

From: Lorraine Iovanni

Sent: Saturday, November 11, 2023 11:43 AM

To: Ann Harrison <harrisona@manchester.ma.us>; Christopher Olney <olneyc@manchester.ma.us>

Cc: Greg Federspiel <federspielg@manchester.ma.us>; Gail Hunter <HunterG@manchester.ma.us>

Subject: [EXTERNAL] - Review MBTA Task Force Forum on November 8, 2023

Attn: PB, MBTA Task Force

Cc: TA

(Ms Hunter, please forward to all PB and MBTA TF Members, thank you.)

Good Morning,

I reviewed the MBTA TF Forum of November 8, 2023. It was disappointing to see limited "engagement" from the public; however, many of the TF Members did pose relevant and clarifying questions and concerns at this early stage.

My takeaways:

1. Excellent Overview by Chris Olney. It was very clear.
2. I do not believe that the "Delay Demolition" provision is sufficient to "protect" our downtown historic area and other building of significance. This should be paramount. **Why isn't the TF developing a zoning ordinance for Town Meeting in 2024 to actually protect the historic area?**
3. Ms. Harrison posed several insightful questions. **What I believe needs clarification is her remark to the effect that should the Voters vote down MBTA BY RIGHT ZONING, will we get a "second chance?"** What exactly does this mean?
4. I concur that we need at least 10 percent Affordable Units if we do a new build; however, I am concerned that any overlay in the LCD for CST employee housing as suggested at an earlier TF meeting by a member, will jeopardize our arguments on 40 B. Having a commercial facility such as a hospital type of assisted living facility near the MAC should be a goal, not BY RIGHT employee housing with no idea of parameters such as with the SLV project. **Please clarify at a TF meeting exactly what the intent is to develop housing in the LCD as it relates to the MBTA BY RIGHT ZONING and how this impacts our 40 B defense?**

5. I would like to see the TF break down more of the grant data. Perhaps, the consultant and co consultant can tackle this matter. At this time this data is not itemized clearly, in my opinion. I want to ensure that it is not over or underestimated. **Another pass would be appropriate.**

6. I have not heard any discussion of my earlier data posted to the Town MBTA TF Correspondence related to the MBTA Rockport line flooding not being mitigated by the MBTA. **When will you tackle a discussion on this matter? Will you meet with the MBTA and other State representatives on this fact to get the full picture?**

I have not heard any discussion or reference to my earlier email posted to the Town MBTA TF Correspondence in which I attached Harbor's Point Master Deed restricting condos to retail only, not housing. **Will you be discussing this fact? Will the Consultant acknowledge this fact?**

7. Ms. Harrison pointed out that we will watch what the AG does in terms of threatening to sue a community if Voters reject the MBTA BY RIGHT ZONING. Littleton, MA VOTERS have just rejected MBTA BY RIGHT ZONING. **Does the TF plan to communicate with Littleton, MA representatives?**

8. Design Guidelines are important and should be in place for **any** type of housing in MBTS to maintain integrity and character of this Town, much like what happened in the 40 B proceedings. The TF invokes Rantoul St in Beverly on many occasions. Beverly is a CITY of over 50,000 people, as you know. I lived in Beverly from 1976 to 2015 and I can tell you clearly, MBTS is a different animal. Please make an effort to cease comparing MBTS to streets in Beverly, Boston, Cambridge etc. It's really not relevant. **Our sole focus should be what is the impact on MBTS' character, infrastructure, density, and quality of life should we adopt MBTA BYRIGHT ZONING?**

9. Parking seems to rear its ugly head, again and again. I do not agree that the TF should recommend lessening the threshold for parking requirements to facilitate this zoning. This concept seems to run **counter** to other concerns around Town. People will have cars in multi-family units. Where are these cars to go? **Are families to use spill over parking in municipal lots like on Union St or at entrances to**

hiking trails on Pleasant and Pine Streets, as they do now to park their excess vehicles?

Thank you for your efforts in this difficult matter.

Regards,

Lorraine

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