

Malden MBTA Communities

Update for City Council and Planning Board
April 4, 2023

Prepared in conjunction with Malden City Planner and Office of Strategic
Planning and Community Development



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Malden MBTA Communities Presentation

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Purpose of tonight's meeting

- Summary of MBTA Communities law
- Summary of Malden requirements
- Introduction to impact analysis underway
- Introduction to initial scenarios/capacity calculations
- Get feedback on scenarios and discuss compliance

Key takeaways

- Malden has a strong foundation of existing multi-family housing
- Malden has many locations where by-right multi-family zoning could make sense
- Changes to dimensional standards and parking requirements may be needed for compliance

Introduction to MBTA Communities

Massachusetts General Laws, Chapter 40A, Section 3A.

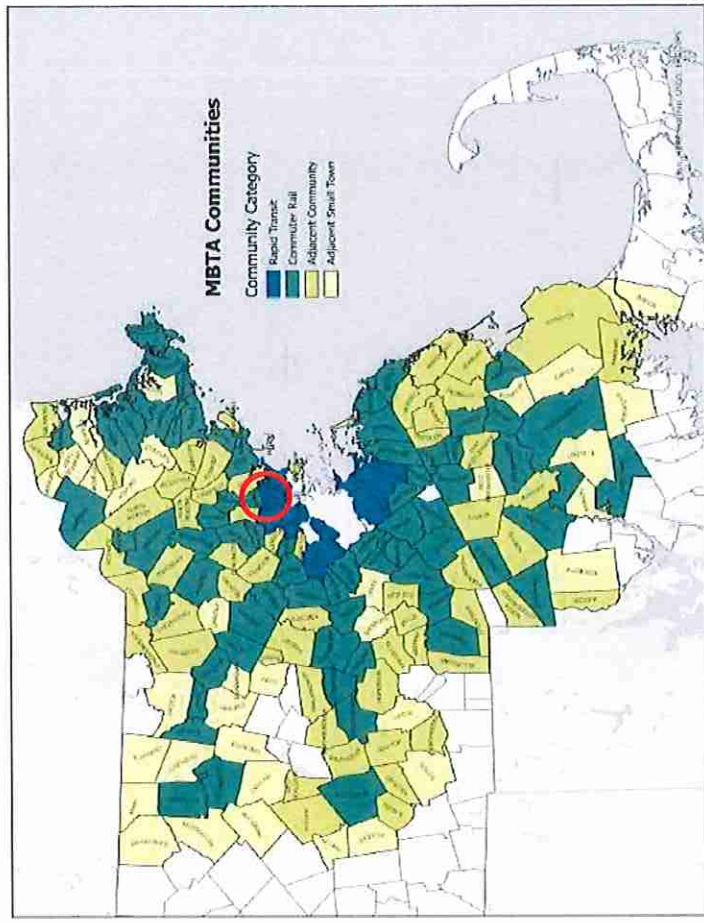
(a)(1) An MBTA community shall have a zoning ordinance or by-law that provides for **at least 1 district of reasonable size in which multi-family housing is permitted as of right**; provided, however, that such multi-family housing shall be without age restrictions and shall be suitable for families 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.

(b) An MBTA community that fails to comply with this section shall not be eligible for funds from: (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; or (iii) the **MassWorks** infrastructure program established in section 63 of chapter 23A.

(c) The Department of Housing and Community Development, in consultation with the Massachusetts Bay Transportation Authority and the Massachusetts Department of Transportation, shall promulgate guidelines to determine if an MBTA community is in compliance with this section

Malden's specific requirements

- As-of-right zoning for $\geq 6,930$ multi-family units
- Overall gross density of zoned units in multi-family district ≥ 15 units/acre
- 50% of district area and unit capacity needs to be within a half-mile radius of MBTA stations
- Minimum area of 31 zoned acres
 - At least half area and capacity must be contiguous in a single part of the city
 - Remaining acres/capacity in 5+ acre clusters



Process for considering/pursuing compliance

PHASE 1 - SPRING 2023 SUMMER 2023 FALL/EARLY WINTER 2023



Baseline analysis

Where is multi-family concentrated/being built in Malden now?
What are Malden's planning and development goals?
How does (or doesn't) zoning support multi-family development now?



Scenario development

Where and with what dimensional requirements might Malden comply?



Impact analysis

How does each scenario impact revenue, funding eligibility, infrastructure, affordability?



Scenario selection



Zoning draft



Zoning adoption



DHCD submission

Copy of adopted zoning and capacity model output **due by 12/31**

Why scenarios?

The guidelines are written to afford communities a lot of **flexibility** to determine **where and how** to apply compliant zoning.

This means that communities have a lot of decisions to make to comply in a way that suits their context and development goals.

For the purposes of tonight, scenarios are not a recommendation, but rather a **starting place** to kick off discussion about where and how Malden can comply.

Scenario types could include:

- Adding additional capacity, prioritizing near transit
- Adding additional capacity, prioritizing larger-lot areas further east
- Targeted clusters of existing multi-family, minimizing additional capacity

Impact analysis

Scenarios can represent different development futures for Malden, with different benefits and tradeoffs for the community to consider.

Our **impact analysis** will serve to illustrate some of these benefits and tradeoffs for each scenario, given difference in location and in number of units, including:

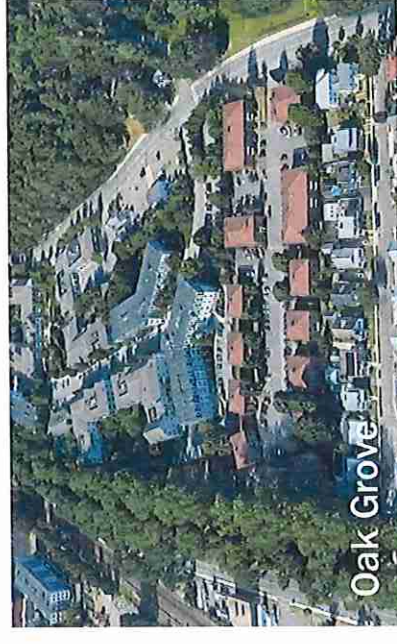
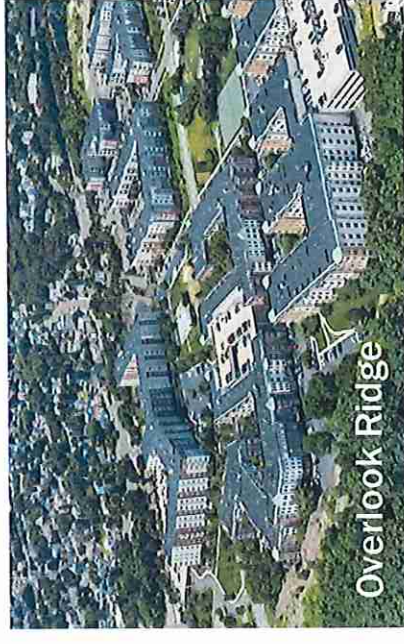
- Municipal tax revenue
- Traffic volume, transit use
- School enrollment
- Chapter 70 (state aid for education)
- Sewer, water, and stormwater
- Open space

... in the context of Malden's policy priorities and development goals related to housing, economic development, and climate action.

Considerations in developing scenarios

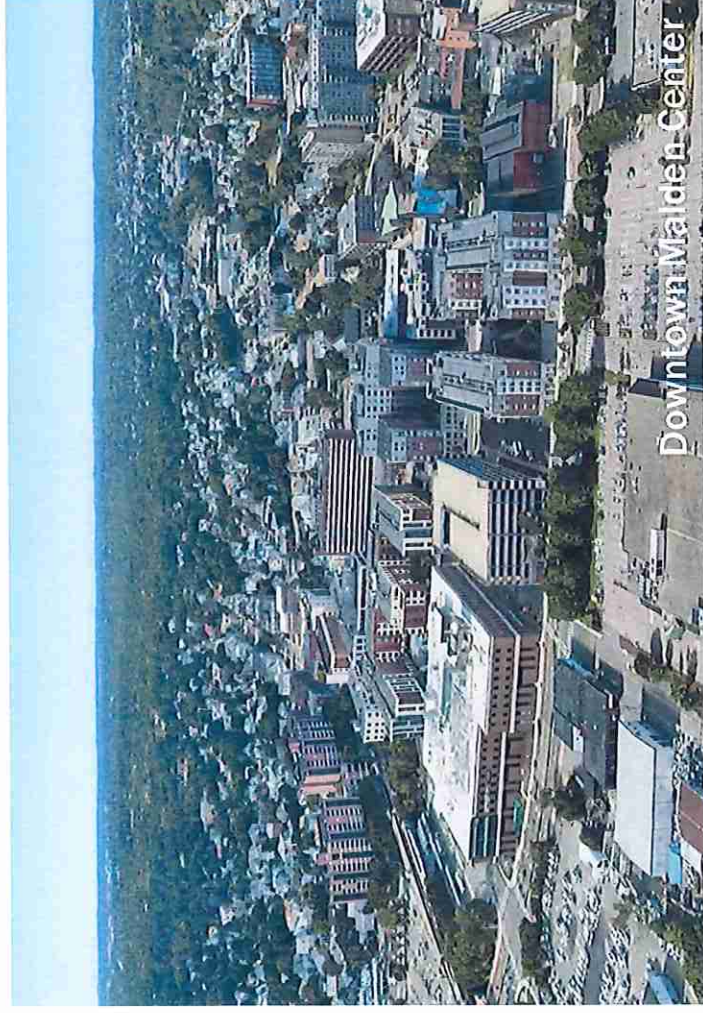
An area of Malden might be a good candidate for inclusion if it...

- Responds to 3A**
- Adds to unit capacity as calculated by DHCD model
 - Is contiguous (50% of all capacity and area must be contiguous)
 - Is close to a T station
 - Is a cluster of existing and/or proposed multi-family development
 - Includes potential future development sites
 - Has (for the most part) existing zoning conducive to higher-density or mixed-use development

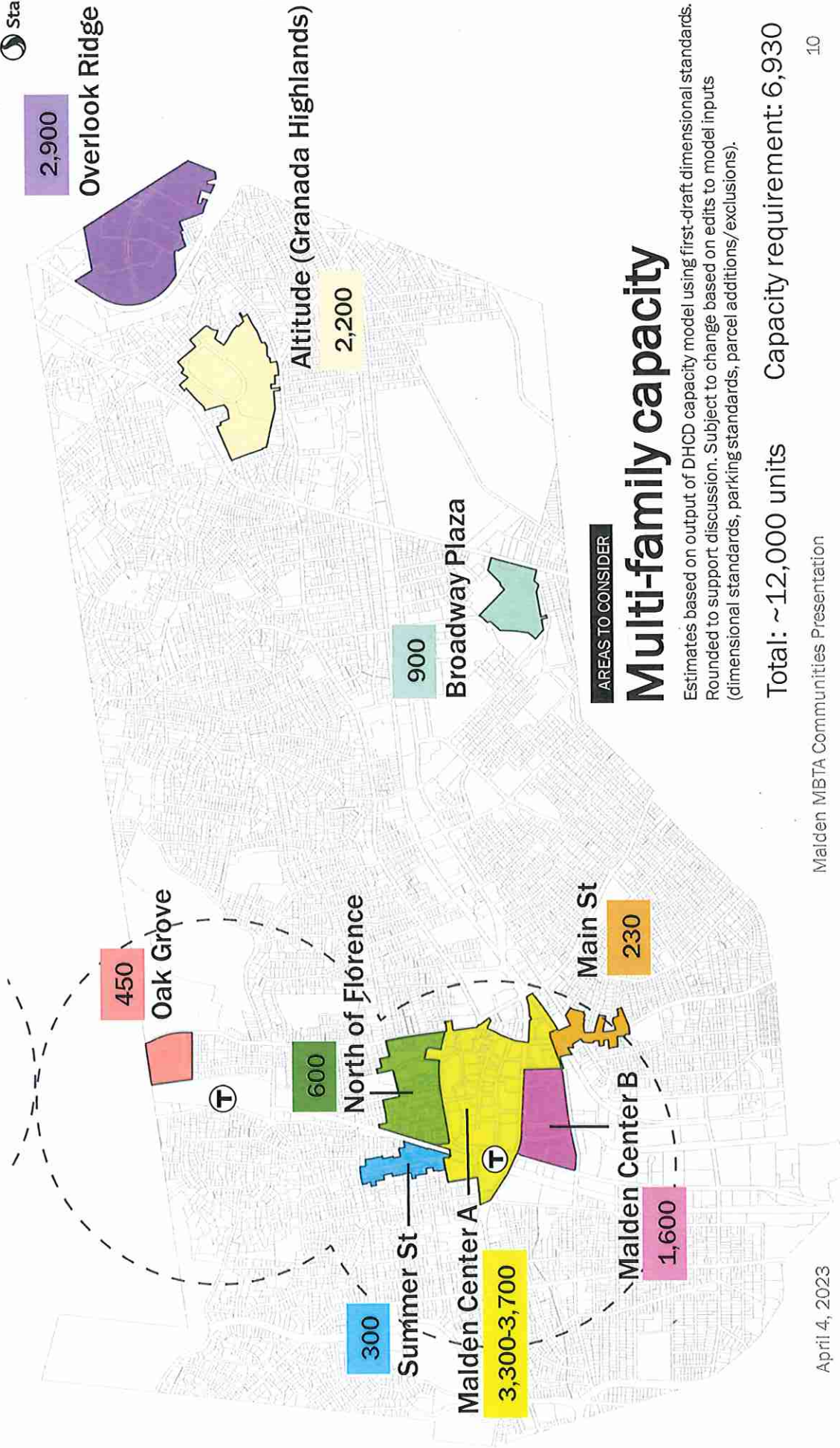


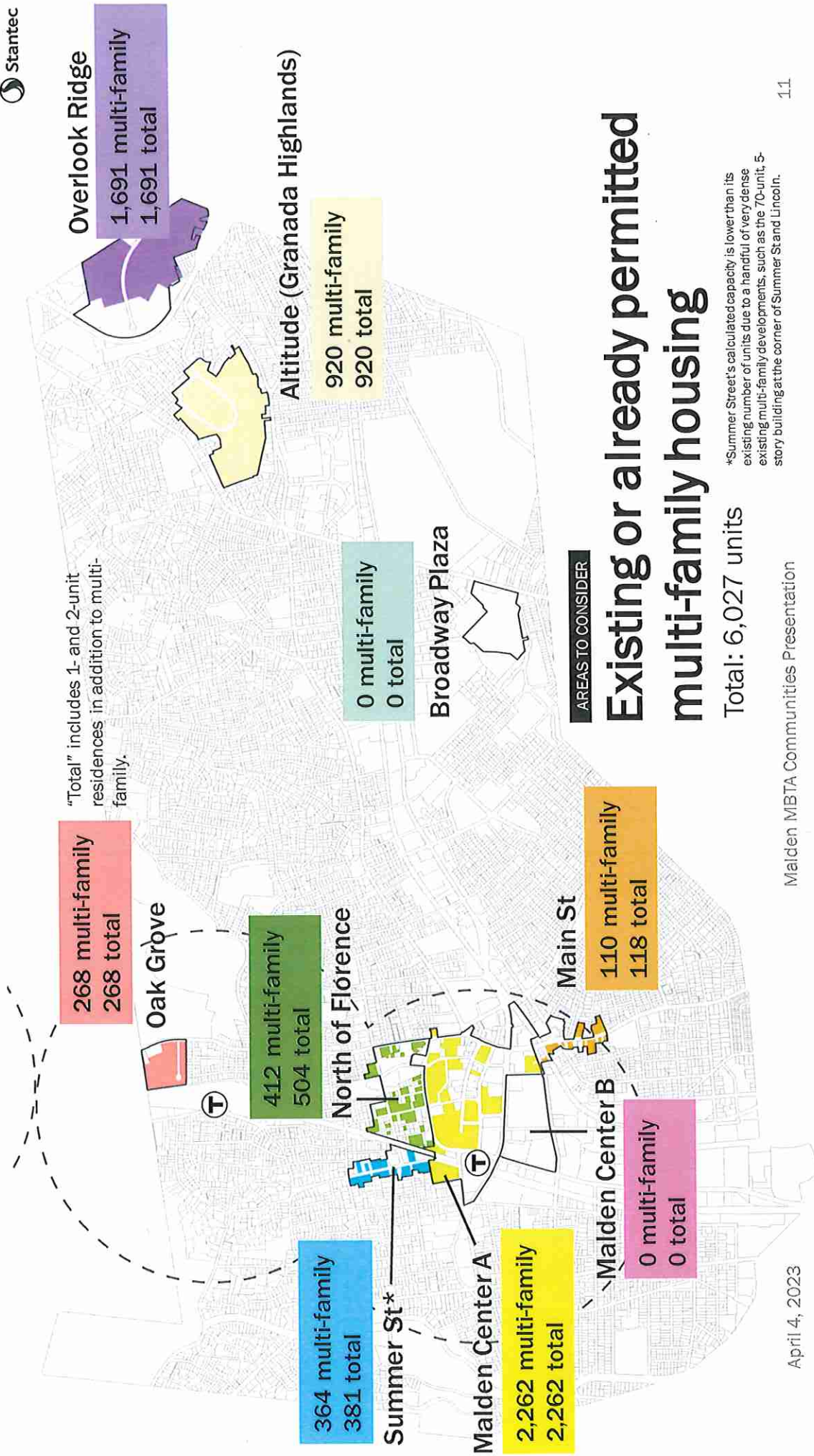
Compliance

Malden has a lot of areas that check (at least some) of these boxes, which means Malden has flexibility to determine where and how to zone for multi-family.



Through early calculations and conversations with the City, we know that a one-size-fits-all approach won't work for Malden. Malden's compliance scenario will likely include a **combination of different parts of the city**, with different densities and dimensional standards (such as height, minimum lot size). Malden has a handful of neighborhoods that could make sense to include in a compliant multi-family zone.



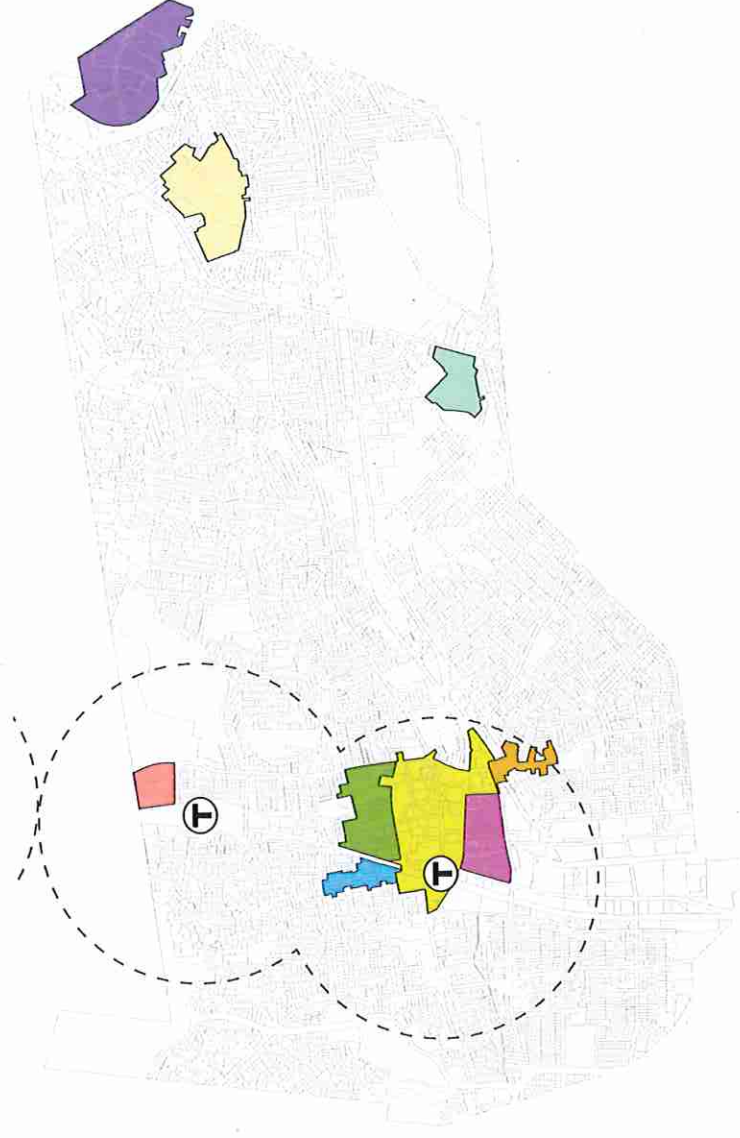


How to potentially group these into scenarios?

Scenario 1: Adding capacity, prioritizing near transit

Scenario 2: Adding capacity, prioritizing larger-lot areas further east

Scenario 3: Prioritizing existing multi-family clusters



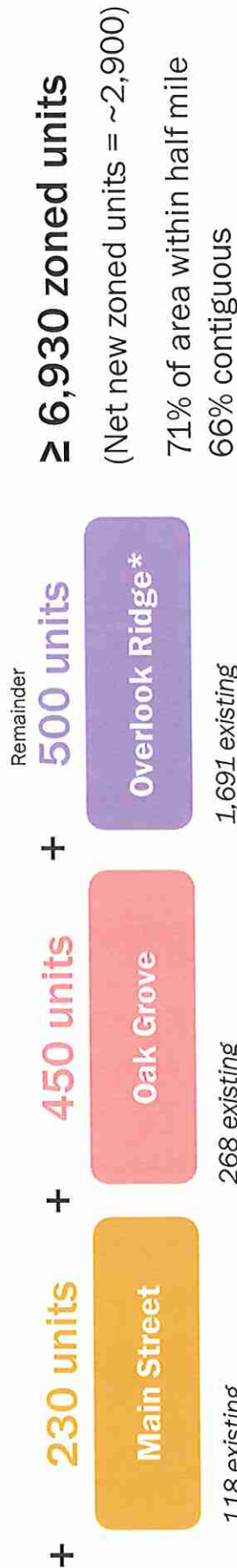


Scenario 1, generally:

Adding additional capacity, prioritizing near transit

Scenario 1 prioritizes areas near transit, then bridges the gap with limited/remainder capacity further away from transit.

CONTIGUOUS



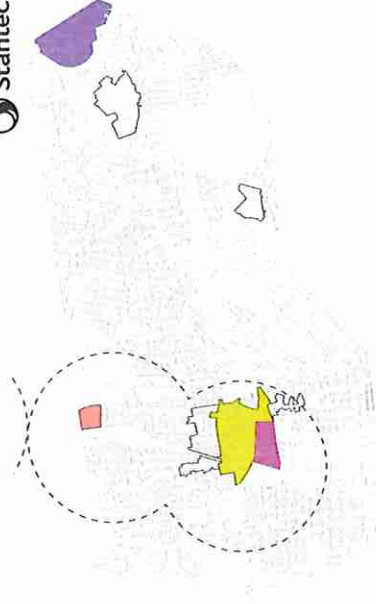
*Example. Could be swapped out for some combination of Altitude and Broadway Plaza.

≥ 6,930 zoned units
(Net new zoned units = ~2,900)
71% of area within half mile
66% contiguous

Scenario 2, generally:

Adding additional capacity, prioritizing larger lots

Scenario 2 allocates more capacity to larger-lot areas further east from the T stations



CONTIGUOUS

POTENTIAL
ZONED
MULTI-FAMILY
CAPACITY

3,300 units

+

1,600 units

+

450 units

+

Remainder

1,600 units

Malden Center A
(North of Centre St)

2,262 existing

Malden Center B
(South of Centre St)

0 existing

Oak Grove

268 existing

Overlook Ridge*

1,691 existing

*Example. Could be swapped out for some combination of Altitude and Broadway Plaza.

REQUIRED
MINIMUM MULTI-
FAMILY CAPACITY

≥ 6,930 potential zoned units

(Net new zoned units = ~2,600)

63% of area within half mile

56% contiguous

Scenario 3, generally:

Prioritizing existing multi-family clusters

Scenario 3 minimizes the potential increase in new multifamily units



CONTIGUOUS

Calculated capacity capped
to be closer to existing

3,300 units

+

500 units

+

2,300 units

+

450 units

Malden Center A
(North of Centre St)

2,262 existing

North of Florence

504 existing

300 units

+

Summer St

381 existing

Calculated capacity capped
to be closer to existing

100 units

Main Street

118 existing

Overlook Ridge

1,691 existing

Oak Grove

268 existing

≥ 6,930 potential zoned units

(Net new zoned units = 1,700-1,800)

68% of area within half mile

62% contiguous

Discussion

We want to know...

Do you have questions or comments about compliance?

Which of the proposed scenarios seem(s) most reasonable to you?

Which of the proposed scenarios seem unreasonable to you?

Which impacts would you prioritize?

Are there other impacts you think should be analyzed?

