the community, with the applicable percentage based on the type of transit service in the community, as shown on Table 1:

Table 1.

<b>Category</b>	<b>Percentage of total housing units</b>
Rapid transit community	25%
Commuter rail community	15%
Adjacent community	10%
Adjacent small town	5%

To be deemed in compliance with Section 3A, each MBTA community must have a multi-family zoning district with a multi-family unit capacity equal to or greater than the minimum unit capacity shown for it in Appendix 1. The minimum multi-family unit capacity for each MBTA community has been determined as follows:

- (i) First, by multiplying the number of housing units in that community by 0.25, 0.15, 0.10, or .05 depending on the MBTA community category. For example, a rapid transit community with 7,500 housing units is required to have a multi-family zoning district with a multi-family unit capacity of  $7,500 \times 0.25 = 1,875$  multi-family units. For purposes of these guidelines, the number of total housing units in each MBTA community has been established by reference to the most recently published United States Decennial Census of Population and Housing.
- (ii) Second, when there is a minimum land area applicable to an MBTA community, by multiplying that minimum land area (up to 50 acres) by Section 3A's minimum gross density requirement of 15 units per acre. The product of that multiplication creates a floor on multi-family unit capacity. For example, an MBTA community with a minimum land area of 40 acres must have a district with a multi-family unit capacity of at least 600 (40 x 15) units.
- (iii) The minimum unit capacity applicable to each MBTA community is *the greater of* the numbers resulting from steps (i) and (ii) above, but subject to the following limitation: In no case does the minimum multi-family unit capacity exceed 25% of the total housing units in that MBTA community.

*Example: The minimum multi-family unit capacity for an adjacent community with 1,000 housing units and a minimum land area of 50 acres is determined as follows:(i) first, by multiplying  $1,000 \times .1 = 100$  units; (ii) second, by multiplying  $50 \times 15 = 750$  units;(iii) by taking the larger number, but adjusting that number down, if necessary, so that unit capacity is no more than 25% of  $1,000 = 250$  units. In this case, the adjustment in step (iii) results in a minimum unit capacity of 250 units.*

- c. *Methodology for determining a multi-family zoning district's multi-family unit capacity*

MBTA communities seeking a determination of compliance must use the DHCD compliance model to provide an estimate of the number of multi-family housing units that can be developed as of right within the multi-family zoning district. The multi-family unit capacity of an existing or proposed district shall be calculated using the unit capacity worksheet described in Appendix 2. This worksheet produces an estimate of a district's multi-family unit capacity using inputs such as the amount of developable land in the district, the dimensional requirements applicable to lots and buildings (including, for example, height limitations, lot coverage limitations, and maximum floor area ratio), and the parking space requirements applicable to multi-family uses.

Minimum unit capacity is a measure of whether a multi-family zoning district is of a reasonable size, not a requirement to produce housing units. Nothing in Section 3A or these guidelines should be interpreted as a mandate to construct a specified number of housing units, nor as a housing production target. Demonstrating compliance with the minimum multi-family unit capacity requires only that an MBTA community show that the zoning allows multi-family housing as of right and that a sufficient number of multi-family housing units could be added to or replace existing uses and structures over time—even though such additions or replacements may be unlikely to occur soon.

If an MBTA community has two or more zoning districts in which multi-family housing is allowed as of right, then two or more districts may be considered cumulatively to meet the minimum land area and minimum multi-family unit capacity requirements, as long as each district independently complies with Section 3A's other requirements.

d. *Water and wastewater infrastructure within the multi-family zoning district*

MBTA communities are encouraged to consider the availability of water and wastewater infrastructure when selecting the location of a new multi-family zoning district. But compliance with Section 3A does not require a municipality to install new water or wastewater infrastructure, or add to the capacity of existing infrastructure, to accommodate future multi-family housing production within the multi-family zoning district. In most cases, multi-family housing can be created using private septic and wastewater treatment systems that meet state environmental standards. Where public systems currently exist, but capacity is limited, private developers may be able to support the cost of necessary water and sewer extensions. While the zoning must allow for gross average density of at least 15 units per acre, there may be other legal or practical limitations, including lack of infrastructure or infrastructure capacity, that result in actual housing production at lower density than the zoning allows.

The multi-family unit capacity analysis does not need to take into consideration limitations on development resulting from existing water or wastewater infrastructure within the multi-family zoning district, or, in areas not served by public sewer, any applicable limitations under title 5 of the state environmental code. For purposes of the unit capacity analysis, it is assumed that housing developers will design projects that work within existing water and wastewater constraints, and that developers, the municipality, or the Commonwealth will provide funding for infrastructure upgrades as needed for individual projects.

**6. Minimum Gross Density**

Section 3A expressly requires that a multi-family zoning district—not just the individual lots of land within the district—must have a minimum gross density of 15 units per acre, subject to any further limitations imposed by section 40 of chapter 131 and title 5 of the state environmental code established pursuant to section 13 of chapter 21A. The Zoning Act defines “gross density” as “a units-per-acre density measurement that includes land occupied by public rights-of-way and any recreational, civic, commercial and other nonresidential uses.”

a. *District-wide gross density*

To meet the district-wide gross density requirement, the dimensional restrictions and parking requirements for the multi-family zoning district must allow for a gross density of 15 units per acre of land within the district. By way of example, to meet that requirement for a 40-acre multi-family zoning district, the zoning must allow for at least 15 multi-family units per acre, or a total of at least 600 multi-family units.

For purposes of determining compliance with Section 3A's gross density requirement, the DHCD compliance model will not count in the denominator any excluded land located within the multi-family zoning district, except public rights-of-way, private rights-of-way, and publicly-owned land used for recreational, civic, commercial, and other nonresidential uses. This method of

calculating minimum gross density respects the Zoning Act’s definition of gross density—“a units-per-acre density measurement that includes land occupied by public rights-of-way and any recreational, civic, commercial and other nonresidential uses”—while making it unnecessary to draw patchwork multi-family zoning districts that carve out wetlands and other types of excluded land that are not developed or developable.

b. *Achieving district-wide gross density by sub-districts*

Zoning ordinances and by-laws typically limit the unit density on individual lots. To comply with Section 3A’s gross density requirement, an MBTA community may establish reasonable sub-districts within a multi-family zoning district, with different density limits for each sub-district, provided that the gross density for the district as a whole meets the statutory requirement of not less than 15 multi-family units per acre. DHCD will review sub-districts to ensure that the density allowed as of right in each sub-district is reasonable and not intended to frustrate the purpose of Section 3A by allowing projects of a such high density that they are not likely to be constructed.

c. *Wetland and septic considerations relating to density*

Section 3A provides that a district of reasonable size shall have a minimum gross density of 15 units per acre, “subject to any further limitations imposed by section 40 of chapter 131 and title 5 of the state environmental code established pursuant to section 13 of chapter 21A.” This directive means that even though the zoning district must permit 15 units per acre as of right, any multi-family housing produced within the district is subject to, and must comply with, the state wetlands protection act and title 5 of the state environmental code—even if such compliance means a proposed project will be less dense than 15 units per acre.

## 7. **Determining Suitability for Families with Children**

Section 3A states that a compliant multi-family zoning district must allow multi-family housing as of right, and that “such multi-family housing shall be without age restrictions and shall be suitable for families with children.” DHCD will deem a multi-family zoning district to comply with these requirements as long as the zoning does not require multi-family uses to include units with age restrictions, and does not limit or restrict the size of the units, cap the number of bedrooms, the size of bedrooms, or the number of occupants, or impose a minimum age of occupants. Limits, if any, on the size of units or number of bedrooms established by state law or regulation are not relevant to Section 3A or to determinations of compliance made pursuant to these guidelines.

## 8. **Location of Districts**

a. *General rule for determining the applicability of Section 3A’s location requirement*

Section 3A states that a compliant multi-family zoning district shall “be located not more than 0.5 miles from a commuter rail station, subway station, ferry terminal or bus station, if applicable.” When an MBTA community has only a small amount of transit station area within its boundaries, it may not be possible or practical to locate all of the multi-family zoning district within 0.5 miles of a transit station. Transit station area may not be a practical location for a multi-family zoning district if it does not include developable land where multi-family housing can actually be

constructed. Therefore, for purposes of determining compliance with Section 3A, DHCD will consider the statute’s location requirement to be “applicable” to a particular MBTA community only if that community has within its borders at least 100 acres of developable station area. DHCD will require more or less of the multi-family zoning district to be located within transit station areas depending on how much total developable station area is in that community, as shown on Table 2:

Table 2.

<u>Total developable station area within the MBTA community (acres)</u>	<u>Portion of the multi-family zoning district that must be within a transit station area</u>
0-100	0%
101-250	20%
251-400	40%
401-600	50%
601-800	75%
801+	90%

The percentages specified in this table apply to both the minimum land area and the minimum multi-family unit capacity. For example, in an MBTA community that has a total of 500 acres of transit station area within its boundaries, a multi-family zoning district will comply with Section 3A’s location requirement if at least 50 percent of the district’s minimum land area is located within the transit station area, *and* at least 50 percent of the district’s minimum multi-family unit capacity is located within the transit station area.

A community with transit station areas associated with more than one transit station may locate the multi-family zoning district in any of the transit station areas. For example, a rapid transit community with transit station area around a subway station in one part of town, and transit station area around a commuter rail station in another part of town, may locate its multi-family zoning district in either or both transit station areas.

*b. MBTA communities with limited or no transit station area*

When an MBTA community has less than 100 acres of developable station area within its boundaries, the MBTA community may locate the multi-family zoning district anywhere within its boundaries. To encourage transit-oriented multi-family housing consistent with the general intent of Section 3A, MBTA communities are encouraged to consider locating the multi-family zoning district in an area with reasonable access to a transit station based on existing street patterns, pedestrian connections, and bicycle lanes, or in an area that qualifies as an “eligible location” as defined in Chapter 40A—for example, near an existing downtown or village center, near a regional transit authority bus stop or line, or in a location with existing under-utilized facilities that can be redeveloped into new multi-family housing.

*c. General guidance on district location applicable to all MBTA communities*

When choosing the location of a new multi-family zoning district, every MBTA community should consider how much of a proposed district is sensitive land on which permitting requirements and other considerations could make it challenging or inadvisable to construct multi-family housing. For example, an MBTA community may want to avoid including in a multi-family zoning district

areas that are subject to flooding, or are known habitat for rare or threatened species, or have prime agricultural soils in active agricultural use.

**9. Determinations of Compliance**

Section 3A provides that any MBTA community that fails to comply with Section 3A’s requirements will be ineligible for funding from any of the listed funding sources. DHCD will make determinations of compliance with Section 3A in accordance with these guidelines to inform state agency decisions on which MBTA communities are eligible to receive funding from the listed funding sources. Determinations of compliance also may inform funding decisions by EOHED, DHCD, the MBTA and other state agencies which consider local housing policies when evaluating applications for discretionary grant programs, or making other discretionary funding decisions.

DHCD interprets Section 3A as allowing every MBTA community a reasonable opportunity to enact zoning amendments as needed to come into compliance. Accordingly, DHCD will recognize both *interim* compliance, which means an MBTA community is taking active steps to enact a multi-family zoning district that complies with Section 3A, and *district* compliance, which is achieved when DHCD determines that an MBTA community has a multi-family zoning district that complies with Section 3A. The requirements for interim and district compliance are described in more detail below.

Table 3.

<b>Transit Category (# of municipalities)</b>	<b>Deadline to Submit Action Plan</b>	<b>Deadline to Submit District Compliance Application</b>
Rapid transit community (12)	January 31, 2023	December 31, 2023
Commuter rail community (71)	January 31, 2023	December 31, 2024
Adjacent community (58)	January 31, 2023	December 31, 2024
Adjacent small town (34)	January 31, 2023	December 31, 2025

*a. Process to achieve interim compliance*

Many MBTA communities do not currently have a multi-family zoning district of reasonable size that complies with the requirements of Section 3A. Prior to achieving district compliance (but no later than the deadlines set forth in Table 3), these MBTA communities can achieve interim compliance by taking the following affirmative steps towards the creation of a compliant multi-family zoning district.

- i. *Creation and submission of an action plan.* An MBTA community seeking to achieve interim compliance must first submit an action plan on a form to be provided by DHCD. An MBTA community action plan must provide information about current zoning, past planning for multi-family housing, if any, and potential locations for a multi-family zoning district. The action plan also will require the MBTA community to establish a timeline for various actions needed to create a compliant multi-family zoning district.
- ii. *DHCD approval of an action plan.* DHCD will review each submitted action plan for consistency with these guidelines, including but not limited to the timelines in

Table 3. If DHCD determines that the MBTA community's action plan is reasonable and will lead to district compliance in a timely manner, DHCD will issue a determination of interim compliance. DHCD may require modifications to a proposed action plan prior to approval.

- iii. *Implementation of the action plan.* After DHCD approves an action plan and issues a determination of interim compliance, an MBTA community must diligently implement the action plan. DHCD may revoke a determination of interim compliance if an MBTA community has not made sufficient progress in implementing an approved action plan. DHCD and EOHED will review an MBTA community's progress in implementing its action plan prior to making an award of funds under the Housing Choice Initiative and Massworks infrastructure program.
  - iv. *Deadlines for submitting action plans.* To achieve interim compliance for grants made through the 2023 One Stop Application, action plans must be submitted by no later than January 31, 2023. An MBTA community that does not submit an action plan by that date may not receive a DHCD determination of interim compliance in time to receive an award of funds from the listed funding sources in 2023. An MBTA community that does not achieve interim compliance in time for the 2023 One Stop Application may submit an action plan to become eligible for a subsequent round of the One Stop Application, provided that an action plan must be submitted by no later than January 31 of the year in which the MBTA community seeks to establish grant eligibility; and provided further that no action plan may be submitted or approved after the applicable district compliance application deadline set forth in Table 3.
- b. *Assistance for communities implementing an action plan.*

MBTA communities are encouraged to communicate as needed with DHCD staff throughout the process of implementing an action plan. DHCD will endeavor to respond to inquiries about whether a proposed multi-family zoning district complies with Section 3A prior to a vote by the municipal legislative body to create or modify such a district. Such requests shall be made on a form to be provided by DHCD and should be submitted at least 90 days prior to the vote of the legislative body.

c. *Requests for determination of district compliance*

When an MBTA community believes it has a multi-family zoning district that complies with Section 3A, it may request a determination of district compliance from DHCD. Such a request may be made for a multi-family zoning district that was in existence on the date that Section 3A became law, or for a multi-family zoning district that was created or amended after the enactment of Section 3A. In either case, such request shall be made on an application form required by DHCD and shall include, at a minimum, the following information. Municipalities will need to submit:

- (i) A certified copy of the municipal zoning ordinance or by-law and zoning map, including all provisions that relate to uses and structures in the multi-family zoning district.
- (ii) An estimate of multi-family unit capacity using the compliance model.

- (iii) GIS shapefile for the multi-family zoning district.
- (iv) In the case of a by-law enacted by a town, evidence that the clerk has submitted a copy of the adopted multi-family zoning district to the office of the Attorney General for approval as required by state law, or evidence of the Attorney General's approval.

After receipt of a request for determination of district compliance, DHCD will notify the requesting MBTA community within 30 days if additional information is required to process the request. Upon reviewing a complete application, DHCD will provide the MBTA community a written determination either stating that the existing multi-family zoning district complies with Section 3A, or identifying the reasons why the multi-family zoning district fails to comply with Section 3A and the steps that must be taken to achieve compliance. An MBTA community that has achieved interim compliance prior to requesting a determination of district compliance shall remain in interim compliance for the period during which a request for determination of district compliance, with all required information, is pending at DHCD.

#### **10. Ongoing Obligations; Rescission of a Determination of Compliance**

After receiving a determination of compliance, an MBTA community must notify DHCD in writing of any zoning amendment or proposed zoning amendment that affects the compliant multi-family zoning district, or any other by-law, ordinance, rule or regulation that limits the development of multi-family housing in the multi-family zoning district. DHCD may rescind a determination of district compliance, or require changes to a multi-family zoning district to remain in compliance, if DHCD determines that:

- (i) The MBTA community submitted inaccurate information in its application for a determination of compliance;
- (ii) The MBTA community failed to notify DHCD of a zoning amendment that affects the multi-family zoning district;
- (iii) The MBTA community enacts or amends any by-law or ordinance, or other rule or regulation, that materially alters the minimum land area and/or the multi-family unit capacity in the multi-family zoning district;
- (iv) A board, authority or official in the MBTA community does not issue permits, or otherwise acts or fails to act, to allow construction of a multi-family housing project that is allowed as of right in the multi-family zoning district;
- (v) The MBTA community takes other action that causes the multi-family zoning district to no longer comply with Section 3A; or
- (vi) An MBTA community with an approved multi-family zoning district has changed transit category as a result of a newly opened or decommissioned transit station, or the establishment of permanent, regular service at a transit station where there was formerly intermittent or event-based service.

#### **11. Changes to MBTA Service**

Section 3A applies to the 175 MBTA communities identified in section 1A of the Zoning Act and section 1 of chapter 161A of the General Laws. When MBTA service changes, the list of MBTA communities and/or the transit category assignments of those MBTA communities in Appendix 1 may change as well.

The transit category assignments identified in Appendix 1 of these guidelines reflect certain MBTA service changes that will result from new infrastructure now under construction in connection with the South Coast Rail and Green Line Extension projects. These service changes include the opening of new Green Line stations and commuter rail stations, as well as the elimination of regular commuter rail service at the Lakeville station. These changes are scheduled to take effect in all cases a year or more before any municipal district compliance deadline. Affected MBTA communities are noted in Appendix 1.

Municipalities that are not now identified as MBTA communities and may be identified as such in the future are not addressed in these guidelines or included in Appendix 1. New MBTA communities will be addressed with revisions to Appendix 1, and separate compliance timelines, in the future.

Future changes to Silver Line routes or stations may change district location requirements when expanded high-capacity service combined with new facilities creates a bus station where there was not one before. Changes to other bus routes, including the addition or elimination of bus stops or reductions or expansions of bus service levels, do not affect the transit categories assigned to MBTA communities and will not affect location requirements for multi-family zoning districts. Any future changes to MBTA transit service, transit routes and transit service levels are determined by the MBTA Board of Directors consistent with the MBTA's Service Delivery Policy.

### **List of Appendices:**

Appendix 1: MBTA Community Categories and Requirements

Appendix 2: Compliance Methodology/Model

## Appendix 1:

**MBTA Community Categories and Requirements**

<b>Community</b>	<b>Community category</b>	<b>2020 Housing Units</b>	<b>Minimum multi-family unit capacity*</b>	<b>Minimum land area**</b>	<b>Developable station area***</b>	<b>% of district to be located in station area</b>
Abington	Commuter Rail	6,811	1,022	50	307	40%
Acton	Commuter Rail	9,219	1,383	50	246	20%
Amesbury	Adjacent Community	7,889	789	50	-	0%
Andover	Commuter Rail	13,541	2,031	50	587	50%
Arlington	Adjacent Community	20,461	2,046	32	58	0%
Ashburnham	Adjacent Small Town	2,730	137	-	-	0%
Ashby	Adjacent Small Town	1,243	62	-	-	0%
Ashland	Commuter Rail	7,495	1,124	50	272	40%
Attleboro	Commuter Rail	19,097	2,865	50	467	50%
Auburn	Adjacent Community	6,999	750	50	-	0%
Ayer	Commuter Rail	3,807	750	50	284	40%
Bedford	Adjacent Community	5,444	750	50	-	0%
Bellingham	Adjacent Community	6,749	750	50	-	0%
Belmont	Commuter Rail	10,882	1,632	27	502	50%
Berkley	Adjacent Small Town	2,360	118	-	79	0%
Beverly	Commuter Rail	17,887	2,683	50	1,435	90%
Billerica	Commuter Rail	15,485	2,323	50	308	40%
Bourne	Adjacent Small Town	11,140	557	-	-	0%
Boxborough	Adjacent Small Town	2,362	118	-	-	0%
Boxford	Adjacent Small Town	2,818	141	-	-	0%
Braintree	Rapid Transit	15,077	3,769	50	485	50%
Bridgewater	Commuter Rail	9,342	1,401	50	181	20%
Brockton	Commuter Rail	37,304	5,596	50	995	90%
Brookline	Rapid Transit	27,961	6,990	41	1,349	90%

<b>Community</b>	<b>Community category</b>	<b>2020 Housing Units</b>	<b>Minimum multi-family unit capacity*</b>	<b>Minimum land area**</b>	<b>Developable station area***</b>	<b>% of district to be located in station area</b>
Burlington	Adjacent Community	10,431	1,043	50	-	0%
Cambridge	Rapid Transit	53,907	13,477	32	1,392	90%
Canton	Commuter Rail	9,930	1,490	50	451	50%
Carlisle	Adjacent Small Town	1,897	95	-	-	0%
Carver	Adjacent Small Town	4,701	235	-	-	0%
Chelmsford	Adjacent Community	14,769	1,477	50	-	0%
Chelsea	Rapid Transit	14,554	3,639	14	608	75%
Cohasset	Commuter Rail	3,341	638	43	241	20%
Concord	Commuter Rail	7,295	1,094	50	519	50%
Danvers	Adjacent Community	11,763	1,176	50	-	0%
Dedham	Commuter Rail	10,459	1,569	49	507	50%
Dover	Adjacent Small Town	2,046	102	-	-	0%
Dracut	Adjacent Community	12,325	1,233	50	-	0%
Duxbury	Adjacent Community	6,274	750	50	-	0%
East Bridgewater	Adjacent Community	5,211	750	50	-	0%
Easton	Adjacent Community	9,132	913	50	-	0%
Essex	Adjacent Small Town	1,662	83	-	-	0%
Everett	Rapid Transit	18,208	4,552	22	200	20%
Fitchburg	Commuter Rail	17,452	2,618	50	601	75%
Foxborough	Adjacent Community	7,682	768	50	-	0%
Framingham	Commuter Rail	29,033	4,355	50	270	40%
Franklin	Commuter Rail	12,551	1,883	50	643	75%
Freetown	Commuter Rail	3,485	750	50	346	40%
Georgetown	Adjacent Community	3,159	750	50	-	0%
Gloucester	Commuter Rail	15,133	2,270	50	430	50%
Grafton	Adjacent Community	7,760	776	50	82	0%
Groton	Adjacent Small Town	4,153	208	-	-	0%

<b>Community</b>	<b>Community category</b>	<b>2020 Housing Units</b>	<b>Minimum multi-family unit capacity*</b>	<b>Minimum land area**</b>	<b>Developable station area***</b>	<b>% of district to be located in station area</b>
Groveland	Adjacent Small Town	2,596	130	-	-	0%
Halifax	Commuter Rail	3,107	750	50	300	40%
Hamilton	Commuter Rail	2,925	731	49	184	20%
Hanover	Adjacent Community	5,268	750	50	-	0%
Hanson	Commuter Rail	3,960	750	50	218	20%
Harvard	Adjacent Small Town	2,251	113	-	-	0%
Haverhill	Commuter Rail	27,927	4,189	50	415	50%
Hingham	Commuter Rail	9,930	1,490	50	757	75%
Holbrook	Commuter Rail	4,414	662	41	170	20%
Holden	Adjacent Community	7,439	750	50	-	0%
Holliston	Adjacent Community	5,562	750	50	-	0%
Hopkinton	Adjacent Community	6,645	750	50	79	0%
Hull	Adjacent Community	5,856	586	7	34	0%
Ipswich	Commuter Rail	6,476	971	50	327	40%
Kingston	Commuter Rail	5,364	805	50	345	40%
Lakeville	Adjacent Small Town	4,624	231	-	30	0%
Lancaster	Adjacent Small Town	2,788	139	-	-	0%
Lawrence	Commuter Rail	30,008	4,501	39	271	40%
Leicester	Adjacent Small Town	4,371	219	-	-	0%
Leominster	Commuter Rail	18,732	2,810	50	340	40%
Lexington	Adjacent Community	12,310	1,231	50	-	0%
Lincoln	Commuter Rail	2,771	635	42	130	20%
Littleton	Commuter Rail	3,889	750	50	244	20%
Lowell	Commuter Rail	43,482	6,522	50	274	40%
Lunenburg	Adjacent Small Town	4,805	240	-	-	0%
Lynn	Commuter Rail	36,782	5,517	50	637	75%
Lynnfield	Adjacent Community	4,773	607	40	-	0%

<b>Community</b>	<b>Community category</b>	<b>2020 Housing Units</b>	<b>Minimum multi-family unit capacity*</b>	<b>Minimum land area**</b>	<b>Developable station area***</b>	<b>% of district to be located in station area</b>
Malden	Rapid Transit	27,721	6,930	31	484	50%
Manchester	Commuter Rail	2,433	559	37	305	40%
Mansfield	Commuter Rail	9,282	1,392	50	327	40%
Marblehead	Adjacent Community	8,965	897	27	-	0%
Marlborough	Adjacent Community	17,547	1,755	50	-	0%
Marshfield	Adjacent Community	11,575	1,158	50	-	0%
Maynard	Adjacent Community	4,741	474	21	-	0%
Medfield	Adjacent Community	4,450	750	50	-	0%
Medford	Rapid Transit	25,770	6,443	35	714	75%
Medway	Adjacent Community	4,826	750	50	-	0%
Melrose	Commuter Rail	12,614	1,892	25	774	75%
Merrimac	Adjacent Small Town	2,761	138	-	-	0%
Methuen	Adjacent Community	20,194	2,019	50	-	0%
Middleborough	Commuter Rail	9,808	1,471	50	260	40%
Middleton	Adjacent Community	3,359	750	50	-	0%
Millbury	Adjacent Community	5,987	750	50	-	0%
Millis	Adjacent Community	3,412	750	50	-	0%
Milton	Rapid Transit	9,844	2,461	50	404	50%
Nahant	Adjacent Small Town	1,680	84	-	-	0%
Natick	Commuter Rail	15,680	2,352	50	680	75%
Needham	Commuter Rail	11,891	1,784	50	1,223	90%
Newbury	Adjacent Small Town	3,072	154	-	69	0%
Newburyport	Commuter Rail	8,615	1,292	35	213	20%
Newton	Rapid Transit	33,320	8,330	50	2,833	90%
Norfolk	Commuter Rail	3,601	750	50	333	40%
North Andover	Adjacent Community	11,914	1,191	50	5	0%
North Attleborough	Adjacent Community	12,551	1,255	50	-	0%

<b>Community</b>	<b>Community category</b>	<b>2020 Housing Units</b>	<b>Minimum multi-family unit capacity*</b>	<b>Minimum land area**</b>	<b>Developable station area***</b>	<b>% of district to be located in station area</b>
North Reading	Adjacent Community	5,875	750	50	-	0%
Northborough	Adjacent Community	5,897	750	50	-	0%
Northbridge	Adjacent Community	6,691	750	50	-	0%
Norton	Adjacent Community	6,971	750	50	-	0%
Norwell	Adjacent Community	3,805	750	50	-	0%
Norwood	Commuter Rail	13,634	2,045	50	861	90%
Paxton	Adjacent Small Town	1,689	84	-	-	0%
Peabody	Adjacent Community	23,191	2,319	50	-	0%
Pembroke	Adjacent Community	7,007	750	50	-	0%
Plymouth	Adjacent Community	28,074	2,807	50	-	0%
Plympton	Adjacent Small Town	1,068	53	-	-	0%
Princeton	Adjacent Small Town	1,383	69	-	-	0%
Quincy	Rapid Transit	47,009	11,752	50	1,222	90%
Randolph	Commuter Rail	12,901	1,935	48	182	20%
Raynham	Adjacent Community	5,749	750	50	-	0%
Reading	Commuter Rail	9,952	1,493	43	343	40%
Rehoboth	Adjacent Small Town	4,611	231	-	-	0%
Revere	Rapid Transit	24,539	6,135	27	457	50%
Rochester	Adjacent Small Town	2,105	105	-	-	0%
Rockland	Adjacent Community	7,263	726	47	-	0%
Rockport	Commuter Rail	4,380	657	32	252	40%
Rowley	Commuter Rail	2,405	601	40	149	20%
Salem	Commuter Rail	20,349	3,052	41	266	40%
Salisbury	Adjacent Community	5,305	750	50	-	0%
Saugus	Adjacent Community	11,303	1,130	50	11	0%
Scituate	Commuter Rail	8,260	1,239	50	373	40%
Seekonk	Adjacent Community	6,057	750	50	-	0%

<b>Community</b>	<b>Community category</b>	<b>2020 Housing Units</b>	<b>Minimum multi-family unit capacity*</b>	<b>Minimum land area**</b>	<b>Developable station area***</b>	<b>% of district to be located in station area</b>
Sharon	Commuter Rail	6,581	987	50	261	40%
Sherborn	Adjacent Small Town	1,562	78	-	-	0%
Shirley	Commuter Rail	2,599	650	43	338	40%
Shrewsbury	Adjacent Community	14,966	1,497	50	52	0%
Somerville	Rapid Transit	36,269	9,067	24	1,314	90%
Southborough	Commuter Rail	3,763	750	50	167	20%
Sterling	Adjacent Small Town	3,117	156	-	-	0%
Stoneham	Adjacent Community	10,159	1,016	27	12	0%
Stoughton	Commuter Rail	11,739	1,761	50	317	40%
Stow	Adjacent Small Town	2,770	139	-	-	0%
Sudbury	Adjacent Community	6,556	750	50	-	0%
Sutton	Adjacent Small Town	3,612	181	-	-	0%
Swampscott	Commuter Rail	6,362	954	20	236	20%
Taunton	Commuter Rail	24,965	3,745	50	269	40%
Tewksbury	Adjacent Community	12,139	1,214	50	-	0%
Topsfield	Adjacent Small Town	2,358	118	-	-	0%
Townsend	Adjacent Small Town	3,566	178	-	-	0%
Tyngsborough	Adjacent Community	4,669	750	50	-	0%
Upton	Adjacent Small Town	2,995	150	-	-	0%
Wakefield	Commuter Rail	11,305	1,696	36	630	75%
Walpole	Commuter Rail	10,042	1,506	50	638	75%
Waltham	Commuter Rail	26,545	3,982	50	470	50%
Wareham	Adjacent Community	12,967	1,297	50	-	0%
Watertown	Adjacent Community	17,010	1,701	24	27	0%
Wayland	Adjacent Community	5,296	750	50	-	0%
Wellesley	Commuter Rail	9,282	1,392	50	921	90%
Wenham	Commuter Rail	1,460	365	24	111	20%

Community	Community category	2020 Housing Units	Minimum multi-family unit capacity*	Minimum land area**	Developable station area***	% of district to be located in station area
West Boylston	Adjacent Community	3,052	587	39	-	0%
West Bridgewater	Adjacent Small Town	2,898	145	-	-	0%
West Newbury	Adjacent Small Town	1,740	87	-	-	0%
Westborough	Commuter Rail	8,334	1,250	50	194	20%
Westford	Adjacent Community	9,237	924	50	-	0%
Westminster	Adjacent Small Town	3,301	165	-	30	0%
Weston	Commuter Rail	4,043	750	50	702	75%
Westwood	Commuter Rail	5,801	870	50	470	50%
Weymouth	Commuter Rail	25,419	3,813	50	713	75%
Whitman	Commuter Rail	5,984	898	37	242	20%
Wilmington	Commuter Rail	8,320	1,248	50	538	50%
Winchester	Commuter Rail	8,135	1,220	37	446	50%
Winthrop	Adjacent Community	8,821	882	12	14	0%
Woburn	Commuter Rail	17,540	2,631	50	702	75%
Worcester	Commuter Rail	84,281	12,642	50	290	40%
Wrentham	Adjacent Community	4,620	750	50	-	0%

\* Minimum multi-family unit capacity for most communities will be based on the 2020 housing stock and the applicable percentage for that municipality's community type. In some cases, the minimum unit capacity is derived from an extrapolation of the required minimum land area multiplied by the statutory minimum gross density of 15 dwelling units per acre. In cases where the required unit capacity from these two methods would exceed 25% of the community's housing stock, the required unit capacity has instead been capped at that 25% level.

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

\*\*\* Developable station area is derived by taking the area of a half-mile circle around an MBTA commuter rail station, rapid transit station, or ferry terminal and removing any areas comprised of excluded land.



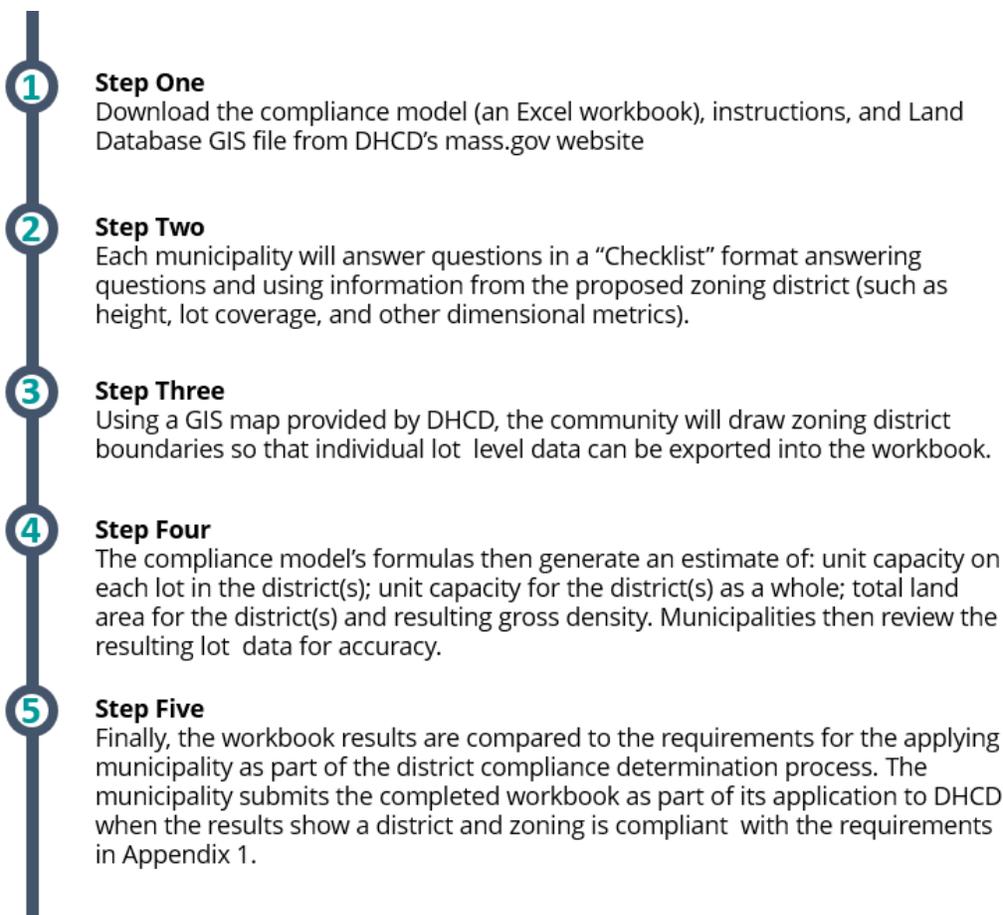
## Appendix 2

### Compliance Model Overview

The purpose of the compliance model is to ensure a consistent approach to measuring and evaluating multi-family zoning districts for compliance with Section 3A. The compliance model is intended to create a reasonable estimate of multi-family unit capacity of each multi-family zoning district. It is not intended to provide a precise determination of how many units may be developed on any individual lot or combination of lots.

The model uses geospatial tax parcel data from local assessors, compiled and hosted by MassGIS, to define lot boundaries and dimensions in each multi-family zoning district. The model also captures key dimensional and regulatory elements of the multi-family zoning district that impact multi-family unit capacity. The product of the compliance model is a Microsoft Excel workbook that must be submitted as part of a compliance application to DHCD. Consultant support is available at no cost to assist MBTA communities in meeting all the technical requirements of compliance.

The Compliance Modeling Process at a Glance:



## **Components of the Compliance Model**

### Land database

The compliance model includes geospatial parcel data for each MBTA community that identifies how much land area on each lot within a multi-family zoning district is developable land. Applicants will prepare this parcel data for the model's calculations by creating a shapefile for each district, measuring each district's land area, and exporting all lot records within the district's boundaries into an Excel or .csv file. These exported tables can then be pasted into the zoning review checklist and unit capacity estimator, described below.

### Zoning review checklist and unit capacity estimator

To capture the data needed to estimate a district's multi-family unit capacity, municipalities will be required to complete a zoning review checklist. The checklist is of a series of questions and responses about allowed residential uses, parking requirements, dimensional restrictions (such as maximum building height and minimum open space), and other regulatory elements applicable in the district.

The unit capacity estimator uses the GIS exported lot information from the land database and the information entered into the zoning review checklist to calculate an estimate of the maximum number of multi-family residential units that could be constructed on each lot in each district as of right. It then aggregates the unit capacity estimates for each lot into an estimate of total unit capacity for each district. It also derives an estimate of the gross density for each district.

## **Case-Specific Refinements to the Compliance Model Inputs and Outputs**

To ensure the integrity and reasonableness of each unit capacity estimate, DHCD may adjust the compliance model inputs and outputs as necessary to account for physical conditions or zoning restrictions not adequately captured by the compliance model. For example, DHCD may override the GIS data and change one or more lots from excluded land to developable land where a municipality demonstrates those lots meet the definition of developable land. DHCD may also adjust the unit capacity estimator's algorithm when it does not adequately account for an atypical zoning requirement or other local development restriction that will clearly impact unit capacity.