

Why will 3D models not be created?

Lower Falls does not have a village center. Area on Washington Street will not lend to walkable, vibrant development.

Provide incentives for well designed buildings worthy of future protection

Oversupply of existing parking - encourage new development

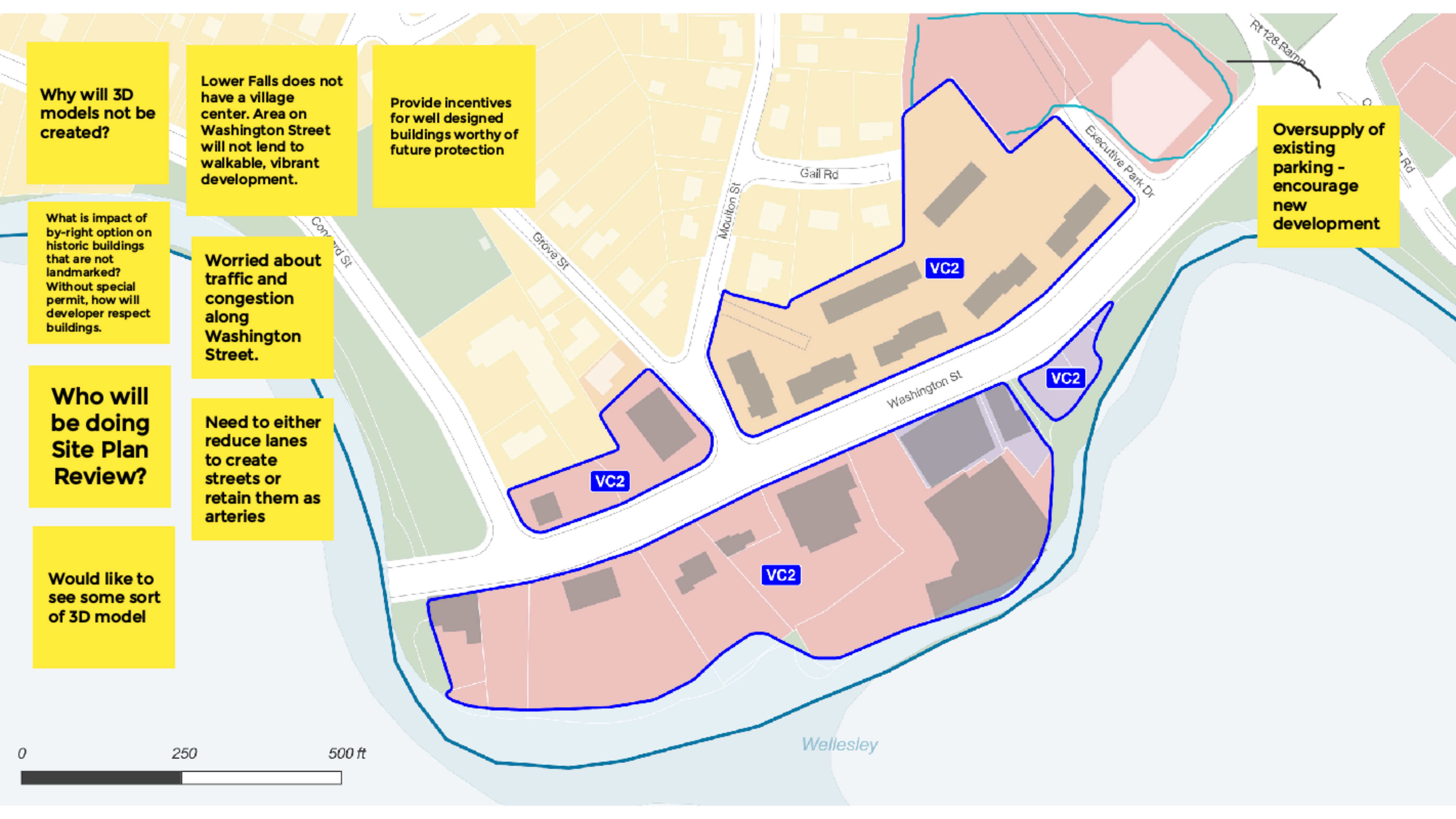
What is impact of by-right option on historic buildings that are not landmarked? Without special permit, how will developer respect buildings.

Worried about traffic and congestion along Washington Street.

Who will be doing Site Plan Review?

Need to either reduce lanes to create streets or retain them as arteries

Would like to see some sort of 3D model



Has the number of new residences and sf of commercial been modeled under proposed plans?
25%/50%/100% of what is allowed.

Where did proposal for allowing more by-right come from?

Support zoning that provides more housing and people to visit businesses. Good public transit options in Auburndale. Any thoughts of extending multifamily zoning beyond the center?

Do plans address preservation or creation of green space?

What will be done to encourage this transition once plans adopted?

Support more housing and more vibrant village centers. Don't think Trio is too big.

Pop up dinner behind bank has been successful. Increased housing should allow for civic spaces, such as area behind bank, post office, etc.

4.5 stories in VC3 on a top of a hill is tall and could be overwhelming to residences below.

Support increase of housing to support businesses

No need to rezone public parking lots if they will be retained. Increasing building height will attract development.

Talk more about parking and traffic in next meeting. Auburndale is successful partly due to parking. What will this mean for Auburndale?

Designations make sense. As a lay person they are difficult to visualize. What existing buildings are similar to what would be allowed in each district.

There is a lot of parking in Auburndale Center. What is the proper amount of parking and is there too much? Focus more on housing.

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What will impacts be on traffic? There will be additional bicycle traffic on carriage way.

In favor of walkable, compact, transit oriented development

Look at extending VC1 to area between library and NHA property

Important to allow more people to live near transit for climate change

VC3 is on hill and could impact residences across Comm Ave.

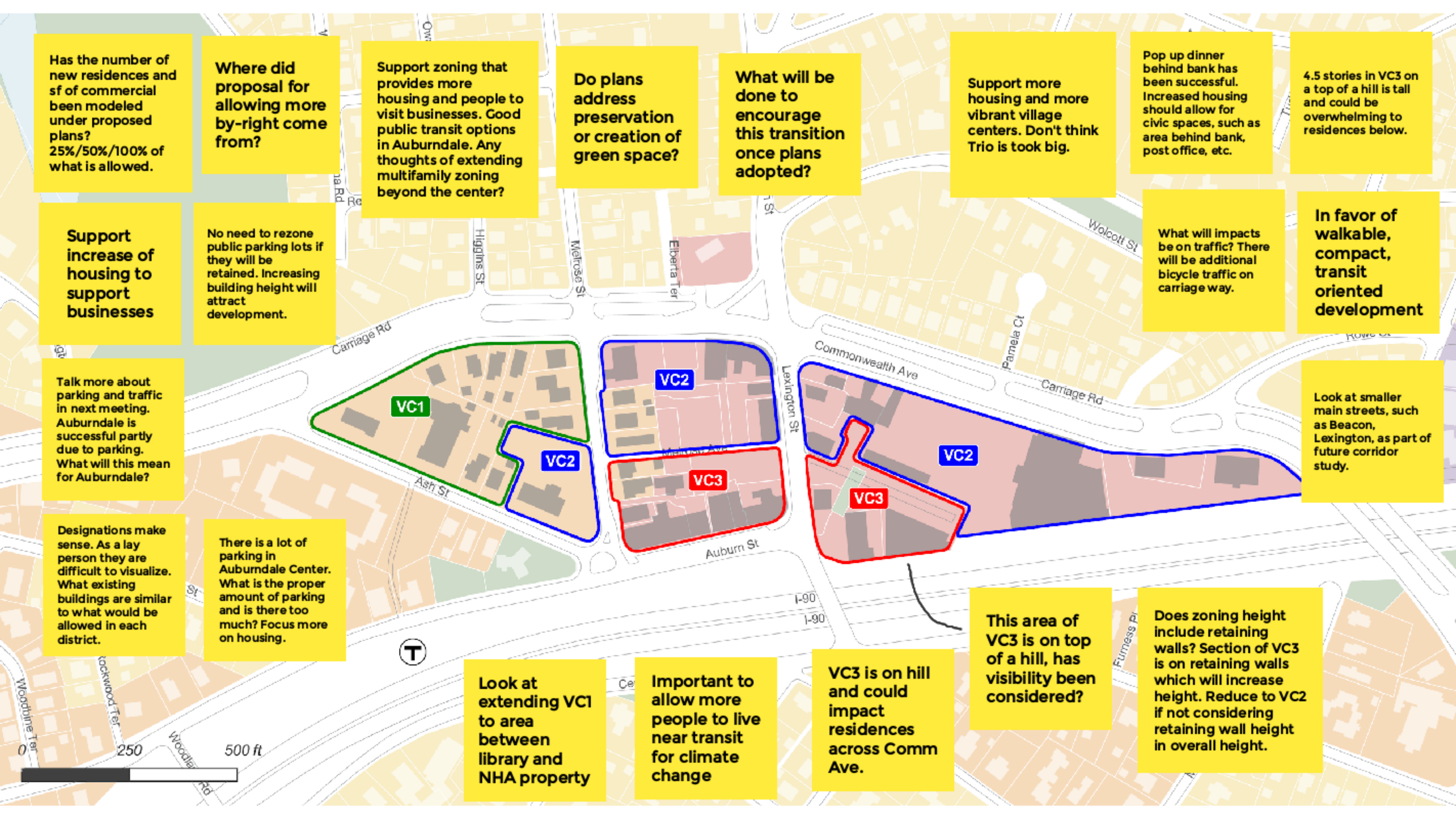
This area of VC3 is on top of a hill, has visibility been considered?

Does zoning height include retaining walls? Section of VC3 is on retaining walls which will increase height. Reduce to VC2 if not considering retaining wall height in overall height.

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Auburndale is a great location for car-free or car-lite living

Great opportunity given Auburndale's location on commuter rail

Proposal is too timid to help provide badly needed housing near transit.

Minimize need for special permits

Need simple way to explain the review process (existing vs. proposed)

Need better notice for local businesses

Historic buildings can be expensive to maintain and zoning can help by allowing for more renters/commercial uses to offset cost

As small business owner and resident, concerned about impact on traffic and parking

The more housing located in places like village centers, the more green space overall preserved

Is this in respect to MBTA Communities?

What methods have been used to notify small business owners?

Comm Ave/Lexington is already significant bottleneck. We should maximize walkability and transit use to minimize new cars.

Opposed to allow non-elected bodies review and approve extras to zoning, such as special permits

Existing two-family homes in VC1 have smaller footprints. Large multifamily buildings will be out of scale.

Auburndale plan could go further. Not a far walk to other side of Pike.

Could be more VC1 areas

Would like to see incentives for affordable housing and historic preservation

Concerned about traffic from a potential development at Star Market site

