



City of Medford

Office of Planning, Development and Sustainability

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To: City Council President Nicole Morrell and Honorable Members of the City Council

From: Danielle Evans, Senior Planner, Office of Planning, Development, and Sustainability *on behalf of* the City of Medford Community Development Board

Date: December 7, 2023

RE: Community Development Board Recommendation
Wellington Station Multi-Family Overlay District

In accordance with the provisions of M.G.L. c.40A, s. 5, the City of Medford Community Development Board held a duly noticed public hearing on November 15, 2023 and December 6, 2023 to consider and make a recommendation to City Council on the proposed zoning amendment to create a new Wellington Station Multi-Family Overlay District ("WSMOD"). The WSMOD would be located within the ½ mile radius of the MBTA's Wellington Orange Line Station and would allow multi-family housing to be permitted as-of-right in compliance with M.G.L c.40A, s.3A ("MBTA Communities Zoning Law").

Board members present at the November 15, 2023 meeting were Chair Jacqueline McPherson, Sally Akiki, Sharad Bajracharya, Peter Calves, Ari Fishman, and Pam Maryanski. Vice Chair Emily Hedeman was absent. Planning Staff gave a presentation of the draft ordinance amendment and answered questions from the Board before opening up the public comment period. The majority of the comments and discussion centered around how the district location was selected and whether the parking requirements should be further reduced from what is currently allowed City-wide in proximity to high frequency transit. The Board directed Planning Staff to model the housing unit capacity of an alternative scenario of reduced minimum and maximum parking requirements that would meet Medford's target requirement of 6,443 units. The public hearing was continued to the December 6, 2023 meeting.

Board members present at the December 6, 2023 meeting were Chair Jacqueline McPherson, Vice Chair Emily Hedeman, Sally Akiki, Sharad Bajracharya, Peter Calves, Ari Fishman, and Pam Maryanski. Planning Staff reported back on the results of the modelled unit capacity of the reduced parking scenario as shown in the below table.

Scenario	Min. Parking	Max. Parking	Baseline Max. Stories	Modelled Unit Capacity (By right without incentives)
Scenario 1: Original draft language	0.8 spaces/market rate unit 0.5 spaces/affordable unit	1.5 spaces/unit	5	6,472
Scenario 2	0.5 spaces/unit	1.2 spaces/unit	4	6,595

The rationale for the reduction of a story in conjunction with reduced parking requirements is to increase the likelihood that developers would take advantage of the bonus incentive credits for increased height to move forward the City's other long-range planning goals as the MBTA Communities Zoning Law does not allow for communities to include provisions such as mandatory ground floor commercial or increased affordability. The incorporation of a framework of development incentives allows Medford to create a compliant district that removes regulatory barriers to housing production and is better aligned with the City's Comprehensive Plan, Climate Action and Adaptation Plan, and Housing Production Plan.

After robust discussion, the Board voted 5-1 (*Sharad Bajracharya voting in opposition and Emily Hedeman ineligible to vote due to the prior meeting absence*) to recommend to City Council the adoption of the WSMOD as amended to reduce the parking requirements to a minimum requirement of 0.5 spaces and a maximum requirement of 1.2 spaces per unit, reduce the baseline maximum height to 4 stories, and to correct the scriveners error to add a "Y" to the column associated with Accessory Use #K.7 (Noncommercial greenhouse, tool shed, or similar accessory structure).

cc: Alicia Hunt, Director of Planning, Development, and Sustainability
 Jacqueline McPherson, Chair, Community Development Board
 Breanna Lungo-Koehn, Mayor
 Adam Hurtubise, City Clerk

Locus Map: Wellington Station Multi-family Overlay District

