

Report on March/April 2023 MBTA Communities Survey Responses

MBTA Communities Working Group

June 6, 2023

Review of Multi-family zoning requirements for MBTA Communities

The multi-family housing requirements for MBTA communities come from Massachusetts General Law Chapter 40A Section 3A, ("Section 3A") which was enacted in 2021. The law requires each MBTA Community (as defined in General Law 161A, Section 1) to provide at least one zoning district where multi-family housing (three or more dwellings) is allowed by right. The district must permit housing with at least 15 dwelling units per gross acre, these dwelling units cannot be age restricted, and the district must allow housing that's suitable for families with children. In August 2022 the Massachusetts Department of Housing and Community Development released their final guidance governing Section 3A, which contained specific requirements for each of the 175 MBTA Communities in Massachusetts, including Arlington.¹ The Arlington-specific requirements are

- a minimum district capacity of 2,046 dwelling units,
- a minimum district size of 32 acres, and
- no constraints that the district (or districts) be located a certain distance from transit stations. While the intent of the law was to have districts located near transit, Arlington has little developable land in the vicinity of the Alewife T station, and the governing regulations take this fact into consideration.

Arlington's Department of Planning and Community Development held an initial public forum in November 2022, and a second forum in March 2023. In addition, the MBTA Communities Working Group developed a survey to gather public input on how Arlington should go about meeting the requirements of the new law. The survey listed thirteen general strategies, and residents were asked whether they felt each strategy was important to include, important but secondary to other options, whether they felt neutral, or whether they opposed. Along with these rating questions, respondents were given the opportunity to provide detailed comments and feedback.

During the months of March and April 2023, 1033 people responded to the survey, including 2,325 comments from 506 distinct respondents. This public feedback helped shape the first iteration of district maps, along with noting topics for consideration as we move through the process.

¹ <https://www.mass.gov/info-details/multi-family-zoning-requirement-for-mbta-communities>

It's worth noting that the primary purpose of Section 3A is to *provide the capacity for future housing production*. While a number of the survey questions dealt with related goals, the main focus of this effort is housing.

Preferences expressed in the Survey

There are several ways to look at the results of the survey's multi-choice questions, and this section will provide three. The first is to look at the strategies that respondents felt were *important* to include. These are:

Strategy	% Important
Integrating sustainable principles	64.74%
Encouraging multi-family housing that includes affordable units	62.29%
Encouraging multi-family housing near public transit	59.88%
Promoting development and vitality of commercial centers	59.24%
Providing access to shared community spaces	56.91%
Avoiding flood-prone areas	52.45%
Encouraging multi-family housing in walkable and bikeable locations	50.84%
Encouraging multi-family housing that includes mixed uses	45.45%
Encouraging multi-family housing near commercial corridors	39.48%
Encouraging multi-family housing in all neighborhoods	37.45%
Encouraging multi-family housing along commercial corridors	36.46%
Encouraging multi-family housing in commercial centers	35.12%
Encouraging multi-family housing on existing large parcels	24.13%

A second way is to view the strategies with *support* (i.e., where the respondent answered "important", or "important but secondary to other goals"). These are:

Strategy	% Support
Integrating sustainable principles	87.11%
Promoting development and vitality of commercial centers	82.23%
Providing access to shared community spaces	79.79%
Encouraging multi-family housing that includes affordable units	76.85%
Encouraging multi-family housing near public transit	76.44%
Encouraging multi-family housing in walkable and bikeable locations	72.95%
Encouraging multi-family housing that includes mixed uses	71.34%
Avoiding flood-prone areas	67.67%
Encouraging multi-family housing near commercial corridors	62.51%
Encouraging multi-family housing in commercial centers	60.27%
Encouraging multi-family housing along commercial corridors	59.85%
Encouraging multi-family housing in all neighborhoods	55.17%
Encouraging multi-family housing on existing large parcels	46.47%

A third way is to view the strategies according to what was *acceptable* (i.e, where the respondent answered "important", "important, but secondary to other goals", or "neutral"). These are

Strategy	% Acceptable
Integrating sustainable principles	94.43%
Promoting development and vitality of commercial centers	92.40%
Providing access to shared community spaces	90.10%
Encouraging multi-family housing that includes mixed uses	89.25%
Encouraging multi-family housing that includes affordable units	85.34%
Encouraging multi-family housing near public transit	84.62%
Encouraging multi-family housing along commercial corridors	84.62%
Avoiding flood-prone areas	84.36%
Encouraging multi-family housing in walkable and bikeable locations	84.11%
Encouraging multi-family housing near commercial corridors	82.72%
Encouraging multi-family housing in commercial centers	82.60%
Encouraging multi-family housing on existing large parcels	75.24%
Encouraging multi-family housing in all neighborhoods	69.41%

Sustainability

No matter which lens one uses to view the results, there is a clear preference for integrating sustainable principles in planning for new multi-family housing. Sustainable principles can be applied at all scales of planning and development. Sustainable development meets our current needs while protecting our planet for future generations by balancing economic development, social equity and environmental protection. Many of the questions in the survey address sustainable development more specifically, like housing near public transit, walkable and bikeable locations and avoiding flood-prone areas. The survey results show that all of these are widely supported in Arlington. Related to sustainable development is the concept of “Smart Growth” that encourages compact, transit-oriented, walkable and bikeable communities including neighborhood schools, complete streets and mixed-use development with a range of housing types. Smart Growth embodies Arlington’s goals and values and is a framework that can be used to plan future development.

Commercial Vitality

The general goal of promoting the development and vitality of Arlington's commercial centers gathered high support and there are a number of ways this can be done particularly with a “smart growth” mindset. A subset of questions like (a) encouraging multi-family housing in commercial centers, (b) encouraging multi-family housing along commercial corridors, (c) encouraging multi-family housing near commercial corridors, and (d) encouraging multi-family housing that includes mixed use drew the support of approximately 60% or more of respondents. The rationale of these strategies is to locate multi-family housing where it can provide more customers, foot traffic and patronage to Arlington's restaurants, shops, and services. Our consultants from Utile provided the following as a rough rule of

thumb: it generally takes one household to support 30 square feet of retail space. This equates to needing 100 households to support a 3000 square foot store. Allowing more residents to live within walking distance of our businesses creates the potential for more commercial vitality.

Affordable Housing

A number of survey respondents expressed a desire to see multi-family housing with a larger percentage of affordable (i.e., subsidized) dwellings, or affordable dwellings priced for lower income households. However, Section 3A's multi-family requirements only provide a limited opportunity to pursue them. Any community that wishes to impose more than a 10% affordability requirement must provide justification that a variety of multi-family housing types can be feasibly developed under the requirements it proposes. Arlington currently requires 15% (one in six) affordable units in developments of six dwelling units or more, priced for 60% of the area median income. There are some ways to encourage affordable housing discussed in the Choices section below.

Choices

As the process of formulating a multi-family district of reasonable size moves forward, we will have a number of choices to make. The purpose of this section is to note some of these areas of consideration, and explain what the choices entail. As we move into the next iteration, the MBTA Communities Working Group is interested in hearing from residents regarding these decision points.

Energy Efficiency

As noted in the previous section, there is overwhelming support for incorporating sustainable principles into planning new multi-family housing and there are many ways that our sustainable development and smart growth strategies can do that. Some comments cited more specific strategies that are outside the scope of this legislation, like heat pumps, solar panels and energy-efficient buildings. However, since the survey was developed, Arlington's Town Meeting voted to adopt the Massachusetts's new Specialized Stretch Energy Code for multi-family construction of over 12,000 conditioned square feet of space (i.e., an 8--12 unit apartment building) .² Consequently, one of the choices we'll need to make is whether to allow buildings of this scale by right. Allowing such buildings will ensure that they're constructed to high energy efficiency standards (the building code requires it), while smaller buildings will be subject to less stringent standards for energy efficiency.

Mixed Use

Under Section 3A, municipalities cannot require new multi-family housing to include commercial components (i.e., they cannot require mixed use), but they are allowed to incentivize it. Lexington, MA took this approach when adopting their MBTA Community zoning this spring, by providing height

² <https://arlington.novusagenda.com/Agendapublic/CoverSheet.aspx?ItemID=15790&MeetingID=1777>

bonuses for developments that included ground-floor commercial.³ Arlington could take a similar approach, which would have the effect of expanding the areas of town where commercial uses are allowed, effectively increasing the footprint of the business districts. Therein lies another choice: whether to open up new (currently residential-only) areas to business, or whether to keep them purely residential. Having mentioned this option, we should note that survey comments were almost evenly split on the topic of expanding Arlington's business districts: roughly half wished to see more areas zoned for business, while the other half felt that Arlington should not expand any business districts until the existing ones were improved, and the vacant spaces filled.

Affordable Housing

If we adopt a multi-family district that allows six or more dwellings to be built by right, we create the possibility for new affordable units. On the other hand, if our multi-family district doesn't allow building at this scale, it's unlikely to produce any affordable units at all.

Comment Themes Not Directly Applicable to Section 3A

A number of comments touched on themes that are not relevant to, or outside the scope of what we can accomplish with Section 3A. We'll address several in this section.

Non-compliance. A number of respondents suggested that Arlington should not comply with the requirements of the law. Neither the MBTA Communities Working Group, nor town staff in the Department of Planning and Community Development see non-compliance as a viable option. The law has no provision for allowing communities to opt out, failure to comply puts Arlington at risk of losing sources of grant funding, and the Attorney General has stated her intent to treat non-compliance as a violation of fair housing and anti-discrimination laws.⁴ Consequently, the working group intends to pursue the development of compliant district proposal.

Two-family homes. A number of commenters expressed interest in allowing more two-family homes, or allowing two-family homes in more parts of town. This intent is commendable, however, two-family homes (and even two-family homes with an ADU) do not meet the requirements for multi-family housing under Section 3A.

Preservation of open space. Many respondents expressed a desire to preserve wetlands, green space, and open space. There has been no consideration given to the idea of rezoning the open space districts for residential use. Absent a strong desire by the public to explore this option, open space to residential conversions are unlikely to be considered in the future.

³ <https://www.lexingtonma.gov/1557/2023-Annual-Town-Meeting>. See Section 7.5.5.10 in the main motion for Article 34.

⁴ <https://www.mass.gov/doc/advisory-concerning-enforcement-of-the-mbta-communities-zoning-law/download>

Improvements to existing commercial districts. A number of survey comments suggested changes to Arlington's business districts, often with the goal of increasing the town's commercial tax base. While this goal too is worthwhile, it is really outside the scope of Section 3A's housing focus.

Thorndike Place (the "Mugar property"). The "Mugar property" is an informal term that's generally used to refer to Arlington's Planned Unit Development (PUD) district, in the vicinity of Route 2 and Thorndike field. This parcel is the subject of ongoing litigation, and it is not a candidate for inclusion in a multi-family district for Section 3A.

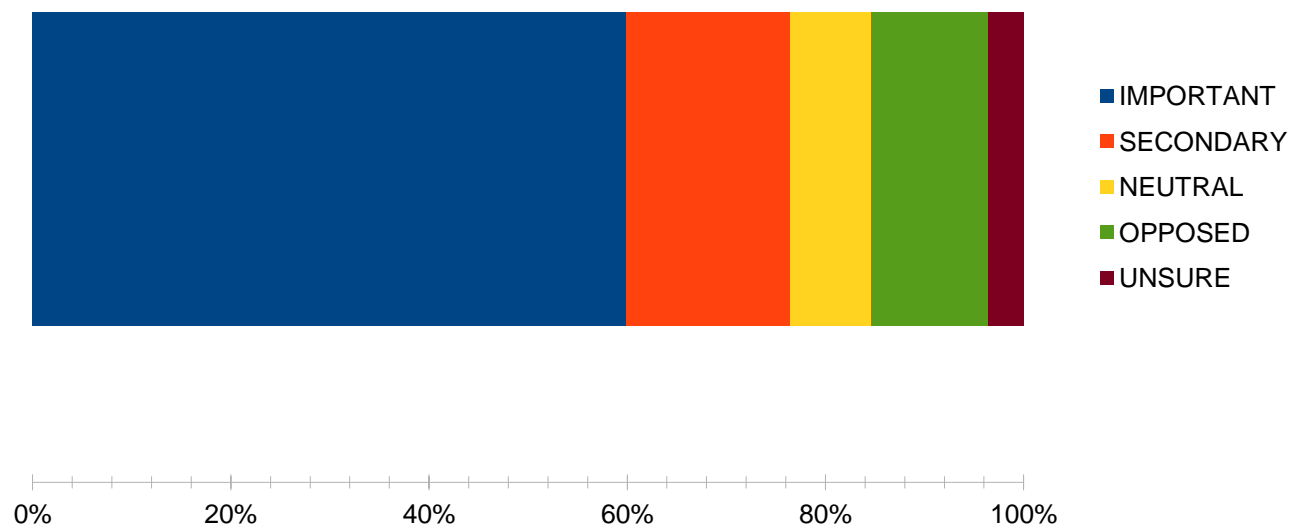
While a number of respondents preferred to see multi-family districts in direct proximity to the Alewife MBTA station, there are a number of practical drawbacks to doing so: there is a lack of developable land in that area, and the area is prone to flooding. A number of respondents felt the quality of MBTA service needed improvement, and the MBTA Communities Working Group does not dispute this position.

Appendix A - Responses to Survey Questions

1,033 respondents took the MBTA Communities Survey in March and April of 2023. This appendix summarizes responses to the survey's multiple choice questions.

Q1: Encourage multifamily housing around public transportation routes (MBTA bus lines, Alewife station).

Encourage multifamily housing around public transportation routes

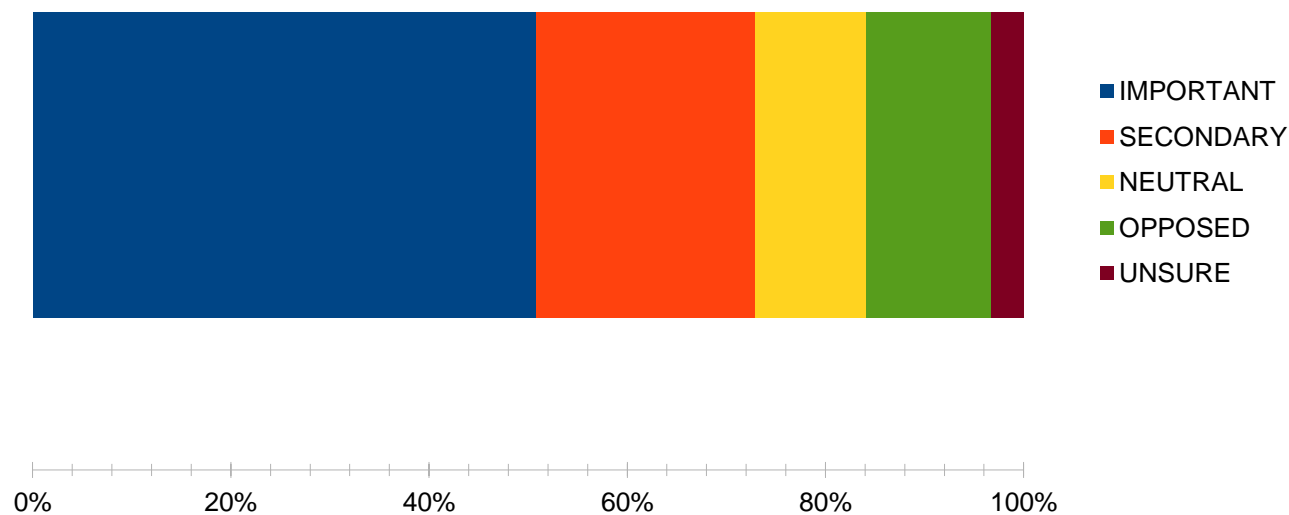


Response	Count	Percentage
IMPORTANT	615	59.88%
SECONDARY	170	16.55%
NEUTRAL	84	8.18%
OPPOSED	121	11.78%
UNSURE	37	3.60%
BLANK	6	
NON-BLANK	1027	

IMPORTANT	This goal is important to include
SECONDARY	This goal is nice to have, but secondary to other goals.
NEUTRAL	I am neutral about including this goal.
OPPOSED	I am opposed to including this goal.
UNSURE	I am unsure what this goal means.

Q2: Encourage multifamily housing in walkable and bikeable locations (e.g., near existing sidewalks, multi-use paths, bike lanes).

Encourage multifamily housing in walkable and bikeable locations

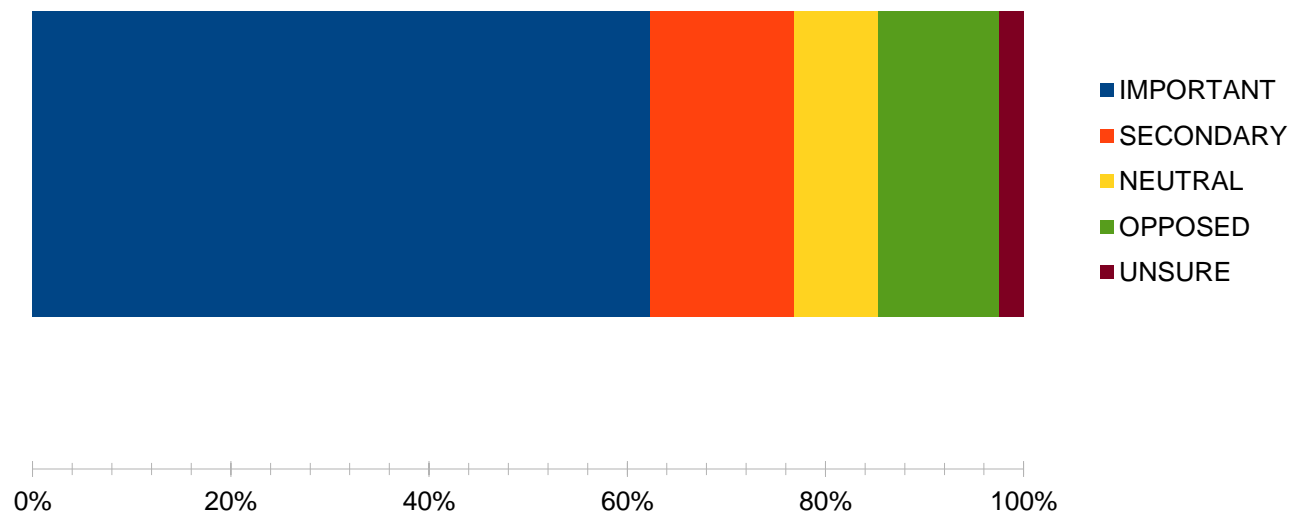


Response	Count	Percentage
IMPORTANT	515	50.84%
SECONDARY	224	22.11%
NEUTRAL	113	11.15%
OPPOSED	128	12.64%
UNSURE	33	3.26%
BLANK	20	
NON-BLANK	1013	

IMPORTANT	This goal is important to include
SECONDARY	This goal is nice to have, but secondary to other goals.
NEUTRAL	I am neutral about including this goal.
OPPOSED	I am opposed to including this goal.
UNSURE	I am unsure what this goal means.

Q3: Encourage multifamily housing that includes affordable units.

Encourage multifamily housing that includes affordable units

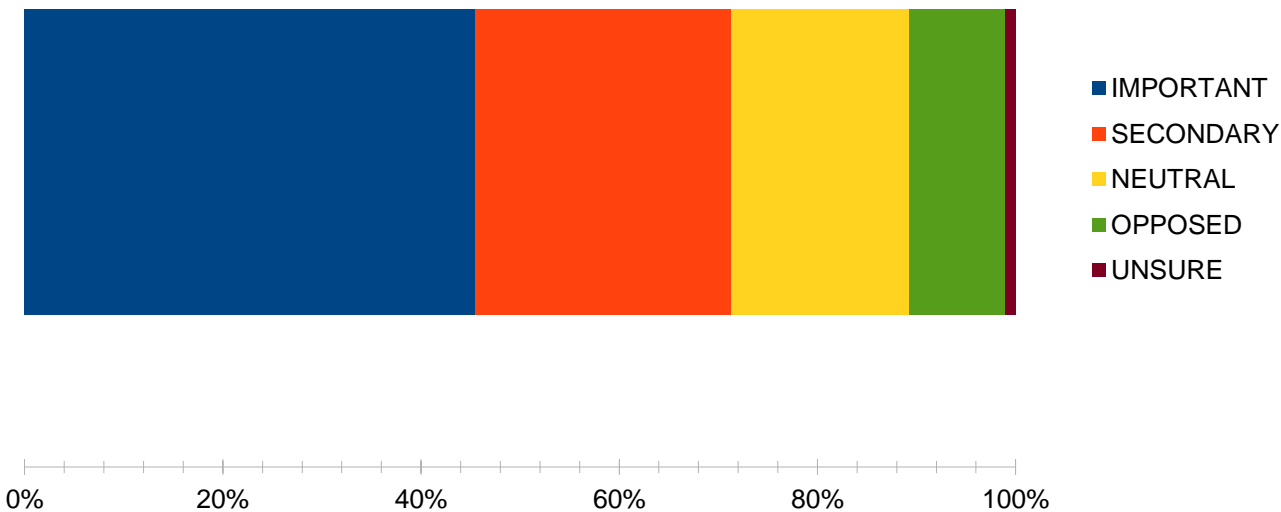


Response	Count	Percentage
IMPORTANT	616	62.29%
SECONDARY	144	14.56%
NEUTRAL	84	8.49%
OPPOSED	120	12.13%
UNSURE	25	2.53%
BLANK	44	
NON-BLANK	989	

IMPORTANT	This goal is important to include
SECONDARY	This goal is nice to have, but secondary to other goals.
NEUTRAL	I am neutral about including this goal.
OPPOSED	I am opposed to including this goal.
UNSURE	I am unsure what this goal means.

Q4: Encourage multifamily housing to include mixed uses (e.g., first floor business or commercial uses)

Encourage multifamily housing to include mixed uses

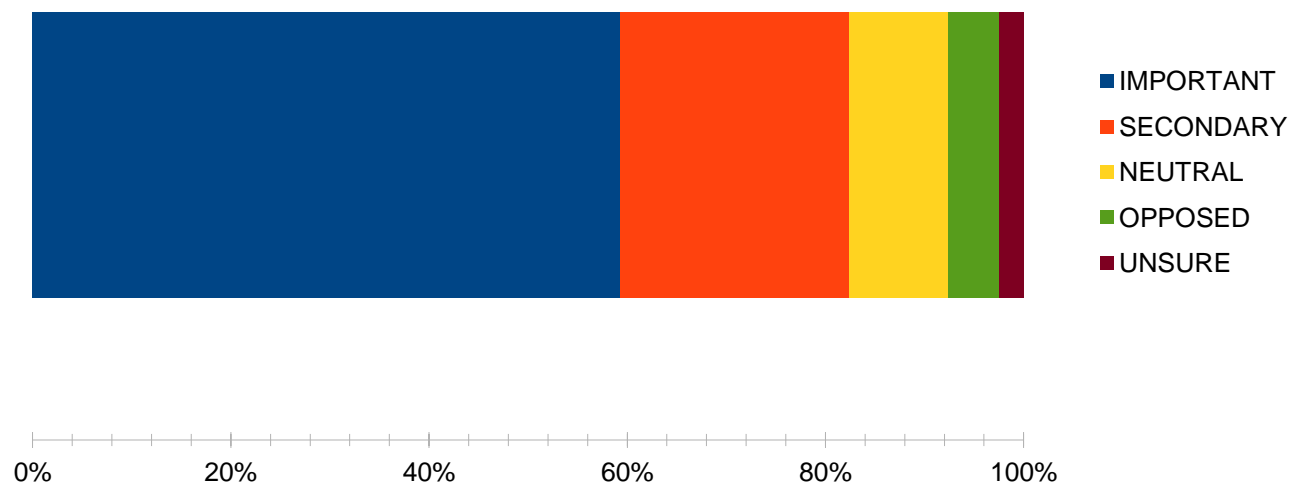


Response	Count	Percentage	
IMPORTANT	444	45.45%	
SECONDARY	253	25.90%	
NEUTRAL	175	17.91%	
OPPOSED	95	9.72%	
UNSURE	10	1.02%	
BLANK	56		
NON-BLANK	977		

IMPORTANT	This goal is important to include
SECONDARY	This goal is nice to have, but secondary to other goals.
NEUTRAL	I am neutral about including this goal.
OPPOSED	I am opposed to including this goal.
UNSURE	I am unsure what this goal means.

Q5: Promote development, vitality, and growth of commercial/business districts.

Promote development, vitality, and growth of commercial/business districts.

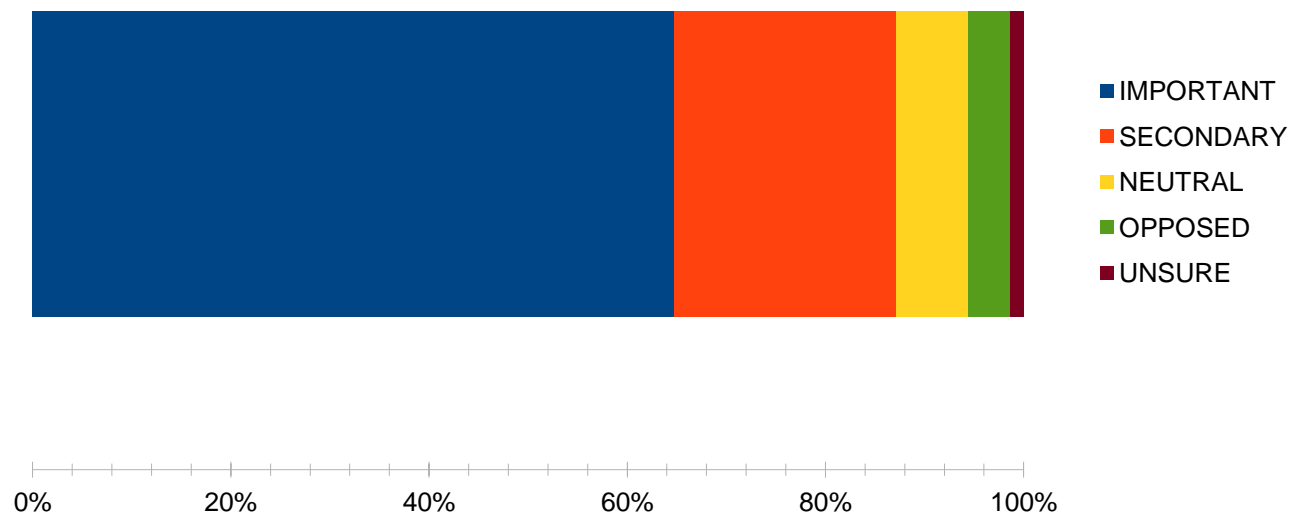


Response	Count	Percentage
IMPORTANT	577	59.24%
SECONDARY	225	23.10%
NEUTRAL	98	10.06%
OPPOSED	50	5.13%
UNSURE	24	2.46%
BLANK	59	
NON-BLANK	974	

IMPORTANT	This goal is important to include
SECONDARY	This goal is nice to have, but secondary to other goals.
NEUTRAL	I am neutral about including this goal.
OPPOSED	I am opposed to including this goal.
UNSURE	I am unsure what this goal means.

Q6: Integrate sustainable principles into new multifamily housing.

Integrate sustainable principles into new multifamily housing

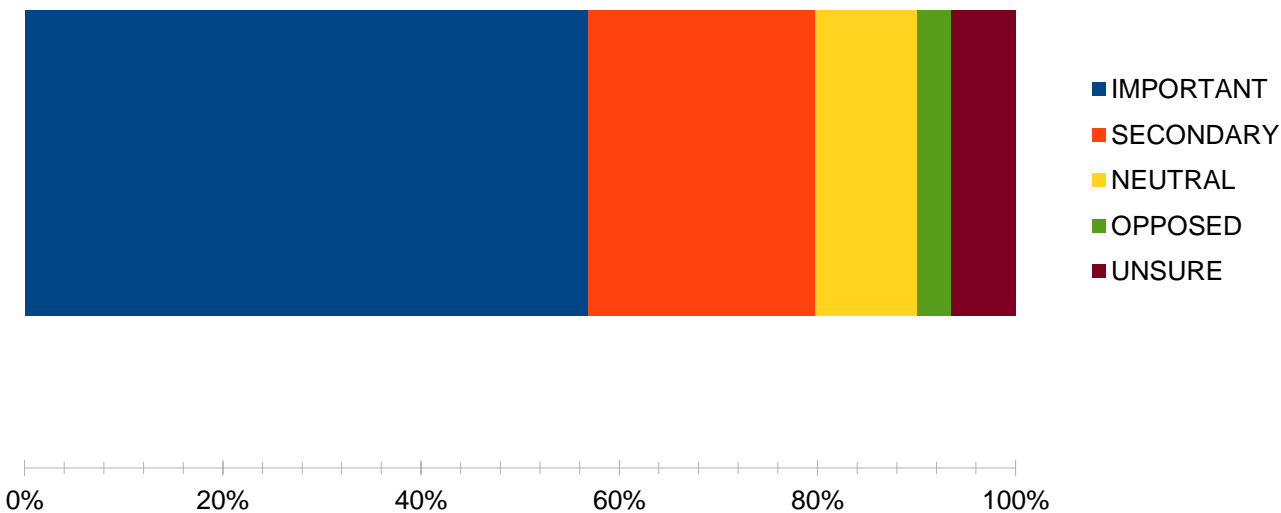


Response	Count	Percentage
IMPORTANT	628	64.74%
SECONDARY	217	22.37%
NEUTRAL	71	7.32%
OPPOSED	41	4.23%
UNSURE	13	1.34%
BLANK	63	
NON-BLANK	970	

IMPORTANT	This goal is important to include
SECONDARY	This goal is nice to have, but secondary to other goals.
NEUTRAL	I am neutral about including this goal.
OPPOSED	I am opposed to including this goal.
UNSURE	I am unsure what this goal means.

Q7: Provide access to shared community spaces such as recreational parks and open spaces, plazas, and public buildings.

Provide access to shared community spaces

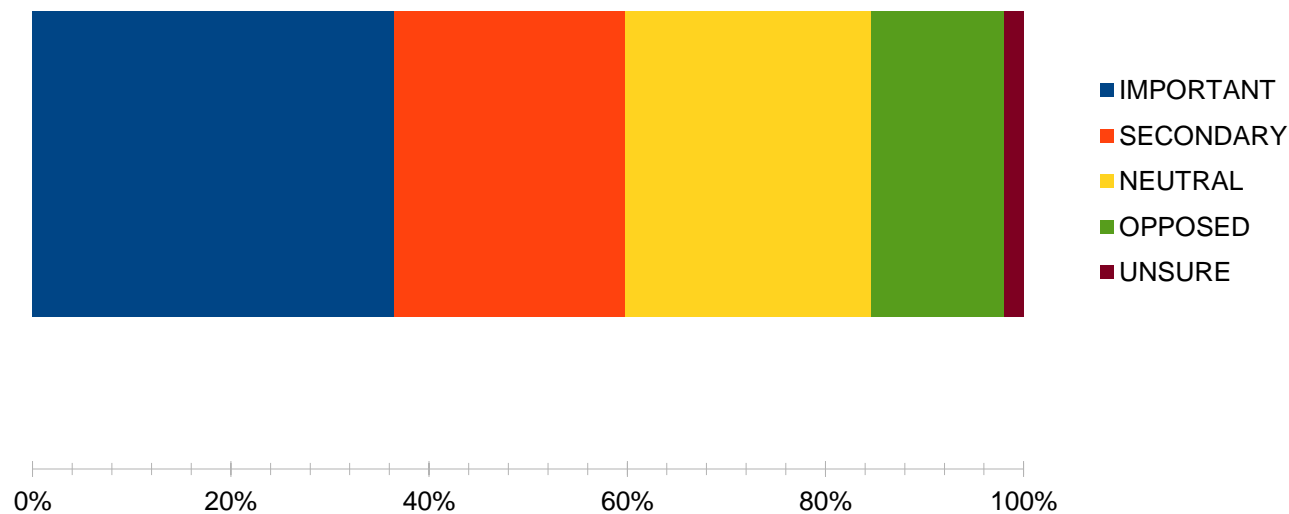


Response	Count	Percentage
IMPORTANT	552	56.91%
SECONDARY	222	22.89%
NEUTRAL	100	10.31%
OPPOSED	33	3.40%
UNSURE	63	6.49%
BLANK	63	
NON-BLANK	970	

IMPORTANT	This goal is important to include
SECONDARY	This goal is nice to have, but secondary to other goals.
NEUTRAL	I am neutral about including this goal.
OPPOSED	I am opposed to including this goal.
UNSURE	I am unsure what this goal means.

Q8: Encourage multifamily housing along our commercial corridors (i.e. Mass Ave, Broadway, Summer Street)

Encourage multifamily housing along our commercial corridors

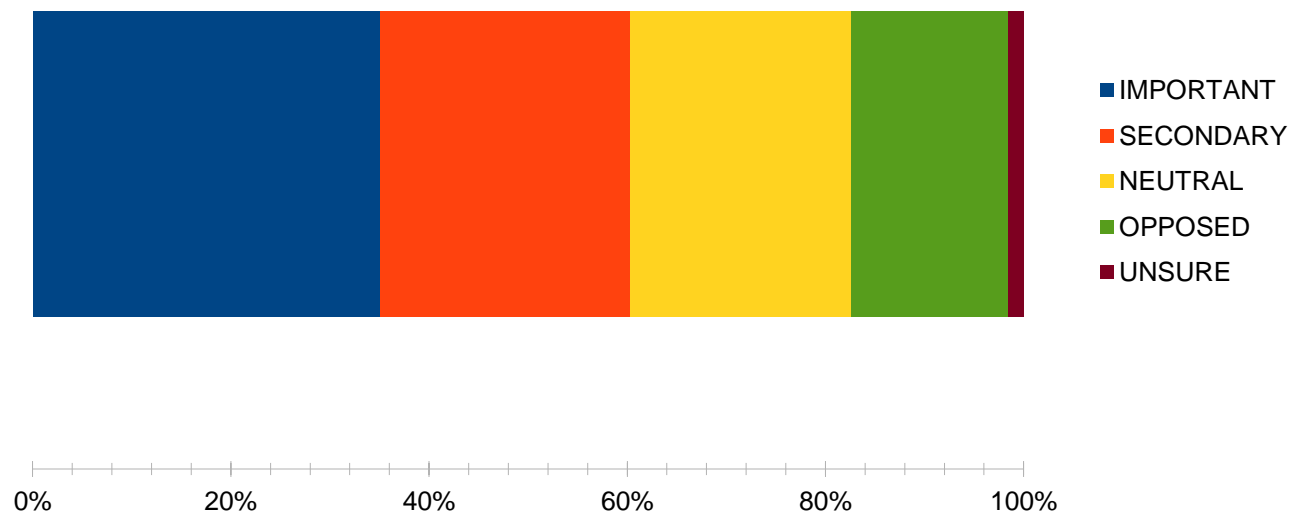


Response	Count	Percentage	
IMPORTANT	346	36.46%	
SECONDARY	222	23.39%	
NEUTRAL	235	24.76%	
OPPOSED	127	13.38%	
UNSURE	19	2.00%	
BLANK	84		
NON-BLANK	949		

IMPORTANT	This approach is important to include.
SECONDARY	This approach is nice to include, but secondary to other options.
NEUTRAL	I am neutral about pursuing this approach.
OPPOSED	I am opposed to this approach.
UNSURE	I am unsure what this means.

**Q9: Encourage multifamily housing in our commercial centers
(i.e. Capitol Square, Arlington Center, Arlington Heights)**

Encourage multifamily housing in our commercial centers

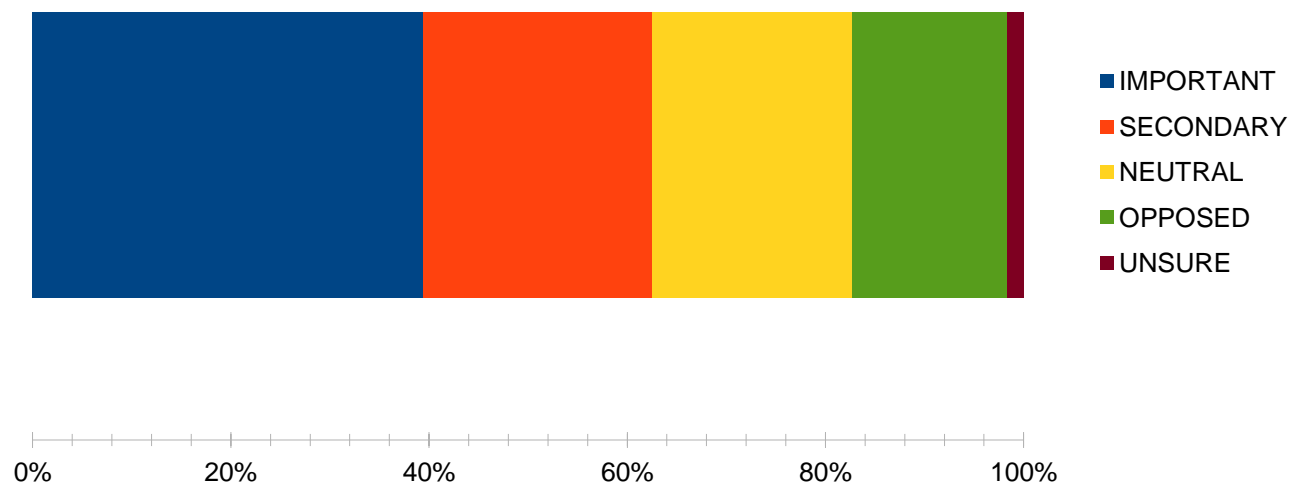


Response	Count	Percentage	
IMPORTANT	335	35.12%	
SECONDARY	240	25.16%	
NEUTRAL	213	22.33%	
OPPOSED	151	15.83%	
UNSURE	15	1.57%	
BLANK	79		
NON-BLANK	954		

IMPORTANT	This approach is important to include.
SECONDARY	This approach is nice to include, but secondary to other options.
NEUTRAL	I am neutral about pursuing this approach.
OPPOSED	I am opposed to this approach.
UNSURE	I am unsure what this means.

Q10: Encourage multifamily housing near, but not necessarily on, our commercial corridors

Encourage multifamily housing near, but not necessarily on, our commercial corridors

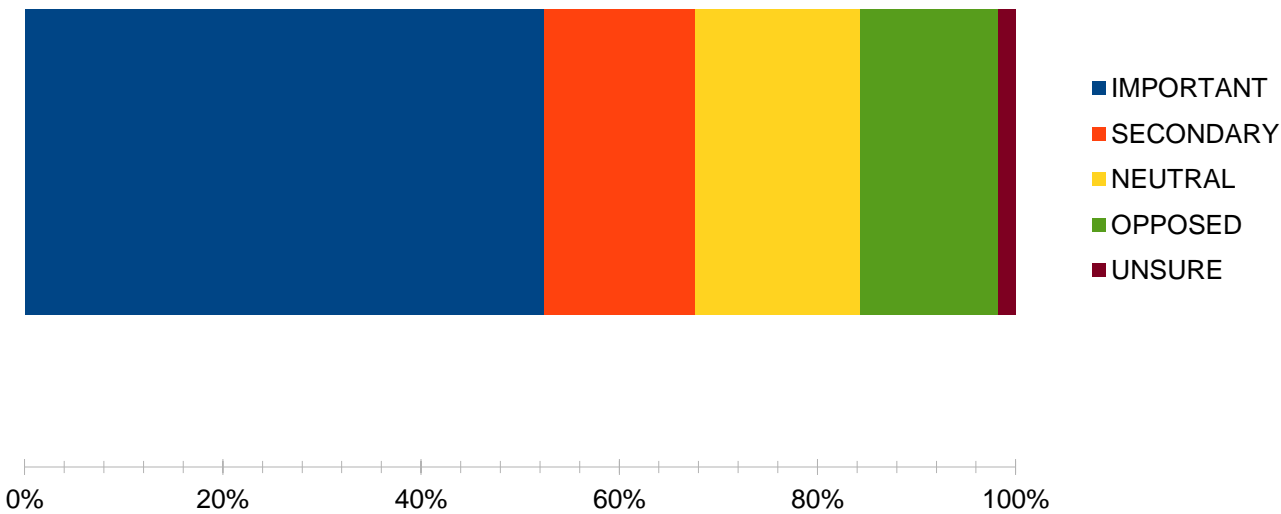


Response	Count	Percentage
IMPORTANT	377	39.48%
SECONDARY	220	23.04%
NEUTRAL	193	20.21%
OPPOSED	149	15.60%
UNSURE	16	1.68%
BLANK	78	
NON-BLANK	955	

IMPORTANT	This approach is important to include.
SECONDARY	This approach is nice to include, but secondary to other options.
NEUTRAL	I am neutral about pursuing this approach.
OPPOSED	I am opposed to this approach.
UNSURE	I am unsure what this means.

Q11: Avoid locating new multifamily housing near flood-prone areas

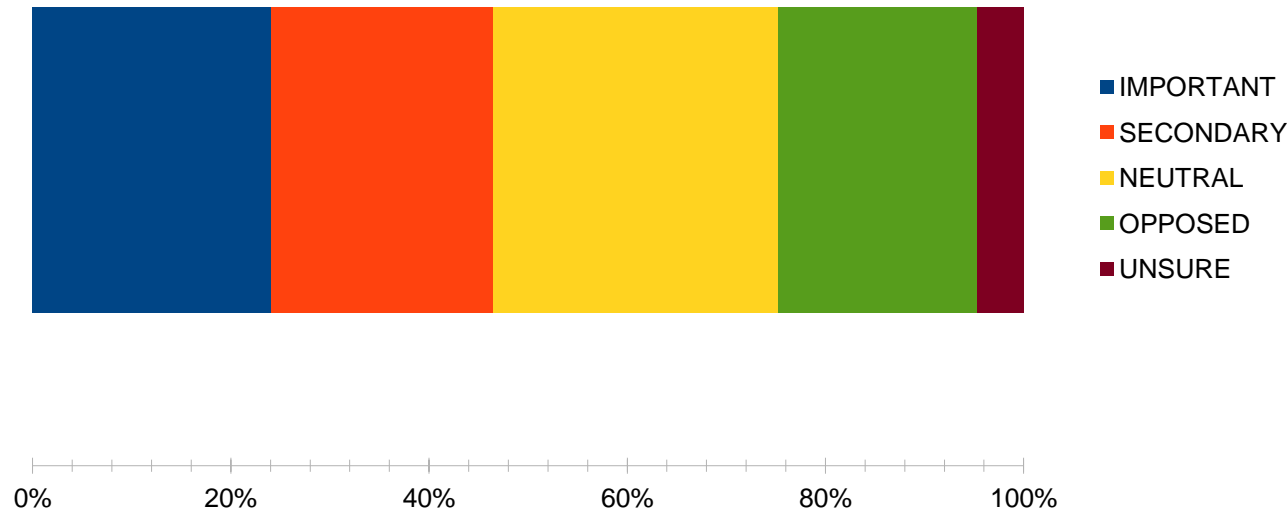
Avoid locating new multifamily housing near flood-prone areas



Response	Count	Percentage	
IMPORTANT	503	52.45%	
SECONDARY	146	15.22%	
NEUTRAL	160	16.68%	
OPPOSED	133	13.87%	
UNSURE	17	1.77%	
BLANK	74		
NON-BLANK	959		
IMPORTANT	This approach is important to include.		
SECONDARY	This approach is nice to include, but secondary to other options.		
NEUTRAL	I am neutral about pursuing this approach.		
OPPOSED	I am opposed to this approach.		
UNSURE	I am unsure what this means.		

Q12: Encourage multifamily housing on existing large parcels

Encourage multifamily housing on existing large parcels

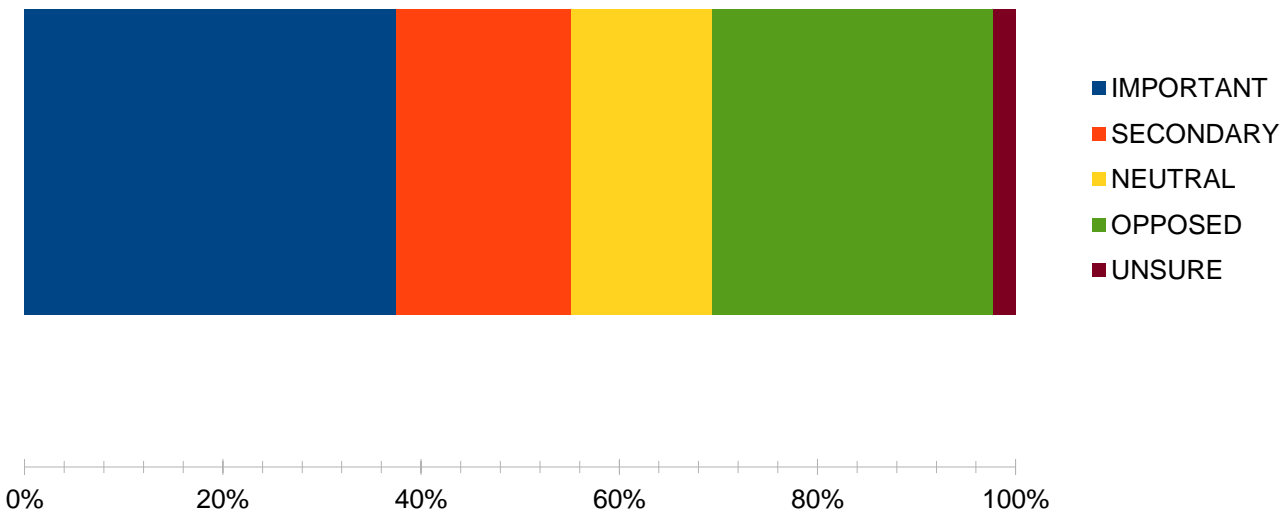


Response	Count	Percentage
IMPORTANT	229	24.13%
SECONDARY	212	22.34%
NEUTRAL	273	28.77%
OPPOSED	191	20.13%
UNSURE	44	4.64%
BLANK	84	
NON-BLANK	949	

IMPORTANT	This approach is important to include.
SECONDARY	This approach is nice to include, but secondary to other options.
NEUTRAL	I am neutral about pursuing this approach.
OPPOSED	I am opposed to this approach.
UNSURE	I am unsure what this means.

Q13: Encourage multifamily housing in all neighborhoods in Arlington

Encourage multifamily housing in all neighborhoods in Arlington



Response	Count	Percentage	
IMPORTANT	355	37.45%	
SECONDARY	168	17.72%	
NEUTRAL	135	14.24%	
OPPOSED	269	28.38%	
UNSURE	21	2.22%	
BLANK	85		
NON-BLANK	948		
IMPORTANT	This approach is important to include.		
SECONDARY	This approach is nice to include, but secondary to other options.		
NEUTRAL	I am neutral about pursuing this approach.		
OPPOSED	I am opposed to this approach.		
UNSURE	I am unsure what this means.		

Appendix B - Comment Analysis

In addition to 13 multiple choice questions, the MBTA Communities survey provided 11 opportunities for residents to give open-ended comments. We received a total of 2,325 comments from 506 distinct survey respondents (i.e., approximately half of the survey respondents provided one or more comments).

Members of the working group coded these comments to identify (a) preferences, concepts, and ideas that respondents were expressing, and (b) whether the preference, concept, or idea was being expressed in a positive or negative manner. Coding allowed us to perform a more quantitative analysis of the public comments, and identify a set of general themes for each question.

This Appendix summarizes the main themes from the survey comments. The codings have a "long tail", which is to say that many of the themes were raised by one or two respondents; consequently, we will focus on items that were mentioned three or more times.

Q1: Encourage multifamily housing around public transportation routes (MBTA bus lines, Alewife station).

Theme	Positive(+)	Negative(-)
density	11	37
improve transit	48	0
near transit	44	1
traffic	0	17
main corridors	15	1
avoid wetlands	10	1
diversity	11	0
affordability	7	1
public transit	7	1
near alewife	7	0
spread out	5	0
mixed-use	3	0
near amenities	3	0
reduce parking	2	1

Q2: Encourage multifamily housing in walkable and bikeable locations (e.g., near existing sidewalks, multi-use paths, bike lanes).

Theme	Positive(+)	Negative(-)
bike friendly	18	2
pedestrian friendly	19	1
improve sidewalks	13	0
accessible	9	0
density	0	8
need cars	1	7
near minuteman	5	2
active transportation	4	2
affordability	6	0
all neighborhoods	5	1
near alewife	4	1
near transit	5	0
preserve open space	5	0
more bike lanes	3	1
multi-family housing	3	1
improve transit	3	0
more sidewalks	3	0
safety	3	0
traffic	0	3

Q3: Encourage multifamily housing that includes affordable units.

	Positive(+)	Negative(-)
lower ami	17	1
middle income	13	0
higher percentage	11	0
production	9	1
market rate	8	1
affordable housing	4	1
economic diversity	5	0
economically feasible	5	0
housing diversity	5	0
income diversity	5	0
40B	0	4
all neighborhoods	3	1
displacement	0	4
multi-family housing	1	3
100% affordable	3	0
for town employees	3	0
senior housing	3	0

Q4: Encourage multifamily housing to include mixed uses (e.g., first floor business or commercial uses)

Theme	Positive(+)	Negative(-)
mixed-use	61	21
density	27	23
commercial areas only	17	0
housing first	14	0
aesthetics	1	11
too much retail	0	12
market driven	4	6
better retail	4	3
non-retail commercial	1	4
larger retail spaces	3	1
neighborhood retail	4	0
parking	0	4
better retail uses	1	2
more retail space	2	1
more retail uses	2	1
too much retail space	0	3
narrow sidewalks	0	3

Q5: Promote development, vitality, and growth of commercial/business districts.

Theme	Positive(+)	Negative(-)
empty storefronts	0	25
commercial vitality	17	3
expand business districts	6	6
in business districts	3	7
businesses in residential neighborhoods	9	0
preserve open space	9	0
walkability	5	1
car dependency	0	5
commercial tax base	5	0
expand tax base	5	0
bedroom community	0	4
increase commercial tax base	4	0
near commercial districts	4	0
residential tax burden	0	4
along broadway	3	0
along mass ave	3	0
along route 2	3	0
mixed-use	3	0
redevelop golds gym site	3	0
tax overrides	0	3
traffic congestion	0	3

Q6: Integrate sustainable principles into new multifamily housing.

Theme	Positive(+)	Negative(-)
sustainable principles	37	0
production	13	0
affordability	10	0
increased costs	0	10
address existing homes	7	0
multi-family housing	0	7
solar panels	5	1
uniform requirements	6	0
density	2	3
fossil fuels	0	5
energy efficient	4	0
ensure affordability	3	0
heat pumps	2	1
net zero code	3	0
new construction	0	3
trees	3	0

Q7: Provide access to shared community spaces such as recreational parks and open spaces, plazas, and public buildings.

Theme	Positive(+)	Negative(-)
already have open space	27	0
shared community spaces	10	0
preserve open space	7	0
accessibility	6	0
recreational spaces	3	2
dog parks	4	0
parks	4	0
production	4	0
trash collection	4	0
trees	4	0
car dependence	0	3
density	2	1
open spaces	3	0
public restrooms	3	0

Q8-Q10: Commercial Centers and Corridors

These comments pertained to three strategies:

- Encourage multifamily housing along our commercial corridors (i.e. Mass Ave, Broadway, Summer Street)
- Encourage multifamily housing in our commercial centers (i.e. Capitol Square, Arlington Center, Arlington Heights)
- Encourage multifamily housing near, but not necessarily on, our commercial corridors

Theme	Positive(+)	Negative(-)
all neighborhoods	17	1
density	1	12
preserve commercial	12	0
near transit	11	0
traffic congestion	0	11
near commercial corridors	8	2
near commercial centers	9	0
along commercial corridors	6	1
commercial adjacent	7	0
ground floor commercial	6	0
multi-family housing	1	5
already have multi-family	5	0
mixed-use	5	0
near alewife	5	0
walkability	5	0
in commercial centers	2	2
lack of parking	0	4
near main corridors	4	0
active transit	3	0
improve transit	3	0
in commercial areas	2	1
more commercial	3	0
near amenities	3	0
near commercial districts	3	0
overcrowding	0	3
production	3	0

Q11: Avoid locating new multifamily housing near flood-prone areas

Theme	Positive(+)	Negative(-)
avoid flood prone areas	101	0
mitigation strategies	19	0
elevated buildings	7	0
resilient buildings	5	0
avoid wetlands	4	0
mugar development	1	3
preserve wetlands	4	0
environmental justice	3	0
multi-family housing	1	2

Q12: Encourage multifamily housing on existing large parcels

Theme	Positive(+)	Negative(-)
existing large parcels	12	5
avoid flood prone areas	14	0
all neighborhoods	11	1
density	2	8
on mugar property	0	8
near transit	7	0
consider site-specific conditions	6	0
mix of parcel sizes	6	0
preserve open space	6	0
on single-family parcels	2	3
preserve green space	5	0
traffic congestion	0	5
production	4	0
along main corridors	2	1
in single-family neighborhoods	0	3
large apartments	0	3
missing middle	3	0
multi-family housing	2	1
parcel consolidation	3	0

Q13: Encourage multifamily housing in all neighborhoods in Arlington

Theme	Positive(+)	Negative(-)
all neighborhoods	53	17
near transit	32	0
density	1	10
consider site-specific conditions	8	0
in east arlington	4	3
multi-family housing	1	5
near alewife	6	0
ghettoization	0	4
in morningside	2	2
two-family everywhere	3	1
walkability	4	0
along main corridors	3	0
being like cambridge	0	3
car dependency	0	3
improve transit	3	0
in jason heights	3	0
in kelwyn manor	3	0
in single-family neighborhoods	2	1
integration	3	0
more children	0	3
near commercial areas	3	0
near commercial centers	3	0
nimby	0	3
outside east arlington	3	0

All Questions Combined

In addition to summarizing codes for individual questions, working group members produced a summary of the entire corpus of comments. This can be considered as a consolidated view that includes comments made for all thirteen strategies, and it includes themes mentioned ten or more times.

Theme	Positive(+)	Negative(-)
density	48	104
avoid flood prone areas	116	0
all neighborhoods	91	21
near transit	100	1
mixed-use	73	22
improve transit	59	0
production	37	1
sustainable principles	37	0
multi-family housing	10	24
preserve open space	29	0
affordability	27	1
near alewife	27	1
already have open space	27	0
empty storefronts	0	25
traffic	0	23
pedestrian friendly	21	1
lower ami	20	1
traffic congestion	0	21
avoid wetlands	19	1
bike friendly	18	2
commercial vitality	17	3
mitigation strategies	19	0
commercial areas only	17	0
existing large parcels	12	5
main corridors	15	1
walkability	14	2
consider site-specific conditions	14	0
housing first	14	0
near commercial centers	14	0
aesthetics	2	11
diversity	13	0
expand business districts	7	6
improve sidewalks	13	0
middle income	13	0
more housing	5	7
near amenities	12	0
preserve commercial	12	0
too much retail	0	12
affordable housing	10	1

Theme	Positive(+)	Negative(-)
higher percentage	11	0
along commercial corridors	9	1
car dependency	0	10
in business districts	3	7
increased costs	0	10
market driven	4	6
near commercial corridors	8	2
shared community spaces	10	0

Appendix C - Comments

This section contains the comments made in response to each survey question. We include these for completeness, and to provide an opportunity for members of the community to see what their fellow residents have said.

Each comment question was paired with either one or three multiple choice questions. In analyzing comments, members of the working group compared multiple choice answers given by the commenters with those given for the survey as a whole. These comparisons are included for context. In some cases the distribution of multiple choice answers were virtually identical; in other cases, comments were more likely to be associated with opposition or being unsure of what a particular question meant.

Q1: Encourage multifamily housing around public transportation routes (MBTA bus lines, Alewife station).

	All responses		These Comments	
IMPORTANT	615	59.88%	110	45.27%
SECONDARY	170	16.55%	53	21.81%
NEUTRAL	84	8.18%	10	4.12%
OPPOSED	121	11.78%	51	20.99%
UNSURE	37	3.60%	19	7.82%
BLANK	6		2	
Non-blank	1027		243	

#	Response	Comment (around public transportation routes)
1	IMPORTANT	This is crucial. This is the only way to increase the number of residents without also drastically increasing traffic congestion.
2	IMPORTANT	We also should consider encouraging multifamily close to parks, school and supermarkets.
3	SECONDARY	We are a very dense built up town without much space. Parts of the entire area are becoming so built up and with other restrictions and lack of services that the quality of life is going down here, especially compared to the high costs of living here.
4	IMPORTANT	Arlington's public transit has been sharply reduced by the MBTA (see adam auster's excellent analysis and articles at https://wordonstreet.wordpress.com/ Until we actually HAVE good public transit, more housing just means more cars.
5	UNSURE	I already have a two family home which I live in on the bus line it's good for me and my family.... What would change?
6	IMPORTANT	It is important to provide people with housing close to transit so that they can choose to live without a car.
7	SECONDARY	The focus should be on bus routes that run frequently and stops near safe crossing areas (lights, walk signals, crosswalks) if this is a priority. Mainly along Mass Ave.
8	OPPOSED	It is not economically feasible. We are too dense. This promises something that is unlikely to happen in current conditions.
9	IMPORTANT	and as far east as possible, to access more jobs/transportation options!
10	SECONDARY	Will it further divide the town in an obvious way - ie those who live away from MBTA have bigger/wealthier homes
11	IMPORTANT	Not everything needs to be directly near the T, but it's critical to have bus access.
12	OPPOSED	Doesn't Arlington already meet this goal, more than other surrounding towns?
13	OPPOSED	I am opposed to change zoning to multifamily housing.
14	IMPORTANT	Housing density will bring more people, so every effort must be made to limit the need for cars

#	Response	Comment (around public transportation routes)
15	SECONDARY	Nice idea but the MBTA is failing. Id fix that first before promising it riders.
16	SECONDARY	I fear that this is another case of Arlington being elitist about who they allow into the neighborhood (again). Ostensibly multifamily housing would encourage lower income families to move into the area.
17	IMPORTANT	It's a shame to see houses closer to Alewife flipped to luxury condos far beyond affordability for the majority of mbta users.
18	SECONDARY	The town has got to stop giving away open land to developers. I want affordable housing near public transport, but not at the cost of turning Thorndike Field into a sea of condos (which won't be affordable anyway)
19	SECONDARY	Creating housing near the transfers stations is positive for volume of transportation options to easily get around. These areas also have other amenities like shops, stores and restaurants. I do not support adding multifamily units to areas that are primarily single family. If I had wanted to live in a dense neighborhood, then I would have stayed in my condo in the city or chosen a more dense neighborhood.
20	IMPORTANT	We would like more diversity in our town.
21	IMPORTANT	We need to make it a priority to create multi family housing only along Alewife and Mass Ave. We need to work to improve bus services along all bus routes. MBTA reduced bus service to Arlington, this is taking a step back to sustainable goals.
22	IMPORTANT	It is important to offer housing available to families and others of all incomes.
23	SECONDARY	We should encourage multi family housing where there is actual working transportation routes like Alewife and Mass Ave only. We should work to improve public transportation to make it dependable and on time. Once an hour service is not practical and next to useless if your job depends on getting there on time like mine does & everyone else I know.
24	SECONDARY	Do we have any ability to influence development around Alewife? If we do, I would encourage multifamily housing development there, but I don't believe we do have decision making power regarding that. I believe we could encourage multifamily housing around Massachusetts Avenue which is both commercial and on public transportation routes, however, I would not encourage multifamily housing on ancillary public transportation routes.
25	IMPORTANT	Multi family homes need to have direct access to public transit
26	IMPORTANT	I would qualify the different types of bus lines. Better to prioritize multi family around bus routes that have frequent, reliable service. (For example, the 77 wins over the 62, which only comes MAYBE once every hour.) If there is forward momentum to build elsewhere along a less frequent bus route, the town should urge the MBTA to increase service on that line, and should also encourage more Arlington bus routes to connect to the T.
27	IMPORTANT	Include affordable housing for a diverse community
28	NEUTRAL	Doesn't East Arlington already comply?
29	IMPORTANT	Housing should have significant ground floor retail.
30	IMPORTANT	Include the Minuteman Bikeway and bike lanes as public transportation routes. Multifamily housing should also be located throughout the town.
31	IMPORTANT	I'm very supportive of increasing density, particularly where we can add

#	Response	Comment (around public transportation routes)
		transportation to support it.
32	IMPORTANT	Additional multifamily housing is imperative to ensuring that young families can actually afford to live in Arlington.
33	IMPORTANT	Seems obvious and essential that new housing should be near transportation routes.
34	OPPOSED	I am against increasing the density population of arlington
35	IMPORTANT	People who depend upon n public transportation do so for many reasons. I was recently in a city in Europe where transport was abundant, reliable and i expensive. It's possible!
36	IMPORTANT	Parking is likely to be more limited in multifamily housing. We can support people to live in Arlington without as much reliance on cars if multifamily housing is strategically designed around public transportation and bike friendly areas.
37	IMPORTANT	Without adequate public transportation, multi-family housing brings more cars, traffic and parking issues. These seem like issues that should be avoided.
38	IMPORTANT	This will reduce the need for residential parking
39	IMPORTANT	When multifamily housing is near public transit, it reduces the need for parking for the additional residents growing the town
40	OPPOSED	Arlington is already so crowded, the roads are full, and it's getting worse
41	SECONDARY	I find that in East Arlington there a number of multifamily housing options.
42	BLANK	Travel by public transit is long and slow. Sooo long and slow that driving can often be a far better alternative when time is your most valuable commodity. Close proximity to transit helps, but availability (*cough* 67) and reliability (*cough* 77) are even more important.
43	OPPOSED	I am against planning multifamily housing especially along the relatively lightly used MBTA Bus Routes 76 and 78 in Arlington.
44	IMPORTANT	MA Ave. is ideal for affordable, multi-use development including affordable housing, business development, and access to transportation.
45	OPPOSED	Arlington already has enough density and no additional sources of revenue
46	SECONDARY	I think having multi-family especially 4-plus story housing that is walkable to Mass Ave and the bike path is important, because we hope multi-family residents will not need to bring cars into town. While route 2 access road has bus routes along it, it would be nice to have higher density on the Mass Ave corridor and then an express bus that doesn't need to stop at any Route 2 Access Road multifamily units.
47	SECONDARY	Have required infrastructure like schools put in place before encouraging new construction.
48	IMPORTANT	middle and working class folks need to be able to use public transportation to get to work and/or school. this makes it easier to live here.
49	IMPORTANT	I also would like to see improved MBTA access in general, especially during the morning and afternoon school drop off and pickup times for Ottoson and AHS.
50	OPPOSED	Bus Routes can be easily changed to accommodate higher density housing. To make this as a goal would severely disrupt the nature of some neighborhoods

#	Response	Comment (around public transportation routes)
51	OPPOSED	The MTA once proposed putting an above ground red Line extension with a station in St Agnes parking lot. Not a good partner! It is a poorly run organization. Community improvements should be community based .
52	IMPORTANT	It's imperative to mandate 10-15% of rehab and new construction be AFFORDABLE/LOW INCOME housing in areas with MBTA access
53	SECONDARY	Maximize multi-family housing where it exists currently, and add multi family options for current single family zoned areas, but while attempting to minimize adverse neighborhood impacts.
54	IMPORTANT	Upzoning zoning the area on Chestnut Street between Warren and the center would be a great location for multi family housing. It's surrounded by buildings of many stories and the cemetery and you could get a great deal of density there and along Mass Ave between center and Cambridge. Both are also key bus routes.
55	OPPOSED	The bus routes are not viable modes of public transportation. They don't run frequently enough so they're overcrowded, and traffic makes their schedules erratic. Increased density depending upon the bus lines is I'll advised.
56	OPPOSED	Most of Arlington is already overbuilt and overcrowded. The town has many lots under 5,000 sq. ft.
57	IMPORTANT	Around Alewife and key bus routes (77), yes. Disagree about encouraging multifamily housing around bus routes 62 and 67, as they are less frequent than 77 and will leave residents largely car constrained.
58	SECONDARY	Goals that are more important are basic ones such as repairing sidewalks in Town. Adding sidewalks to public streets. Having reliable bus service, on time and with greater frequency is critical!! Making sure new construction is ADA compliant, ecologically friendly to our environment and waterways. We need to be mindful of how new construction and zoning affects neighbors and neighborhoods. Plopping R-3 buildings by right sounds good but creates much disruption for neighborhoods. It's important to have a zoning choices! People buy into a neighborhood for a reason and what gets built next to them matters a great deal. Please be careful with zoning changes!
59	IMPORTANT	Oh, yes, there are so many good reasons to have multifamily housing near these transportation routes (good for climate, good for social justice, good for local labor markets with nearby housing).
60	OPPOSED	Isn't most of Mass Ave corridor already zoned to allow for multi-family housing? Sure looks that way to me from the construction! It also sounds like paving Mugar for a 200 unit apt is gonna happen anyway. If we have to suffer through that, can we put the district there and kill two birds with one stone?
61	IMPORTANT	Have you given any consideration to constructing multi-family housing on top of all of the single or double story banks that line the Mass. Ave corridor? It seems that some consideration should be given to, in addition to building multi-family housing on top of public assets, that the banks in town should consider financing projects on their own land too.
62	NEUTRAL	I am in favor of multi-family and stand alone housing
63	IMPORTANT	Affordability affordability affordability

#	Response	Comment (around public transportation routes)
64	IMPORTANT	Important ONLY if "multifamily housing" means that a family of at LEAST four can live there.
65	IMPORTANT	Why not the goal of encouraging public transportation routes near multifamily housing if necessary? Why should our zoning be determined by the MBTA's opaque decisions on where they will run bus lines?
66	SECONDARY	Good public transportation is everybody's best interest because it may decrease transport related fossil fuel use and congestion.
67	SECONDARY	We need to help create and maintain demand for all existing and future bus routes in Arlington and should spread out our multifamily housing zones. Everything always focuses on East Arlington / Mass Ave corridor which is already very densely populated. Let's spread out to Turkey Hill, the Heights, and Mystic St/Rt 3 to spread density more evenly throughout Arlington while simultaneously maintaining and increasing demand for MBTA services.
68	IMPORTANT	Access to transit, and EXPAND transit. Improve infrastructure. Adding more people to the town without doing so is irresponsible.
69	IMPORTANT	I am a renter in a multi-family house in East Arlington and I love it! As a lower-income single person it's a great way to be a part of the Arlington community without having to be a homeowner. It's essential that any new multifamily housing is available for RENT, not just purchase!
70	OPPOSED	Encouraging multi family housing without addressing the attendant infrastructure issues (parking, traffic congestion, loss of open space, burden on town services such as schools, trash and recycling, impact on cultural and historical resources) will add congestion and lower the quality of life in Arlington. Furthermore, with the as unreliable (and unsafe!) as it is, there is no guarantee that residents of multi family housing will actually use the T, but instead will use their cars, further adding to the infrastructure stress.
71	SECONDARY	An efficient public transportation system is a must in all communities
72	IMPORTANT	higher density is critical to equity and arlington's future!
73	OPPOSED	The schools already have too many children in each classroom that teacher's cannot give the attention needed.
74	OPPOSED	Parking will be a major issue: traffic congestion As well as bike lane on mass ave. Will have a negative impact in Arlington
75	IMPORTANT	I live near one of these bus lines and I strongly support this goal.
76	OPPOSED	This is a push to make us another Somerville or Cambridge. Arlington was always full of one and two family homes because that's what the people wanted. Stop changing the character of the town.
77	OPPOSED	there is too much congestion - no more housing
78	IMPORTANT	The entire Boston Metro area needs SO MUCH MORE HOUSING, especially along public transportation routes.
79	OPPOSED	I am opposed to forcing multifamily housing into our town. This should be managed through a free market system. If there is demand enough then the market will dictate that.
80	OPPOSED	Town is already too crowded and junky looking and people have been moving out.
81	OPPOSED	The goal is based on false assumptions.

#	Response	Comment (around public transportation routes)
82	IMPORTANT	Not everyone has their own car - where we can encourage greater density near public transportation and therefore more use of public transportation and therefore a lower likelihood of the MBTA cutting our routes - that's important!
83	OPPOSED	If it is not right for Arlington then screw it, first make sure it is right for Arlington and fits in with the actual neighborhood,
84	IMPORTANT	I'm in favor of encouraging diversity in Arlington, and multi family housing will promote that
85	IMPORTANT	Some of these routes don't run very often. I wouldn't want to depend on most of them for a daily commute. We need more frequent and reliable transit to go along with transit-oriented housing development. P.S. This is not a stealth anti-growth comment.
86	IMPORTANT	Arlington should adjust zoning to allow for fewer private parking spaces included in new developments. Building on or near reliable public transit lines makes this goal more feasible.
87	SECONDARY	Achieving this goal can't put current residents at risk for flooding and worsened overcrowding at schools
88	SECONDARY	Greenspace and preserving the very few natural habitats that remain in Arlington should be considered as a priority for planning where to build
89	SECONDARY	2-family housing is acceptable, but giant apartment buildings with more than 2 or 3 units need to be carefully planned and fit the character of the neighborhood, or be developed in areas with commercial/industrial zoning to 1) not impede on anyone's way of life, and 2) ensure that these buildings have realistic walkable access to transit and commercial opportunities.
90	IMPORTANT	The town should provide free shuttle bus service from areas that are not within easy walking distance to MBTA bus lines to the nearest of these, such areas being northwest of Spy Pond and northwest of Arlington Center.
91	SECONDARY	We also need to preserve habitat for native species
92	UNSURE	We already have significant multi-family housing. This question is too vague to give a meaningful answer.
93	UNSURE	Specifically low income?
94	IMPORTANT	This goal is essential. However, it's important to note that the transit map shown here is misleading. The 62, 76, 78 buses are extremely limited in their timing and practical utility, especially given COVID schedule reductions.
95	NEUTRAL	Encourage is the key word, but how will such encouragement happen? Will it also encourage /using/ public transportation, or will it encourage over population and more cars on the streets, given the poor state of the MBTA?
96	IMPORTANT	Having lived in multi family housing in Somerville, having a car for every member of the household is difficult in that density. Being near transit increases the options of having fewer cars than people for commuting and running errands.
97	IMPORTANT	Broadway can use more multi family housing. Multi family could be added on upper floors in Arlington center over retail
98	OPPOSED	Already done. Too crowded.
99	SECONDARY	Proximity to public transportation is important but should not override

#	Response	Comment (around public transportation routes)
		environmental concerns. A prime example is the proposed development Thorndike Place which is too close to wetlands and increases the risk of flooding in the neighborhood
100	IMPORTANT	But not in environmentally fragile areas - especially Mugar parcel which has an approved apartment building which is threatening the land and adjacent neighborhood
101	OPPOSED	I am opposed! Especially when there is an immense negative impact on an existing, quiet, suburban neighborhoods with severe traffic problems already! Add to that, building in an existing wetland will impact the older dwellings only a short distance away! And if that is not enough, consider the physical impact of vibratory construction, removal of natural habitats of over a hundred species of animals, AND the additional taxing on our existing utilities! There is not one good side to this proposed housing!
102	OPPOSED	The 67 bus doesn't run on the weekends, so it's a real stretch to compare it to the 77. Similarly, the 350 runs once/hour (maybe) on the weekends.
103	IMPORTANT	Although important to encourage the use of public transportation, housing should not impede or negatively impact already dense areas such as E. Arlington and need to consider the environmental impact on the wetland areas/flood zones.
104	IMPORTANT	With 2000 additional units in Town, imcreasing public transiyt is a must. This means more bus routes, more frequent buses on heavily used routes, more bike share and safer bike lanes.
105	IMPORTANT	This goal is VITAL to include.
106	IMPORTANT	Putting multifamily housing within walking distance of public transit will disincentivize car usage to mitigate traffic and pollution. Keep in mind the housing should be zoned where the major bus routes are **going** to be in the next 5 years given the MBTA Better Bus Network redesign and implementation expected to start this summer. Because much of the area near Alewife is wetlands, it makes more sense to spread the housing out around the major bus routes.
107	SECONDARY	East Arlington, which has the greatest access to the T, is already largely multifamily housing. The state is shoving large housing developments with very few affordable units down the throats of already-dense communities, regardless of environmental impact, and regardless of the fact that that the public transportation system they are building around is crumbling, unreliable and unsafe. The immediate focus should be on fixing and extending the T.
108	IMPORTANT	Make sure public transportation is ADA-approved - and clear those curb cuts!
109	UNSURE	Everywhere along the bus routes? No. For example, Wachusett Ave should be treated differently from Mass Ave. They cannot be lumped together.
110	OPPOSED	Please keep Arlington to be a suburbs. We don't want to be Somerville or Cambridge.
111	IMPORTANT	I am worried that the zoning will change in East Arlington where the neighborhoods are already 2-family to multi-family. The density that already exists in my neighborhood is crowded, with houses built close together and often small driveways, no driveways. It would be important to keep larger

#	Response	Comment (around public transportation routes) structures along Mass Ave.
112	IMPORTANT	When I moved to MA for a job in Kendall Sq (Cambridge) 15 yrs ago, one of the top priority for deciding where to live was ease of commute by public transportation. I chose Arlington. Although the level of service provided by MBTA has been abysmal, I have the option of commuting to work as well as shopping and doctors' appointment using MBTA. It is important to have more housing near the transit route to help people like me. There are already plenty of multifamily housing along Mass Ave but more could be introduced along Broadway and near Alewife. Also important to note is, limiting short term rental for long term tenants. I heard landlords prefer Airbnb over a lease. (And please fix MBTA)
113	OPPOSED	This discussion needs to include topics around development, population density (maybe we are already overcrowded in Arlington), effects on infrastructure (water, utilities, drainage, waste, pollution, increases to budgets and taxes to sustain a larger population, quality of life issues and more.
114	IMPORTANT	The idea of *not* making multi-family housing radically public transit accessible, either by building it around public transit or creating public transit to it, is absolutely ludicrous and completely unserious.
115	SECONDARY	Focus on Mass Ave
116	SECONDARY	MBTA needs to increase the frequency of many of these routes for them to be useful to the non-car owning crowd (myself included). Instead they plan to cut routes for the most part.
117	IMPORTANT	Arlington's can support many more people living in town. There were something close to 54,000 people here in 1970, and now it's about 45,000. So more housing placed where it can be supported by public transit is needed.
118	UNSURE	It's important to encourage MF housing all over the town. If there's more MF housing in areas not close to existing routes, maybe more routes could/should be added in future
119	OPPOSED	we are already removing most of the open space in Arlington and surrounding areas - decreasing required open space around the buildings and letting developers squeeze as many units as can fit into every single parcel will have negative environmental impact - worse quality of air, water; stress on town resources (especially schools) and much worse traffic
120	IMPORTANT	It's not clear if you're explicitly talking about low income family housing and then if so, having access to public transportation routes is an absolute MUST!
121	IMPORTANT	It makes most sense to build housing for many people in areas where there is better access to public transport
122	IMPORTANT	The town is not very big so honestly, anywhere should be within a 20 minute walk of a bus or t-stop.
123	IMPORTANT	That means that if multifamily housing is available in other parts of Arlington, the MBTA should be REQUIRED to provide a FREQUENT, RELIABLE bus route in those other areas also.
124	IMPORTANT	However, MBTA should be working more with Towns to improve service and make it so you do not need a car
125	UNSURE	I am opposed to this goal if it means building on the environmentally fragile

#	Response	Comment (around public transportation routes) Mugar site.
126	SECONDARY	All communities should have affordable housing mandated. Communities without public transportation should also have mandated frequent shuttle service to public transportation. Otherwise, this law just further increases the inequity between the very wealthy towns and the rest of us.
127	IMPORTANT	Multifamily development should be accessible to transit, but does not necessarily have to be directly on a bus line as long as it is within a relatively short walk of a stop.
128	OPPOSED	The Alewife station area already has hundreds if not thousands of apartment units available for housing. We do not need to build additional apartment units.
129	IMPORTANT	Some bus routes are too Infrequent to be relevant...e.g. route 67
130	OPPOSED	We are already one of the most dense communities in Massachusetts. This will create further density and not really add anything to the town re: public transportation.
131	SECONDARY	Not every family who needs affordable housing needs to use public transportation
132	IMPORTANT	The 87 bus service for Broadway shuts down at 730pm Mon-Sat and does not serve Arlington at all on Sundays.
133	IMPORTANT	I would love to see the term 'multigenerational housing' used as well. Are 'mother-in-law' additions allowed? Should we consider "group homes" for recent grads to live together (semi-)independently to learn how to interact with folks they aren't related to or who are already independent of parental support not of their own volition!
134	NEUTRAL	Most buses that service Arlington already have plenty of multi family housing
135	OPPOSED	No more multifamily housing anywhere!
136	SECONDARY	AFFORDABLE multi-family housing
137	SECONDARY	People in all kinds of housing need clean, on-time, reliable public transportation. The focus should be on improving the service to our Town for everyone.
138	IMPORTANT	I enthusiastically support this priority.
139	UNSURE	If multifamily housing is not specifically earmarked for people earning under 60% AMI, then it will not help the people who need housing and who have jobs where they are less likely to be able to work from home. Market rate housing near the T will be very expensive, and will be a form of red lining by proxy.
140	SECONDARY	T service changes. We are talking about zoning for our community and I would expect that community impacts be prioritized
141	SECONDARY	I do not understand why we do not try to rezone our existing high density areas that already contain multi unit dwellings (typically 2 family homes in E. Arlington and along Mass Ave) so that they are zoned multi-family by right - rather than consider the prospect of changing single family neighborhoods into multi- family ones.
142	IMPORTANT	I think this is the core goal: to locate new multi-family housing near the best transit options we have. I would include the Clarendon hill bus yard in this

#	Response	Comment (around public transportation routes)
143	IMPORTANT	goal, as it's only a block outside Arlington. It is disappointing that there are fewer bus routes in Arlington now, and so there are now only 2 routes that actually go to Alewife - and none that go to the new Green line in Somerville. Having multi-family housing with easy access to the T sounds great but is difficult unless you are near the 77 which runs fairly often (I do not know how often the 67 runs. If we are looking at families and folks that are disabled, we need to build housing with easy access to public transportation.
144	IMPORTANT	Also allows for purposeful reductions in parking, incentivizing transit use.
145	SECONDARY	We, in Arlington, already support this. It seems unfair to now have a second mandate when other communities have not stepped up.
146	SECONDARY	It's important to include housing near all public transit routes, but not at the cost of excluding multifamily housing from other areas of town. Building excessively near Alewife could cause major problems, as that area is at high risk for significant flooding due to climate change. In addition, building in only one area of Arlington runs the risk of increasing the geographic segregation in our town along economic lines. We must integrate multifamily housing across our whole town to create the most resilient and integrated town possible.
147	IMPORTANT	This policy will also boost and maintain transit ridership in town, preventing future loss of such service in the future.
148	IMPORTANT	Ideally they are placed in a way to facilitate more/better transit options that just the existing
149	NEUTRAL	Arlington has little to no undeveloped land for new housing projects. There are already multifamily houses along our high traffic corridors.
150	OPPOSED	State should not mandate especially when mbta is awful
151	OPPOSED	Is multi family housing going to cause excessive traffic in these areas? Ex: lake street is already a nightmare . Define multi family- are we taking huge buildings with 100 units ? Or 2-3 family houses. Will this over crowd schools?
152	IMPORTANT	We cannot / should not assume that everyone (a) has a car (b) needs a car (c) can drive (d) always wants/needs to drive.
153	NEUTRAL	I believe Arlington currently has a lot of multi family housing. I live in one myself.
154	IMPORTANT	The MBTA should reinstate our bus services that they cut.
155	IMPORTANT	Eliminate single-family-only zoning throughout the town. We are in a housing crisis. BUILD!
156	SECONDARY	It's not a one size fits all proposition. For instance, some MBTA bus lines in Arlington run through historic districts. Retaining the historic integrity of the town is also important.
157	SECONDARY	I support this goal if the new housing is prioritized mainly along the Mass ave bus routes (ie - the 77), rather than the other routes shown. Bus routes along Mass ave are convenient to town amenities, are scheduled frequently as to be useful, have shelters or benches, and are near clearly defined crosswalks and sidewalks or pedestrian crossing signals. I would propose if a zone must be

#	Response	Comment (around public transportation routes)
		created along the 350 bus route on Mystic St., that it end at the intersection of Columbia Rd/ Kimball Rd/ Mystic St.; this is the last outbound stop along Mystic that has a crosswalk (and a traffic light) between inbound and outbound bus stops, and has good visibility for pedestrians. After that, the bus route is not pedestrian friendly at all, and in fact feels dangerous crossing- not in line with transit-friendly housing.
158	IMPORTANT	It would be better if MBTA increased bus service from Arlington to Alewife instead of reducing it. It's really worrisome to keep reading news stories about the deteriorating conditions throughout the MBTA.
159	OPPOSED	I am opposed as Arlington is already fully built out and the only way to get more housing is through demolition and further densification.
160	UNSURE	If the multifamily housing is not affordable to lower income folks--Black & Latinx households, disabled households, Sect 8 voucher households, which are actually most likely to use public transit--then who is this really for? Creating it for upper middle class households is just going to contribute to displacement and up emissions...
161	IMPORTANT	It's difficult to answer this comparative question without knowing other goals.
162	IMPORTANT	Of course this is outside the scope of the survey, but Arlington needs to be *very* vocal about the decrepit state of the MBTA. Squeaky wheel, etc
163	IMPORTANT	I'll say this throughout - I encourage multi family housing. AND somehow, it can't just be a way for developers to double their profits. Look at Cambridge where single family houses are being bought for \$1mm, changed to duplexes each selling for close to \$2mm each. That doesn't help.
164	OPPOSED	As it applies to Arlington, the MBTA Zoning law requires 15 units per acre located within 1/2 mile of the Alewife T Station. That's the goal the Town should be focusing on. Building multifamily housing around bus stops does nothing whatsoever to help us meet that goal.
165	SECONDARY	Given the fact that the MBTA is so unreliable and broken, this goal should not be priority one.
166	IMPORTANT	More people means more of a need to move people efficiently.
167	SECONDARY	This should be done to minimize parking increases and be built around non-car means of transit
168	SECONDARY	You have to take more factors into consideration besides public transportation access, e.g., existing housing density, schools, parking, etc.
169	SECONDARY	The area around Alewife is in a flood zone. Having multifamily dwellings spread throughout town makes more sense to me - but by bus routes is good.
170	OPPOSED	we are already having problems with traffic congestions during rush hours. Increasing the density is going to make traffic even worse.
171	SECONDARY	Yes it should be around bus routes. But we need more density AWAY from east Arlington. Focus near bike path, along Broadway corridor, near Heights.
172	SECONDARY	It's not clear what is meant by the term "encourage"... is that the same as simply "allowing" multifamily housing by right in those areas?
173	IMPORTANT	If the MF housing is not near a public transit route, then there needs to be a way for the MF residents to get to the nearest route, either within a short walk (1/2 mile) or a dedicated bike lane to get to the bike path or blue bike stations.

#	Response	Comment (around public transportation routes)
174	UNSURE	MBTA Better Bus project just got rid of the 79 bus Arlington Heights to Alewife during the pandemic and now is planning to get rid of the 350 Bus through E. Arlington, the most dense part of town, and the one bordering the 0.5 mile radius from Alewife station. This makes no sense at all. IN E. Arlington, we have already had 2 family homes, including building 4 townhouses to replace a single family and a two family (See Winter Street). Another Winter St. 2 family was changed to a side by side with garage in the middle taking up almost the whole plot. In E. Arlington we have density up to our ears yet they say we must now have more density. When is enough enough? I live in a block which is the most dense --- even more dense than Cambridge. I want you to live where I am and have to deal with the effects of this density. Also, Broadway in E. Arlington has triple deckers. What, that doesn't count? The 5 story 80 Broadway project --- don't get me started by destroying any setback from the sidewalk to make it like downtown Boston financial district!
175	SECONDARY	I think the goal should be to get housing near high volume MBTA routes. There's plenty of political support for low volume bus routes, but at the end of the day Arlington is a car community suburb and we should face this reality. Getting housing near established high volume routes increases the possibility that those routes might actually get used more.
176	NEUTRAL	Arlington is already so congested along major transit lines that it's unclear where multi family housing could be constructed.
177	IMPORTANT	Adding more housing near MBTA routes is critical to both addressing housing shortages, and boosting density (which will lead to more ridership and better service).
178	OPPOSED	The state is bullying towns and cities that already have the highest density to add the highest number of apartments - how do we build more parkland, expand schools more than predicted, etc?
179	OPPOSED	At most, the town should comply with the letter of the MBTA density law, and encourage density only near Alewife and only to include ADUs and 3-family housing near Alewife such that the town will be in compliance with the law.
180	SECONDARY	Adequate multifamily housing already exist along the bus routes.
181	OPPOSED	More houses ... More cars ...more traffic
182	IMPORTANT	We should develop densely within half a mile of Alewife Station.
183	SECONDARY	I strongly believe in keeping development near Alewife Station and increasing open spaces.
184	IMPORTANT	Public Transit quality is also a key factor.
185	SECONDARY	Overemphasizing this goal risks a chicken-and-egg situation where neighborhoods less served by the MBTA stay single-family, and then continue to be less served due to their lower population density. This goal can also be used as justification for NIMBYism / "why does anything have to change?" in neighborhoods not directly on public transit, which is a problem because only considering areas serviced by public transit is grossly insufficient to meet Arlington's housing goals.

#	Response	Comment (around public transportation routes)
186	UNSURE	Multifamily housing near Alewife makes sense, but the bus lines are not reliable enough to provide a viable commuting option for most people (especially those who don't work in Cambridge or Boston). Therefore there is no real argument for using proximity to bus lines as a reason to build multifamily housing.
187	OPPOSED	I strongly discourage zoning changes from single to multi-family housing in Arlington.
188	SECONDARY	Adjacency to public transportation is good but not sufficient for all multifamily housing.
189	IMPORTANT	This strikes me as the essence of this legislation, and hopefully more density along these routes will cause the MBTA to improve their service on these lines.
190	IMPORTANT	Important but not singularly important goal. 15 minute walk seems to be generally considered acceptable.
191	UNSURE	The goal is too vague. What kind of multifamily housing? What does "around" mean? Which routes - Alewife/Red Line? The Bus Routes? Only the 77 route in East Arlington, or including the bus routes up around the Heights? It seems like these initiatives are always planned in East Arlington, or in Mass. Ave. adjacent communities, and never up in the hills, where there are clearly bus routes.
192	IMPORTANT	Before we can make decisions or recommendations on multifamily housing it would be great to define properly what the term means here. And also to consider how to make it desirable. Is it time to re-invent our way of living and create multi-generational, community-g geared spaces instead of favoring isolation and letting the market promote accelerated gentrification? This being said access to transportation is always a desirable feature.
193	IMPORTANT	i don't know
194	UNSURE	I am a single renter with no family and I have absolutely no options around Boston to buy a home. What about single mature-person condos? There's none anywhere. To me and multi family can afford a car more than I can. I'd rather have nature and multifamilies out further west.
195	IMPORTANT	1. We have to 2. Logical locations
196	SECONDARY	I am for this goal but am apposed to building in the Mugar wetlands near Alewife due to known flooding and environmental ecosystem risks.
197	IMPORTANT	Doesn't go far enough.
198	SECONDARY	Get the MBTA together! Mass Transit is Awful!!!! Issues everyday! We need more buses to run frequently, especially on the 77. Crowded everyday!!
199	IMPORTANT	Public transportation access can counteract the increase in cars that multifamily housing might bring.
200	OPPOSED	I believe most of Arlington's multifamily housing is already near public transit. So what would be the goal of requiring that, to just keep building in the areas that are already the most dense instead of spreading that housing around throughout the town? There are areas of Arlington where the houses have more land. Why not encourage multifamily housing in those locations?
201	IMPORTANT	Multifamily housing should absolutely be centered near public transportation

#	Response	Comment (around public transportation routes) hubs
202	IMPORTANT	Multifamily housing clustered around public transportation routes will encourage public transportation use and lessen car use, which is a net positive in multiple ways.
203	IMPORTANT	I feel strongly about this. People need to understand that there's a housing crisis in our state and our town and that this Act will expand the amount of housing which will address (but of course not totally solve) the crisis.
204	OPPOSED	Housing should be encouraged on the Rt. 77 busway, which is longer and more frequent and reliable than the other routes, and around Alewife, not in more distant neighbors served by less frequent routes, like the 67 which doesn't run on weekends or with frequency during the day.
205	SECONDARY	this goal is only of interest to me if there is significant affordable housing, a higher percentage of affordable the market rate housing
206	NEUTRAL	Bus service is being reduced in Arlington- fewer routes and less frequent service on routes like the 77. Not reliable!!
207	IMPORTANT	There is no guarantee that the MBTA won't change bus routes, as they did the 67 and 350. If we change zoning around routes, what happens when the routes move?
208	SECONDARY	What is the benefits of this 'goal'? Or any reasons for not achieving it? MBTA already provides less service - including minimal routes to Alewife Station.
209	OPPOSED	The areas around many transportation routes are already congested. Multifamily housing should be located in less congested areas, and transportation routes modified to also serve those areas.
210	IMPORTANT	If locating overlay districts on public transport routes is a top priority, we should trade off the number of parking spaces required. This tradeoff can then allow room around buildings and streetscapes for planting shade trees to help buffer the imperviable services these new structures will create, and reduce the heat islands on the streetscape on these public transport routes
211	IMPORTANT	This decreases the need for excessive parking garage spaces, and allows for more green space. (NOT larger tracts for housing - this should not be done at the expense of land health! Both needs can be met, if done responsibly.)
212	OPPOSED	Very vague statement. We live 2-3 blocks from the 67, but it's beyond unreliable, runs infrequently, and as it's often early or late, can't be counted on. On the other end, the Red Line is unreliable in getting us back to Alewife, so missing the 67 leaves us with no option other than wait an inordinate amount of time. Building up additional housing around this line, in our already dense neighborhood, makes no sense. It's also impossible to do grocery shopping and schlep things back on a bus that runs infrequently, so everyone in this neighborhood needs a car.
213	IMPORTANT	This requires a commitment from the MBTA to maintain service.
214	IMPORTANT	In addition to the advantages of denser housing near public transportation, the Boston area is facing a housing crisis--we are close to becoming the second most expensive housing market in the country. The state has estimated that we need 200,000 units of housing in the next decade. Arlington should do its

#	Response	Comment (around public transportation routes) part to help meet this need.
215	UNSURE	Support this near Alewife, but not at regular bus stops.
216	IMPORTANT	Focusing on the routes with the most frequent/consistent bus service makes sense
217	BLANK	If you build it, will people actually use public transportation?
218	IMPORTANT	Arlington needs housing for people who can't afford million dollar homes. For people who own homes but can't afford the maintenance and taxes so would downsize.
219	OPPOSED	Arlington HAD a lot of multifamily housing but Town and State officials let MOST of it be lost to CONDO conversions!!!! MOST housing lots, especially on NON MASS Ave bus routes, are WAY TOO small for multi family housing!!! WE ARE A VERY DENSELY POPULATED TOWN ALREADY//WAY OVERBUILT!!!
220	SECONDARY	All other things being equal I agree it would be good to have easy access to public transport for this housing but there are other considerations that may take precedence. Some that come to mind are existing street traffic, avoiding building on low lying areas/wetland, considerations around elementary school capacity etc
221	OPPOSED	East Arlington is already congested with higher percentage of multi family homes used for rentals and inadequate parking for existing housing
222	UNSURE	What does "around" mean? I believe, if implemented at all, it should be in narrowly defined districts near public transportation that that are not current R0/R1/R2 zones.
223	UNSURE	MBTA bus lines run right down the entire length of both Mass Ave and Broadway, so I'm unsure as to exactly what the "encouragement of multi-family housing 'around' public transportation routes means." Are we going to lose all our single family homes along those routes?
224	NEUTRAL	Encourage around already built-up corridors like Mass Ave. Not everywhere.
225	UNSURE	I think including it near alewife makes sense but not in the heights
226	IMPORTANT	This is incredibly important to increase the use of public transit, reduce traffic, create more housing and a healthier community.
227	OPPOSED	Arlington is already somewhat densely populated towns, but keeps the charm of a small town. I don't want to turn Arlington into Malden.
228	OPPOSED	Excessive congestoion
229	IMPORTANT	To maintain off street parking for residents there must be parking garages near MBTA terminals.
230	SECONDARY	There is already a LOT of multi family housing next to public transportation in East Arlington—in fact, that's almost all there is.
231	OPPOSED	More market-rate housing will neither solve nor mitigate the current housing shortage, since price is the primary barrier. Any housing discussed -must- be 100% affordable, by a stringent criterion of affordability. More market-rate housing will simply enrich developers, make Arlington more exclusionary not less, and worsen the housing shortage, since the shortage is primarily of price.
232	SECONDARY	Public transport is number 1, except, very importantly: not overbuilding in flood zones! So so so important we are not pressured to build over mugar

#	Response	Comment (around public transportation routes)
		wetlands or other town wetlands. That would solve one problem and create another.
233	OPPOSED	The law says that the goal is multifamily by the hubs - that means Alewife Station in our case. We should not corrupt the purpose to help developers make a killing on our town and raise the cost of living here.
234	IMPORTANT	I favor multifamily housing that's designed to blend in as much as possible with the character of the surrounding neighborhoods (i.e., no 30-story high rises in a well-established neighborhood of triple-deckers.)
235	OPPOSED	The schools are already overcrowded, there is not enough parking for multifamily housing, and it will convert Arlington into another crime-prone Cambridge
236	UNSURE	I have watched two properties near me in Arlington Heights have their well tended modest single family homes demolished and replaced by two two-family townhouses listing for close to a million dollars for each unit. How does this add to offering affordable housing for working or middle class Arlingtonians? The people who typically use public transportation.
237	IMPORTANT	I am supportive of this initiative, but unclear on exactly where the development could go. The area nearest Alewife is already predominantly multifamily with nearly zero developable land.
238	IMPORTANT	Multifamily housing with good access to transit means the need for fewer cars/less parking and is important to help the town meet climate goals.
239	OPPOSED	Higher density housing should be within walking distance to amenities, not based on bus lines
240	IMPORTANT	Expanding existing public transportation is important and placing multifamily housing near existing routes (and near services) is very important.
241	UNSURE	I support multifamily housing near Alewife station but not along the bus routes.
242	NEUTRAL	Most of the multi family housing that is built is extremely overpriced so I don't see how this helps any of the town's goals.
243	IMPORTANT	It was, after all, the initial goal of this mandate ;)
244	IMPORTANT	Encouraging people to use buses, and other modes of transportation beyond cars can only make Arlington better.
245	UNSURE	Arlington should seek assurances and an enforceable timeline to (a) fix and fully re-open main Alewife concourse, (b) fix and fully re-open the parking garage at Alewife, and (c) fix all current causes of speed restrictions on the Red Line. There is no point to the MBTA Communities plan if the MBTA itself is not fully functional.

Q2: Encourage multifamily housing in walkable and bikeable locations (e.g., near existing sidewalks, multi-use paths, bike lanes).

	All responses		These Comments	
IMPORTANT	515	50.84%	73	39.46%
SECONDARY	224	22.11%	44	23.78%
NEUTRAL	113	11.15%	14	7.57%
OPPOSED	128	12.64%	35	18.92%
UNSURE	33	3.26%	19	10.27%
BLANK	20		2	
Non-blank	1013		185	

#	Response	Comment (in walkable and bikeable locations)
1	SECONDARY	If it's possible to build it, yes, but we ought to be expanding mass transit to make it easier to use. Not everyone can walk or ride a bicycle everywhere, especially when the weather is cold, snowy or icy, raining or extremely hot. We need to carefully plan multifamily housing. Does it really make sense to knock down existing buildings to rebuild? There is embedded carbon in existing structures v new materials. We also don't have great mass transit even in the best places in town and we have some large hills that are a challenge.
2	UNSURE	Would this goal change my access in my two family to all these things I need as a senior owner?
3	IMPORTANT	zoning should be prioritized in areas where there are signalized pedestrian crossings and multi-use paths like the Minuteman Bikeway mentioned above. some neighborhoods do not have continuous sidewalks or safe crossing areas at all, much less to bus stops in the outer neighborhoods. areas along Mystic st (350 bus route) do not have any sidewalks or crosswalks to cross near inbound/outbound bus stops.
4	SECONDARY	Please repair the sidewalks and roads.
5	IMPORTANT	yes, this is part of why I said "as far east as possible" in the prior answer, too!
6	OPPOSED	Population will encroach upon the open space.
7	SECONDARY	Same as before--good to create AFFORDABLE housing, but not if it means building up every square foot of open space in the town.
8	SECONDARY	Multi family housing needs to be near Alewife and Mass Ave. We need to prioritize installing more sidewalks in town instead of making residents walk on the streets. Please repair sidewalks, potholes.
9	IMPORTANT	Flashing yellow light crosswalks are a necessity for Pleasant street. There's a lot of foot traffic, especially around the churches.
10	IMPORTANT	Encourage less vehicle use.
11	UNSURE	What does this question even mean? We should instead work on having safe sidewalks in all streets. Repair sidewalks promptly.
12	OPPOSED	I kind of think it's an odd question. Arlington is 5 miles long...there are sidewalks and bikeable locations almost everywhere.

#	Response	Comment (in walkable and bikeable locations)
13	NEUTRAL	I'm neutral because this criterion seems to cover most of Arlington. The walking and biking infrastructure also seems to mostly correspond with bus lines, so not sure both goals are needed. Better to look at it as far as other amenities such as parks (which could include the bike paths?).
14	NEUTRAL	Why don't we put resources into making more of Arlington walkable and safe for biking, and then we can put multifamily housing anywhere?
15	SECONDARY	Areas without existing sidewalks seem to be older SFH zones. That's where the richest people live. They shouldn't get to dodge this new zoning - that'd increase the inequity. Instead, bring the sidewalks and bike paths to those areas while adding the MDU zoning.
16	IMPORTANT	The town should also improve and expand sidewalks throughout the entire community.
17	SECONDARY	Walking doesn't get people to jobs in our current town, at least not at scale. The safe-routes-to-schools already has improved our sidewalks. Biking improvements, though, still have legs.
18	IMPORTANT	Additional multifamily housing is imperative to ensuring that young families can actually afford to live in Arlington.
19	IMPORTANT	This is very important, especially to connect with Alewife.
20	IMPORTANT	I think more multifamily housing is a good thing.
21	OPPOSED	I am against increasing the density population of arlington
22	IMPORTANT	This is key to healthy living for all ages.
23	IMPORTANT	I currently rent in a multifamily home. We have only one car for our family and I primarily bike to work and my daughter's daycare. Access to safe places to bike with a toddler on board is SO important to my life. I can only imagine the same is true for other folks who might want or need to live in multifamily housing.
24	IMPORTANT	This will encourage people to use modes of transport other than cars
25	IMPORTANT	Arlington should be a bike paradise. The Minuteman path is not a reason why there shouldn't be protected bike lanes along the whole length of Mass Avenue.
26	IMPORTANT	It's incredibly important. Lack of sidewalks is a hinderance to many things for people of all ages, and it's an ever-increasing safety issue with distracted drivers. As someone who lives in an area devoid of sidewalks, I am particularly aware of this.
27	IMPORTANT	Bikes need to be registered as are cars and subject to road rules to protect pedestrians and vehicles as well as the bikers.
28	SECONDARY	See previous comment
29	IMPORTANT	Walkable AND WHEELCHAIR ACCESSIBLE!
30	IMPORTANT	Good choice. And we should have sift surfaced, all weather walking/running paths parallel to current paved bike paths.
31	UNSURE	There's already two and three family housing along Massachusetts avenue. There are also sidewalks on most secondary road. This goal seems ambiguous.
32	SECONDARY	We have sidewalks that takes years for DPW to repair after a request is made. The first goal should be to have dependable sidewalks and new sidewalks where none exist, such as along Oakland from Park towards Dallin and all

#	Response	Comment (in walkable and bikeable locations) over town. We need to make sure the infrastructure like sidewalks are in good shape first.
33	OPPOSED	Again, most of our apartment/condo buildings are already in walkable and bikeable locations. Our sidewalk infrastructure is literally falling apart. So that's not a particularly valuable asset anyway.
34	IMPORTANT	Much of the existing sidewalk infrastructure is in adequate. Reallocating street space for active transportation should be a priority.
35	IMPORTANT	Important only if "multifamily housing" can accommodate families of four or more people.
36	IMPORTANT	Again, it should be a priority to make the town walkable and rideable! Either build where that is true, or invest in the infrastructure or require developers to do so.
37	IMPORTANT	Anything that we can do that encourages people to walk/bike should be prioritized. Making people feel SAFE sharing the roads with cars.
38	IMPORTANT	I have been trying to bike as much as possible vs. using my car for environmental and financial reasons, so encouraging/making it possible for others to do so as well is important to me.
39	OPPOSED	This goal presupposes that residents of multi family housing in walkable and bikeable locations will actually walk or bike. They won't; they will drive. And even if they are inclined to walk or bike, we live in New England and there are many months in which walking or biking in inclement weather is unattractive, and even dangerous when one factors in limited daylight in winter.
40	SECONDARY	MBTA needs to fix already issues instead of creating more
41	IMPORTANT	Thought should be taken into where folks in new housing would walk TO. As great as Somerville, Cambridge, and Boston are, we should encourage people to spend time and money in Arlington. That would help improve our local restaurants, and bring in other shopping and cultural opportunities.
42	SECONDARY	Multifamily housing should be encouraged everywhere
43	OPPOSED	There are very few remaining green spaces in walkable and bikeable locations. If we fill them with large "multifamily housing" buildings, Arlington will lose its charm and safe nature.
44	IMPORTANT	The absence of sidewalks should not be used to exclude multi-family housing. Among other things, sidewalks can be added.
45	OPPOSED	Again, keep Arlington an escape from the likes of Cambridge and Somerville.
46	OPPOSED	Bicyclists are rude, speedsters and do not share the WALKWAYS correctly. They need to have license plates and stop acting like they own the road. We do NOT need to give them any more land especially since most don't even live in our Town. You have overcrowded a formerly nice, country atmosphere with all of the junk the SB encourages and our taxes only go up. When will the Town government actually hire people who love the residents and try to help them.
47	OPPOSED	This goal is based on false assumptions.
48	IMPORTANT	Ensuring the new housing is as accessible as possible is very important.
49	SECONDARY	Again if it is right for Arlington and fits into the neighborhood then let's talk

#	Response	Comment (in walkable and bikeable locations) about it otherwise screw it.
50	NEUTRAL	Is the assumption that people in multi family homes will not rely on a car? I think that is a faulty assumption.
51	SECONDARY	multi-family housing should be nearest transit - walkable streets and expansion of the bicycle network should be expanded throughout Arlington without being a precursor to density
52	IMPORTANT	This is logical from a safety standpoint. I do wonder if it lets the wealthiest areas with the largest lots off the hook?
53	IMPORTANT	Proximity to walkable and bikeable infrastructure is also important to the goal of providing fewer private parking spaces.
54	SECONDARY	Not all walkable and bikeable locations have easy access to grocery stores. Many families who might move in to a multifamily unit will rely on a car for groceries, especially during the long winter months. Being near a bike path or a coffee shop is great in theory, but that doesn't meet a family's essential needs. They need proximity to the Stop and Shop on Route 16 in Somerville or the grocery stores just northwest of Arlington Center (Whole Foods/Stop and Shop), otherwise they will use cars, and the whole point of a bikeable/walkable location will be lost to the majority of their daily and annual regular usage.
55	SECONDARY	We also need to preserve open space and habitat for native species
56	UNSURE	As in the last question. It's too vague, what do you mean by "multifamily?" Are you asking about two-family houses - like we already have, or apartment building and/or townhouse complexes?
57	UNSURE	Again is this for affordable housing or just multi- Family. Note there is a lot of "high income" multi-family housing.
58	NEUTRAL	I think this map and question are extremely misleading. Some areas shown on this map are literally "walkable" in the sense that they have sidewalks along the streets, but not in the sense that the word "walkable" is typically used. "Walkable" means you can actually walk anywhere of interest (stores, restaurants, work, etc.). I live near Poet's Corner and there are sidewalks here, but no one would say it is "walkable" because we can't actually walk anywhere due to distance and topography.
59	NEUTRAL	My previous comment is appropriate here as well.
60	IMPORTANT	The town should consider adding extra sidewalks in areas that are close to public transportation so that more areas in town can be included.
61	IMPORTANT	Walking down the bike path to alewife is easy and pleasant and multi family housing close to the bike path would be great
62	IMPORTANT	We need better bike lanes (meaning they need to be better protected and we need more lanes) before we add more demand.
63	IMPORTANT	Car parking is already tight in Arlington and I am opposed to on street parking.
64	OPPOSED	This goal WILL have several negative impacts to the existing suburban neighborhood!
65	SECONDARY	We should expand the number of streets that have sidewalks---at least on one side of the street!

#	Response	Comment (in walkable and bikeable locations)
66	SECONDARY	Again, encouraging more people to walk or bike is positive for the environment, as long as the housing also considers the environment and current conditions of an area, such as wetland/flood zones.
67	IMPORTANT	Arlington needs to invest in safer, more universally accessible streets for pedestrians and bikes. In Eats Arlington there are many streets with sidewalks that are impassible for old folks and anyone with impaired mobility due to crumbling sidewalks, heaving sidewalks, lack of curbs and curb ramps. Adding more density means more wear and tear on our roadways and more congestion as well. All good reasons to invest seriously in safer streets.
68	IMPORTANT	The area around the Minuteman trail can be zoned for multifamily housing as it is a great path for commuting and intersects major bus routes as well.
69	SECONDARY	the goal should be to build bike pathways to where multifamily house will be located, not the other way around
70	IMPORTANT	I'm sort of shocked to see how some neighborhoods are this devoid of sidewalks. I've definitely noticed it near Stratton but it's pretty embarrassing when you see it mapped out like this!
71	OPPOSED	The areas with sidewalks and bike lanes are already some of the most dense areas in Town. This goal is completely backwards. We should instead be making pedestrian access AND SAFETY!! a priority throughout Town, not adding density to already dense areas.
72	UNSURE	Again, too broad a question
73	SECONDARY	Transport options should support housing not the other way around.
74	OPPOSED	There are already too many people on the bike path. We have been residents of Arlington for 16 years. We were able to use the bike path years ago. We have quite using it for the past 2-3 years as it is too busy and dangerous.
75	IMPORTANT	I was a bike commuter before the pandemic. Going forward, it is work from home. The residual is that I bike about 30 miles a week year-round, most on the Minuteman.
76	SECONDARY	I've lived in Arlington Center for 14 yrs. The Minutemen bikeway is great for both pedestrian and bicyclists but the rules need to be educated and enforced. Where the bikeway crosses Mass Ave, uneducated bicyclists don't follow the traffic rules causing inefficient motor traffic flow. And many bicyclists in general, they don't follow the rules that negatively affect pedestrian. Unfortunately, bicycle advocates have much stronger voice over pedestrians. They compare our infrastructure (i.e lack of bike lane) to those of European countries but they fail to acknowledge the cyclists education in those European countries. As a pedestrian, a rider and a driver, I strongly suggest that cyclists go through extensive education, get a license to operate, register their bicycles and get an insurance, in order to ride on the road.
77	OPPOSED	Need to address considerations around crowding, safety, maintenance of additions - effects on cost of living, etc.
78	IMPORTANT	Again, if you're not making it walkable, what the hell are you doing.
79	NEUTRAL	Focus on housing on Mass Ave
80	IMPORTANT	Eases car traffic from parents dropping kids off to school.
81	OPPOSED	I am more neutral/in favor of encouraging more multifamily housing where

#	Response	Comment (in walkable and bikeable locations) there are bike paths. I don't think that having a sidewalk is a strong motivator for encouraging multi-family housing.
82	IMPORTANT	Very important to preserve/expand walkability and bike lanes near multifamily housing. No one should be isolated and dependent on occasional bus service.
83	SECONDARY	I feel like any new significant development will require sidewalk and road work, at which point sidewalks and bike lanes can be coordinated with the overall system design (assuming there is an overall system design)
84	UNSURE	Same as previous answer - should encourage MF housing everywhere, and walkability/bikeability will increase with need
85	IMPORTANT	Sidewalks should be WIDE ENOUGH for two child-strollers to pass each other without one of them having to leave the sidewalk. The Town or property owner should plow or shovel them DOWN TO PAVEMENT and FULL-WIDTH if there is snow or ice.
86	UNSURE	Again, I am only opposed if this will result in multi-family housing being built on environmentally fragile land.
87	IMPORTANT	As a walker, runner, cyclist, driver, and MBTA commuter, I think we need to continue to prioritize safe commuting infrastructure for all modes EXCEPT cars. I keep seeing drivers going faster, ignoring crosswalks, and rushing through stops. It's scary as a parent, cyclist, and pedestrian commuter. I applaud our crossing guards as they see a lot of this on a daily basis.
88	IMPORTANT	This goal would be fairer because then more neighborhoods in Arlington would host multi-family homes.
89	IMPORTANT	It is important that multifamily development is done in walkable and bikeable locations, but the infrastructure does not have to currently exist as long as it is likely to be developed in the foreseeable future, perhaps in line with the Connect Arlington plan.
90	SECONDARY	Walking in town is an important activity to ensure that residents know their neighbors and their town's establishments and open spaces. It should definitely be an important goal, but public transport seems a little more important.
91	NEUTRAL	We are already one of the most densely populated communities in Massachusetts. Encouraging multifamily housing will only mean teardown of existing homes, and more expensive units that cost more.
92	IMPORTANT	This is the most important goal. If we want people to use our 21st century infrastructure (what little of it exists), we need to allow more people to live near it. And we need to continue building more of it.
93	OPPOSED	Since the point of this exercise is to locate housing near MBTA access points, it makes sense to focus on those for the locations.
94	IMPORTANT	I think we should identify sidewalks and curb cuts that are not well cleaned during snow emergencies in part because the homes near there are owned by folks who can't physically do the job and find volunteers to make sure that happens.
95	SECONDARY	AFFORDABLE housing
96	SECONDARY	Again, why does the goal have to be linked to multi-family housing? All

#	Response	Comment (in walkable and bikeable locations)
		Arlington residents likely want walkable and bikeable locations.
97	UNSURE	Are you proposing taking out wildlife, parks, and natural areas near trails to build multi-use housing?
98	IMPORTANT	I walk. I stay in Arlington because it is walkable. This will be a better town when we subordinate auto use.
99	SECONDARY	Shared use paths and bike lanes are legitimate transit resources by themselves. I hope we can ensure good sidewalk connectivity between housing and transit stops.
100	IMPORTANT	This goal must include traffic calming measures, especially since increased density will likely increase traffic as well.
101	IMPORTANT	Also important to put sidewalks and bike lanes in areas that don't have them, to allow for multifamily housing access where currently no sidewalks and bike lanes exist (i.e. in exclusionary single family zoned neighborhoods).
102	NEUTRAL	Walkable and bike-able coincide with commercial districts. Near commercial districts is important but we already have sidewalks and bike lanes in commercial districts.
103	IMPORTANT	we need more enforcement of speed limits (warning lights, raised roads) and to add crossings or these people will be in danger
104	OPPOSED	Sidewalks will be built over time where the need for them appears. I feel that this goal is needlessly restrictive.
105	SECONDARY	This goal needs to take into account pedestrian safety at intersections with bikeways. Most bikers in Arlington do not stop for sidewalks and crosswalks.
106	OPPOSED	Let local communities decide without state bribes
107	IMPORTANT	We cannot / should not assume that everyone (a) has a car (b) needs a car (c) can drive (d) always wants/needs to drive.
108	NEUTRAL	Again, Arlington currently contains a lot of multi family housing. in walkable bikable locations.
109	IMPORTANT	Eliminate single-family-only zoning throughout the town. We are in a housing crisis. BUILD!
110	IMPORTANT	In terms of bikeability- that should be focused on the areas near the bike path and major bike lanes. As far as walkability- I think that should be focused on proximity to town amenities, not just if the neighborhood itself has sidewalks. It should be a reasonable distance to town facilities and shops and restaurants, to discourage reliance on car use into town, and to encourage a more vibrant downtown atmosphere, especially in the evenings. Also, some of the areas shown to have sidewalks- it's important to note that in some areas the sidewalks just end, and you sometimes have to cross streets with fast moving traffic to another street with no corresponding sidewalk (ie- Falmouth street, Old Mystic, and Mystic st). Yes there are some sidewalks in the neighborhood, but they are not continuous in some pretty significant areas. The sidewalk on Mystic Street on the left hand side (outbound) just ends at Falmouth. In order to keep walking on the same side of the road (so as not to risk crossing this busy Mystic St point), you have to cross Falmouth to a point where there is again no sidewalk. You also cannot continue down this portion of Mystic st as there is no sidewalk on the left. Lack of continuous sidewalks and safe

#	Response	Comment (in walkable and bikeable locations)
		crossing should be considered if all areas with existing sidewalks are in play.
111	IMPORTANT	The definition of "walkable" should include availability of resting spots for parents with young kids, people with physical disabilities and/or chronic health conditions, and older residents.
112	SECONDARY	Again where and how can this be achieved? Where will the kiids go to school?
113	NEUTRAL	I think a goal should be to increase walkable and bikeable locations throughout the town.
114	UNSURE	Again, unless this multifamily housing is actually priced at levels affordable to most people, all of this is moot. Also, what about disabled people who can't "walk" or "bike"--even the language here is exclusive.
115	IMPORTANT	I'm a cyclist who lives next to the Minuteman, and it's absolutely essential. The gaps in Arlington's bike infrastructure are that much more glaring - Mass Ave in the Center; Broadway; Pleasant St; Medford St, etc.
116	OPPOSED	I'm opposed only b/c the whole town of Arlington is pedestrian friendly. The goal is meaningless if you are trying to narrow in on high value areas. It is entirely meaningful if you are trying to designate the entire town. I question the bias in this question.
117	OPPOSED	As I stated in my response to Topic 1, the MBTA Zoning law requires 15 units per acre LOCATED WITHIN 1/2 MILE OF THE ALEWIFE T STATION. That's the goal the Town should be focusing on. Building multifamily housing near the Bike Paths DOES NOTHING WHATSOEVER TO HELP US MEET THAT GOAL.
118	IMPORTANT	More people = more of a need to move them around efficiently. If we build along areas that have ample transit options, people won't be constrained to using inefficient and expensive modes of transportation, like private motor vehicles.
119	IMPORTANT	Desperate for bike lanes on major roads
120	OPPOSED	Please keep the bike path and the walking paths near alewife brook and mystic river a place where all people can go and see the swans, the herons, the open spaces, the sunsets. These are the public places of beauty and they are VERY well used. The minuteman bike trail is the most heavily used rail to trail conversion trail in the country. No apartment buildings should destroy the tranquility of these open spaces.
121	OPPOSED	What we have now is just right.
122	IMPORTANT	BUT! Elderly, disabled, neuro muscular challenged folks should NOT be forgotten! Will they be able to get to? to use public transit?
123	UNSURE	Where will this multifamily additional housing be? In E. Arlington we have huge apartment buildings on Mass. Ave already. We have two family dense housing already. You will not be able to get to Alewife because there is going to be no bus service from Arlington to Alewife once the 350 bus is cancelled from Better Bus Project. You will have to walk and it is one mile from Capitol Theatre, center of E. Arlington the most dense part of Arlington. You can only safely walk to Alewife from Capital Theatre E. Arlington by the Minuteman Bike trail which is not feasible after sunset. I feel unsafe biking at

#	Response	Comment (in walkable and bikeable locations)
		night even with a light. There is vagrants living near or under the bridge overpass Rt. 2. More housing means more traffic. Have you seen how it gets on Mass. Ave. in the morning? And now the only bus option in E. Arlington will be the 77 bus which stops every stop making the trip very slow.
124	NEUTRAL	I wouldn't pay taxpayer dollars for this. Good goal though.
125	IMPORTANT	We need more safe walking and biking options in Arlington everywhere, not just major roads and near multifamily housing
126	IMPORTANT	Anything that reduces the number of motorized vehicles operating within the town is welcome.
127	OPPOSED	If the state is so serious about the housing shortage, why did that state not counsel legos to move to New Bedford, Fall River, and the like, instead of adding another 600 households to our shortage? why do we compete against area towns and cities? is this the way to develop a state? You don't mind bullying us, but you could never advise legos to move to where they are needed.
128	SECONDARY	Just because a map shows walkable infrastructure doesn't mean that infrastructure is in good condition or safe.
129	OPPOSED	The town should only encourage multifamily housing, to the extent that it does not already exist, within the 1/2-mile radius of Alewife T station as required by the state.
130	IMPORTANT	Expand walkable infrastructure.
131	IMPORTANT	Multi family housing should be located in the hottest areas of town where there are already excessive heat islands (low tree cover and high impervious surfacing). Why introduce new multi family housing (and requisite paved parking areas) to areas that are not already heat islands? Protect our tree canopy where we already have it and try to introduce trees as part of new development areas.
132	SECONDARY	Already exists.
133	OPPOSED	More houses...more cars...more traffic
134	IMPORTANT	We should allow multifamily housing everywhere in town. There is no reasonable excuse for limiting it. Arlington should take the housing crisis seriously by allowing lots of housing.
135	SECONDARY	Arlington is extremely dense. Build only truly affordable housing: 60% of the average medium income. . More commercial development needs consideration for tax reduction.
136	IMPORTANT	Parking and vehicle ownership can be tricky for me to navigate as a resident of multi family housing, and having the option to walk, bike, or take public transit to my destination is important to me.
137	NEUTRAL	Again, there's a chicken-and-egg problem: if you only encourage multifamily housing in walkable/bikable areas, you entrench the car-dependence of certain neighborhoods, because they stay less dense and "don't need" improvements to walkability / bikability. And again, over-focusing on walkable/bikable areas can be used as a justification for keeping parts of Arlington in an unnatural stasis. If non-walkable/bikable areas are genuinely bad for multifamily dwellings, the market will figure that out and few will be built

#	Response	Comment (in walkable and bikeable locations) there.
138	SECONDARY	This makes some sense as an argument for multifamily housing, as those who live in more walkable areas are less likely to use their cars as often and therefore less likely to create traffic issues.
139	SECONDARY	Again, this would be good for multifamily housing but not a requirement limiting locations.
140	SECONDARY	Maybe we should add sidewalks where there aren't any first
141	UNSURE	Alternatively, the Town could extend sidewalks and bike lanes to reach new housing wherever it is located. Seems to me as sensible to extend infrastructure as it is to let existing infrastructure drive location.
142	SECONDARY	I understand the reasoning, but again - this puts the onus on East Arlington and Mass. Ave adjacent communities.
143	BLANK	Is the question whether we should place multifamily housing where active transportation already exist or create some additional where needed? One would hope we improve the situation town-wide.
144	UNSURE	i don't know
145	IMPORTANT	I am for this goal but am apposed to building in the Mugar wetlands near Alewife due to known flooding and environmental ecosystem risks.
146	IMPORTANT	All of the town must be made walkable/bikeable. It is disgraceful and embarrassing that there are plots without sidewalks.
147	SECONDARY	If people are already next to motorized transportation, it's not as critical
148	OPPOSED	Again, most of the multifamily homes are already in those areas. My guess is the people most in favor of this are the people who do not want multifamily housing in their neighborhood.
149	IMPORTANT	Also have multifamily housing in areas where shared paths / dedicated bike paths WILL be added
150	SECONDARY	Specifically, this goal is secondary in my mind to multifamily housing being close to public transportation.
151	OPPOSED	People can't walk everywhere. Maybe close to bike lanes is ok.
152	OPPOSED	Walking and biking is unrealistic for families, seniors and those with disabilities, and every one else in January and February.
153	SECONDARY	Hope arlington continues to support blue blue connections
154	IMPORTANT	Also - Any new development in areas without optimal sidewalks should have this as part of their plan.
155	SECONDARY	Walkable and bikeable locations are nice, but not at the expense of other accessible options (bike paths aren't very friendly to people in wheelchairs, for example).
156	SECONDARY	Too many bike lanes!
157	UNSURE	I think mixing bike path with streets with sidewalks complicates this question YES to the bike path. Not a goal to prioritize overlay districts near sidewalks
158	IMPORTANT	Accessibility is a huge issue - making/expanding multi family housing in a safe and inclusive manner will be a great model for the town to set.
159	SECONDARY	In our part of town (Pct 19), we have no sidewalks in our immediate neighborhood or adjoining ones. We're one mile from any shopping, and therefore everyone has cars. Increasing the number of housing units here will

#	Response	Comment (in walkable and bikeable locations)
		increase the number of cars as our 67 bus is infrequent, and with the new rerouting, will take even longer to get to Alewife. More cars and no sidewalks will make it even more hazardous for us to be out and about as we walk and bike in our neighborhood.
160	OPPOSED	I am not at all in favor of building multifamily housing in park land. Not sure where there would be room for any multifamily housing anywhere along the multiuse path in Arlington.
161	IMPORTANT	It is particularly important near bikeable locations.
162	SECONDARY	A nice goal, but not everyone can walk/bike to work, and New England weather is notoriously unpredictable.
163	UNSURE	This goal is too vague. I am a proponent of adding multifamily housing along major routes such as Mass Ave, but not along secondary routes such as the 67 bus. Each transportation corridor must be looked and zoned individually. It is egregious to say that multi family housing should be placed near sidewalks - all of Arlington has sidewalks. Please be more specific.
164	IMPORTANT	The bike path should have more multi family housing to access Alewife.
165	OPPOSED	too dense already
166	SECONDARY	MINUTEMAN BIKEPATH SHOULD BE GONE!!! MAKE IT WHAT IT WAS/ some sort of rail transit service! I grew up next to it when it was HEAVY RAIL! Light rail would be great!
167	OPPOSED	New multi family housing should be distributed throughout town as much as possible. For example a plan to build a unit of multi family housing in each elementary school district. Where possible building as close to existing infrastructure/amenities in each area would make sense. Adding to existing infrastructure (sidewalks etc) could be considered as part of the project where necessary. Only building in areas which are currently walkable etc will disproportionately burden infrastructure in those areas in terms of traffic, school capacity etc
168	OPPOSED	The Town needs to consider the problem of private ways as it considers 'walkable and bikeable' locations. The Town needs to recognize that unsupported private ways are an obstacle to a walkable and bikeable town, and should receive equal treatment to public ways out of a consideration of public safety.
169	SECONDARY	Again, should not be applied to R0/R1/R2 zones.
170	UNSURE	Similar to the first question, how is 'around' defined?
171	UNSURE	couldn't the goal be to improve sidewalks and paths near multifamily housing?
172	NEUTRAL	Sidewalks are not consistently usable due to lack of enforcement of parking and snow clearance laws, so I don't consider them relevant.
173	IMPORTANT	If we encourage walking to alewife or to bus stops need to think of sidewalks and clearing them from snow.
174	SECONDARY	More important to be near transit
175	IMPORTANT	This goal is incredibly important to me. Two years ago my family and I moved to Arlington since it has a solid foundation of walkability and bike ability. I would love to see this improved on the community. Many crosswalks are unsafe and conditions are currently dangerous for those walking or rolling

#	Response	Comment (in walkable and bikeable locations) around town.
176	OPPOSED	That would make for a completely excessive amount of multi-family housing.
177	BLANK	A parking garage similar to Alewife needs to be created.
178	UNSURE	Everywhere in town is walkable or bikeable. This is meaningless unless you are looking for an excuse to mandate multi family housing everywhere.
179	OPPOSED	This is a "feel-good" goal, without meaning. By the definition above, almost all of Arlington is both walkable and bikeable, since almost all of Arlington has roads and sidewalks. Given the map above, this is a recipe for "snob" zoning, as in "keep any new multifamily housing away Arlington's strictly suburban and near-rural areas, and put them near Mass. Ave or the Minuteman Trail". It is remarkable how a proposal that seemingly purports to make Arlington less exclusive and more mixed can (and probably will) be implemented to produce precisely the opposite.
180	SECONDARY	See answer to first question. Also: entire town should have sidewalks on at least one side of the street.
181	OPPOSED	We should only comply with the purpose of the law - multifamily zones by the Alewife hubs. The problem is that these density projects actually raise the average rent and unit costs, and usually don't even pay taxes to cover the cost of school services - meaning they raise the cost of paying taxes to live here too - all of which make us more elitist, less anti-racist and less affordable...
182	IMPORTANT	Sidewalks and bike-able communities are super important to me
183	OPPOSED	There is a lot of marijuana fumes near multifamily housing on n bike path. It's making it unpleasant and unsafe for everyone
184	NEUTRAL	walkable should take into account the terrain -- Arlington has steep hills which limit the walkability for many areas
185	IMPORTANT	Bike paths and lanes should be expanded in conjunction with the inclusion of more multifamily housing.
186	IMPORTANT	It should be a goal to make more of arlington walkable and accessible as well
187	UNSURE	The "shared bike markings" are meaningless in most of these areas. See for example Lake St. It is no safer than it was before the bike markings.

Q3: Encourage multifamily housing that includes affordable units.

	All responses		These comments	
IMPORTANT	616	62.29%	115	59.28%
SECONDARY	144	14.56%	25	12.89%
NEUTRAL	84	8.49%	16	8.25%
OPPOSED	120	12.13%	24	12.37%
UNSURE	25	2.53%	14	7.22%
BLANK	44		2	
Non-blank	989		194	

#	Response	Comment (housing that includes affordable units)
1	IMPORTANT	Rents in this area are skyrocketing and more people are going to be falling into lower income ranges in the future. This ensures that our community continues to encourage and welcome people of all backgrounds and incomes.
2	IMPORTANT	I'd like to see a much higher ratio of affordable units and with actual affordable prices that cater note to 30-50% AMI. If we are going to build, then we need to build more that is affordable. We already have expensive housing.
3	IMPORTANT	We DON'T need more luxury condo units. We do need more affordable housing. It doesn't make sense to build non-affordable housing and just make things denser, while gobbling up green space, air, trees, etc. It is only worth *exchanging* green space for affordable housing, NOT more luxury condo units.
4	UNSURE	I'd offer a part of my home for affordable housing if I was reimbursed by the market rent bc that's what enables me to stay in my home!
5	IMPORTANT	Be mindful to prioritize those with a lower AMI
6	OPPOSED	In our neighborhood, contractors created million dollar + condos...that is the market, and unless the town subsidizes contractors, why would they build less than max profit to them...
7	NEUTRAL	I believe strongly that some units should be affordable, but the one for every six approach could encourage developers to size developments to avoid it. It's not clear that this is the best way to provide housing that meets people's needs
8	OPPOSED	Doing this too aggressively makes it impossible to build anything, and it is the lack of building in general that is driving up prices everywhere.
9	IMPORTANT	Please don't bother fostering multifamily housing without this being a fundamental part of it! Why else are we even talking about this??
10	IMPORTANT	Not sure where those prices have been in the last several years here. The issue is far more severe than the amounts in each parameter indicate.
11	IMPORTANT	Don't be NIMBY
12	IMPORTANT	I want to live in a vibrant community of various income levels. I think this is crucial.
13	IMPORTANT	It's also important to allocate dedicated elder housing as part of this affordable housing initiative. Placement of multi housing needs to go in appropriate locations not just anywhere. And they should not displace business locations.

#	Response	Comment (housing that includes affordable units)
		We need to increase our business base in town not just add housing.
14	IMPORTANT	This goal is important to me, if we want to encourage economically diverse residents in Arlington. Lack of affordable housing is a crisis. Creating affordable housing is more important to me than simply creating more housing in Arlington. I believe that business development is critical for Arlington's sustainability and diversification
15	IMPORTANT	This is extremely important if Arlington is able to keep its long-term residents who might be otherwise priced out of a town whose housing prices have skyrocketed.
16	IMPORTANT	Start a community land trust like in Burlington. I'd enlist my SFH in it. The rocketing land price speculation makes me sick.
17	SECONDARY	I think it's more important to increase supply (by a lot!) than it is to target which affordability gets built.
18	IMPORTANT	This goal is a top priority.
19	IMPORTANT	Additional multifamily housing is imperative to ensuring that young families can actually afford to live in Arlington.
20	SECONDARY	Many people active in this issue in Arlington voice "affordability" concerns in order to derail any and all development. Reasonably priced market rate housing is also important. So a mix of new housing is necessary.
21	IMPORTANT	It will increase the economic diversity of the town and make it a richer place to live.
22	IMPORTANT	We need a good solution for affordable housing. This is not an easy problem to solve and we need to make sure laws and regulations don't create too many unintentional side effects that make it harder for folks with fewer resources from thriving.
23	IMPORTANT	Most people need "affordable housing. No one should be paying more than 30% of income on housing.
24	IMPORTANT	Affordable housing is necessary to support residents with a range of incomes.
25	OPPOSED	We've been building more affordable housing in Arlington but due to equity concerns it's not Arlington residents filling the units. We're losing the community feel and sense of investment
26	IMPORTANT	The AMI scales are ludicrous as a measure. My single person income appears as moderate, but the median home price in Arlington is 3-4x the suggested affordable price.
27	BLANK	One's worth is not defined by one's income; many of the lower-paying jobs are incredibly important to a functioning society, and we absolutely should be accounting for this in housing.
28	IMPORTANT	Without decent housing, there is no community.
29	IMPORTANT	I support the development of units that require a lower threshold than 80% median income. I believe unit rent should be low enough to qualify for MA Section 8 vouchers, and that we should require affordable units to have 3+ bedrooms to reduce our family homelessness problem in the state.
30	IMPORTANT	I am not sure I understand why the 80% rule is set at 80%. This seems arbitrarily high, especially in Arlington where a subset of residents are very high income earners. Doesn't this artificially skew the affordable housing

#	Response	Comment (housing that includes affordable units)
		criteria, such that families who might not need it would qualify, and potentially push out families with even lower incomes? And also. I do not know what can be done about extremely high prices on single family Homes. I would love to see some of the tear downs in neighborhoods dedicated to 2-3 family homes deeded as affordable housing and scattered all throughout town. I did not move to Arlington 12 years ago so that I could be surrounded by millionaires and I would like to see greater housing diversity in terms of affordability in ALL Arlington neighborhoods.
31	IMPORTANT	The proposal MUST MANDATE including at least 10-15% affordable housing projects to offset Arlington's inflated housing market
32	IMPORTANT	DEI!
33	IMPORTANT	Incredibly important. Among many other things town employees often can't to afford to live here which is a serious issue. It is rough to serve a community you can't live in.
34	SECONDARY	This is a good goal, but I don't agree that it should be mandated.
35	OPPOSED	This allows overbuilding large buildings for a very small number of affordable units.
36	IMPORTANT	Housing is built to make money. Small homes are being replaced by unaffordable, large homes. The elderly can't downsize and young people can't find a starter home.
37	OPPOSED	Deed restricted affordable housing is not effective and has many drawbacks. We should build more market rate housing instead.
38	IMPORTANT	We need to include elder housing as part of a larger strategy for affordable housing. We need to also think of creative ways of supporting our existing residents and neighbors to be able to afford to age in place instead of pushing them out of town when they can no longer afford tax increases on a fixed income.
39	IMPORTANT	We don't just need "affordable," we need Section 8 and rent-controlled/rent-stabilized housing
40	OPPOSED	This is fine for making life hard on developers. But deed restricted housing attracts bad neighbors and doesn't do anything to support middle-class renters or (trying not to laugh even thinking about it) buyers.
41	NEUTRAL	Supply and demand is the best way to produce affordable housing. Homeownership is historically, and effective way to develop wealth. I would prefer to see more units at market rate and let the market adjust the price. We should work to make sure that the rental units in the town are not concentrated in corporate ownership. Competition and supply and demand will do a better job of adjusting cost.
42	IMPORTANT	Impose affordable guidelines on all rental units regardless of the number of units
43	IMPORTANT	Important only if "multifamily housing" can accommodate families of four or more people.
44	IMPORTANT	I am a family of 1 and fall in the low income category; I am constantly afraid of what might happen if I lose my current rental housing, where I have lived for 10+ years. If that happened, I would be completely priced out of hoping to

#	Response	Comment (housing that includes affordable units) stay in Arlington, given how limited affordable housing is at the moment. More access to affordable housing for people like me would be a huge relief.
45	IMPORTANT	This is a vital goal.
46	SECONDARY	do we have enough Fire Strength for any of this
47	IMPORTANT	At least half of units should be affordable
48	SECONDARY	Arlington loses moderate income families faster than it can build housing. Property tax rate increases are a major cost. Planning department decisions have the effect of reducing commercial real-estate tax revenue which exacerbates the problem, places more tax burden on households and drives out moderate income families
49	IMPORTANT	Affordable housing is critical to the economy and is also a moral obligation.
50	OPPOSED	there is too much congestion in this town. NO more housing
51	OPPOSED	Same thoughts as last question.
52	IMPORTANT	Your chart is a joke and your idea if Affordable Housing is not AFFORDABLE Wake Up!!
53	OPPOSED	Affordable housing is subsidized housing that increases the property tax burden for others who are already at the property tax burden breaking point.
54	IMPORTANT	Arlington has become out of reach for so many families. We need to take every opportunity to create more affordable housing
55	SECONDARY	This is good but it feels a bit impractical given current real estate prices in Arlington. I worry that it will derail gaining density around public transit & bike paths. There's also a gap for middle and above - which just having more units may help with. I do think Arlington needs a diverse income base and it is very very important to figure out ways that many folk who work in Arlington can also afford to live here.
56	UNSURE	Stop with the giberish talk. E all want affordable housing, how is this going to be accomplished? Is tye town going to buy these houses, are we going to force someone who turns a single family into a two family to make it affordable?
57	IMPORTANT	This goal is important to me. But it should be done by maximizing density around transit hubs with a little impact on other parts of Arlington as possible.
58	IMPORTANT	This goal is very important in a high-cost area like metro-Boston. We should require at least 1 affordable unit per 4 units total (instead of 6).
59	IMPORTANT	There should be more units required below 80% ami. There should be one affordable unit for projects of 3 units or more. A six unit threshold is too high, and there are too many work arounds to avoid affordable units.
60	IMPORTANT	I do worry about the way that developers use the 40B process to minimize community input, delay environmental impact assessment, and request multiple zoning waivers. With climate change accelerating, laws governing wetlands, flooding risk, etc., are out of date.
61	IMPORTANT	It is incumbent upon Arlington to increase our percentage of affordable housing so developers will not be able to take advantage of the 40B loophole to be allowed to build in places nobody should be allowed to build, such as adjacent to wetlands.
62	SECONDARY	If housing is made affordable, it should be made affordable INDEFINITELY. As Arlington is a small community and space is already limited, once

#	Response	Comment (housing that includes affordable units) affordable housing terms expire the community cannot procure more lands to build on. The fact that affordable housing only remains affordable for a number of years is taken advantage of by developers, who buy their time until the affordability term is up and then exploit the prices.
63	SECONDARY	We also need to preserve open space and habitat for native species
64	UNSURE	What is AMI? Our income this year as a retiree was \$90,000. According to this we are considered low income. I don't think these numbers make sense - we shouldn't qualify for low income housing.
65	IMPORTANT	Affordability at all levels is very important.
66	IMPORTANT	Affordable housing is only good if the people living in the house can own the property, sell the property at a going market rate, and the market retains affordable housing.
67	IMPORTANT	I don't think we should build any affordable housing that is taller than the surround homes so that the aesthetics of the town are maintained. That horrendous brick building off of Rte 60/Pleasant is an eyesore.
68	IMPORTANT	NIMBY attitude is unkind and unnecessary. The affordable housing units added on Broadway have had no negative effects to our neighborhood
69	IMPORTANT	My family is very pro-affordable housing, and ensuring that this restriction is placed in perpetuity for the units created. We also think the units should match those of adjacent neighborhood - multifamily homes of the same scale (2-3 family) vs massive apartment buildings among 2-3 family homes.... Such as what is happening with the Mugar property.
70	OPPOSED	Arlington has a very compact residency situation! To add multi family housing construction in an already congested neighborhood will have a huge, negative impact on the existing neighborhoods.
71	IMPORTANT	Currently, three bedroom apartments in Arlington range from 2750 to 4700 dollars per month, yet those are all above the 100% of AMI for a family of 4!
72	IMPORTANT	Affordable housing is an important factor though development should not be allowed to avoid Town zoning laws.
73	SECONDARY	We should incentivize inclusionary units, but this is only possible in areas zoned for 6 or more multifamily housing units. In relation to my comments on upcoming questions, we could zone for at least 6 units on properties along or directly adjacent to Mass Ave (without removing existing commercial and industrial zoning) and then zone for gradually fewer multifamily units as we move away from Mass Ave (and other major roads near public transit such as Broadway, Park Ave, Pleasant St). If incentives are allowed on top of the base zoning for the MBTA communities law, we should allow for X units with the base inclusionary requirements, but allow for more stories if the developer builds a higher percentage of deed-restricted units, such as 50%, etc. This may require consulting with developers who have built such projects before to know what is economically feasible. Somerville and Cambridge are also trying affordable housing overlays, and it would be good to check with their planners to see if their first zoning implementations are having the desired effect.
74	NEUTRAL	Affordable housing is incredibly important, but inclusionary zoning

#	Response	Comment (housing that includes affordable units) requirements, if not set properly can actually decrease the total amount of housing provided and make housing more expensive overall. Something like an affordable housing overlay, or density bonuses for affordable housing, would be great!
75	NEUTRAL	Too often, developers take advantage of these guidelines. Most "affordable housing" projects are a joke.
76	UNSURE	Everywhere? No
77	IMPORTANT	But these multifamily units should not be in the already densely populated areas (excluding the wealthier neighborhoods with mostly single family homes. Much of Arlington from the Center east already has many two family homes. Why do we not build in the wealthier neighborhoods that are not as dense. This happens precisely because they are wealthier.
78	IMPORTANT	It is important to me that my children have the possibility of living in Arlington as adults. I prefer that to making a capital gain on my condo.
79	OPPOSED	Infrastructure, strain on resources, higher taxes, crowding, decline in quality of life and more will all be affected. Arlington is 6 square miles. There is no room left.
80	SECONDARY	Affordability is massively important, but if affordability goals prevent housing from being built, then everything just gets worse.
81	IMPORTANT	Should be at least 60% AMI since Median Income in Arlington is made high due to proximity of tech jobs.
82	IMPORTANT	Income should not be a barrier to accessing good places to live! Money does not dictate one's personal value, and allowing a diversity of families and community members makes EVERY community stronger and better. Housing is a human right. The cost of housing should not prevent or exclude people from living in our town.
83	SECONDARY	Given land and development costs here in Arlington, leaning too heavily on this goal would scare off developers hoping to make a big score. That said, I would love the town or the state to develop housing that is mixed income, so that we wouldn't have to rely quite so much on developers and their whims.
84	SECONDARY	Arlington needs to reduce the tax burden on its elderly on fixed incomes
85	IMPORTANT	Many people are getting priced out of being able to live here, including teachers and public services employees.
86	IMPORTANT	I think it is very important for people to understand that "affordable" includes many professional people from teachers and nurses to many staff members at area businesses and universities. These are often people with college degrees. In other words, could a teacher at one of Arlington's schools afford to live in the town. (Many people seem to get hung up on the idea that this only includes the desperately poor.)
87	NEUTRAL	The only SUSTAINABLE way to create housing that is more affordable is to reduce or reverse population growth. That is not something that can be achieved by Arlington acting alone.
88	IMPORTANT	My neighborhood alone has over 6 multifamily houses that are being flipped by companies that are not local to the area and are looking for the most profit possible. I feel as though addressing this is key to providing affordable

#	Response	Comment (housing that includes affordable units) housing.
89	NEUTRAL	Affordable housing development goals in a town such as Arlington will only present obstacles to housing densification, in my opinion. The town should encourage development of microhousing.
90	OPPOSED	Adding affordable housing just in 6 or more-unit buildings is not the best way to solve the housing shortage. It allows developers to reap high profits on 5 units and over-crowd the most densely populated areas of Arlington. Instead, all new building and significant renovations should have to pay a fee for any single-unit dwelling over 1800 sq feet. The bigger the unit, the higher the percent fee. That money then goes to the town to build, rent, and maintain affordable housing.
91	SECONDARY	More below market rate housing is needed in Arlington so at least some of the zoning should allow development of projects large enough to trigger inclusionary zoning. However, this won't be feasible in all locations, so having some areas zoned for fewer than 6 units is perfectly fine.
92	IMPORTANT	Especially moderate and middle income units
93	OPPOSED	Housing has costs. Significantly cheaper housing is easily available in other areas. Artificially reducing housing costs for one group just increases the costs for others.
94	IMPORTANT	One of my biggest concerns is that multifamily housing might not be affordable -- that "nice" developments will find their way out of having to have affordable units.
95	IMPORTANT	We need more truley affordable housing. And the people accessing it need to be vetted to ensure that those with more income do not get to use those units!
96	IMPORTANT	The two recent "multifamily" buildings near me on Mass Ave near Lockeland are not affordable as far as I know. i think Arlington acts in bad faith if they allow (hideous, cheap-looking) multifamily units without affordable housing. Just more landlords getting rich.
97	IMPORTANT	These numbers seem pretty strange. A couple making \$89,000/year being considered Low Income doesn't make sense.
98	OPPOSED	Arlington already has more than 10% affordable.
99	IMPORTANT	This goal is extremely important to me.
100	UNSURE	Look: 80% AMI and lower is one thing, but to help the most vulnerable you'd deed-restrict and use IZ to build housing for the most vulnerable to homelessness first [50-60% AMI]. Otherwise, you're pitting the most vulnerable to homelessness in a contest against those from the 60%-80% AMI band] for housing.
101	SECONDARY	In my opinion, if these restrictions slow down the construction of new units they may be counterproductive in that they slow down overall decreases in market-driven rent and purchase costs. This may not be the case, but would be important to model.
102	IMPORTANT	I think it is important to consider how to integrate affordable housing into existing neighborhoods or into new developments so that it is appealing. I think the Symmes development did a great job with the affordable housing units - which are appealing and also promote community with their porches

#	Response	Comment (housing that includes affordable units) and shared green space.
103	NEUTRAL	I think this question will depend on the "what" and "how" of our districts, particularly whether we allow 6+ unit apartments by right. I see missing-middle (aka midrange priced) housing as the main objective.
104	IMPORTANT	As a middle income family we feel strongly about this issue. It is disheartening to see so many two family homes in our East Arlington neighborhood converted to high end condos. Keeping affordable apartments in two family homes is also important, we own a two family and keep our rent reasonable for our tenants, we'd like to see tax incentives for home owners who keep rent at a reasonable rate, and help to provide housing for middle and lower income families.
105	IMPORTANT	What seems to get left out of the affordability conversation is moderate income folks. It seems like the plan is to make limited provisions for low income folks, while most development is for high income folks. We are solidly in the "moderate category" on this chart, and can't afford to buy in Arlington. I'd like to see some provisions for moderate income housing.
106	IMPORTANT	The MAJORITY of multifamily housing should be affordable housing, not just 1 out of 6 units.
107	SECONDARY	Arlington is not affordable and won't be no matter how much multi-family housing is permitted. Affordable housing is subsidized housing - a different issue than this one - worthy to look at but outside the scope of MBTA Communities compliance.
108	NEUTRAL	we already do this
109	IMPORTANT	As a single working person over 60, I live in fear of being priced out of my place.
110	IMPORTANT	Extremely low income rentals are the greatest housing need.
111	IMPORTANT	Securing affordable housing for the long-term in Arlington is absolutely essential, and should be a top priority.
112	IMPORTANT	This goal is MOST IMPORTANT, and ideally would include the folks in the low to moderate range as well who can't afford to buy in Arlington
113	NEUTRAL	As long as not a forced outcome
114	NEUTRAL	I am not in favor of adding new apartment buildings to the town. I support creating affordable units in already existing buildings.
115	IMPORTANT	Eliminate single-family-only zoning throughout the town. We are in a housing crisis. BUILD!
116	UNSURE	We need rental apartments for people who are struggling.
117	NEUTRAL	I'm concerned that this makes it more difficult for moderate/middle income earners to afford housing.
118	IMPORTANT	This is exceedingly important to me. In fact, it's critical. With the extremely high cost of living in Eastern Mass., and the exploding cost of housing in Arlington, we need a lot more affordable housing. People who never imagined they would qualify as low or moderate income but, as retirees, now do so, should not have to become economic refugees, leaving their familiar community and social networks behind in old age in order to find affordable downsizing opportunities. People who are still working are getting priced out

#	Response	Comment (housing that includes affordable units) as well. The lack of adequate affordable housing will make an Arlington an economically gated community.
119	IMPORTANT	Prices are obscene here - especially considering the history of the town as a working class to middle class town. There should be mechanisms in place to create more affordable housing in town.
120	IMPORTANT	We should be including affordable housing at much higher rates (it should be half or a third, not 1/6) and it should not be for 80% AMI but 60% AMI or lower, with an emphasis on 30% AMI or lower. Again, this definition of affordable housing privileges relatively affluent people.
121	IMPORTANT	Arlington is too expensive. We should be encouraging this kind of development.
122	NEUTRAL	Although it is nice to have opportunities for mandated affordable, I believe the bigger issue is providing housing of all shapes and sizes that reduces the cost curve for all and not just a rigid definition.
123	IMPORTANT	Back in the 1990s, I was shocked to learn that the affordability requirements of so-called "affordable housing" built under 40-B are not permanent. When they expire, the temporarily affordable 40-B housing converts to market rate! This creates a moving target that puts the Town on a perpetual treadmill in which it's forced to create new affordable units to replace the expiring affordable units, while never getting any closer to the goal of having enough affordable units. Who benefits from this? Certainly not those in need of affordable housing, and certainly not the town residents who end up paying ever-increasing taxes. As you note, Arlington's inclusionary zoning bylaw requires that for every six units built, one must be affordable -- which is why builders go out of their way to build structures of 5 units or fewer whenever possible, and when building larger structures always round down to one less than an even multiple of 6. Any new affordable housing built should be deed-restricted to remain affordable in perpetuity. And the emphasis should be on building affordable housing in the 80% AMI and lower ranges. Furthermore, the loophole that ALLOWS DEVELOPERS TO AVOID BUILDING ANY AFFORDABLE UNITS by building housing with multiples of 6 units minus one (typically by building only 5 units) NEEDS TO BE CLOSED! One possibility that occurs to me is to modify Arlington's inclusionary zoning bylaw so that developers who build fewer than 5 units are required contribute a proportional amount to a trust fund that would be reserved for building new affordable units.
124	IMPORTANT	Should be a higher ratio of affordable housing required (e.g. 20-25%)
125	SECONDARY	You have to take more factors into consideration when buildings new multifamily housing, e.g., existing housing density, schools, parking, etc.
126	IMPORTANT	very important to have mid-level housing, not just "luxury"
127	SECONDARY	Affordable requirements should not be used to suppress multi family housing production.
128	IMPORTANT	I have two daughters that have good, full time jobs yet they struggle to afford housing in Arlington.
129	IMPORTANT	It is only valid if there is a continuum of housing types, starting with SROs

#	Response	Comment (housing that includes affordable units) and including at least 1/3 of all affordable units for the LOWEST income category AND such housing must include good tenant services programs!
130	OPPOSED	I live in "affordable" dense housing but it is not deemed by the state or you folks as "affordable" because you do not apply for it with income statements, bank accounts. It is not Section 8 or LHITC or State "affordable." SShouldn't my housing count as "affordable?" The HCA took over the 3 units on Mass Ave. in E. Arlington and I heard that they threw out the previous tenants. These apartments were cheap. So they put in millions to renovate the building and they put new people in but you have to give them your income statements, bank accounts, etc. etc. and qualify. So you really didn't add any more affordable units in E. Arlington and you threw out the former tenants who had cheap apts. This is the kind of baloney I have seen concerning affordability in E. Arlington. Older units can be cheaper. For instance I have no indoor air conditioning. We want to encourage the landlords of older units to stay in Arlington. We should be giving them a tax break --- thank you for providing this housing in Arlington. Take the average rent for 1BD 2 BD in Arlington and if they have less than that for the majority of their units give them a break. So then we keep the cheap housing stock and the landlords upkeep the units.
131	SECONDARY	I think affordability should be secondary to low income housing. There's an important difference.
132	IMPORTANT	It's critical to build more housing, and more affordable housing is better. But lack of affordable housing should not block a project.
133	OPPOSED	I support affordable housing, but not as part of bullied zoning changes. By the way, do you plan to compensate households whose homes are completely without sunshine after 5 stories are built? for the loss of value to their home?
134	OPPOSED	The town should only support affordable housing at 50% or below AMI.
135	IMPORTANT	I think it's important to include affordable units in homes with few than six units. I remember when there were plenty of two family homes in Arlington where people could rent one unit in two family homes. Now it seems like a lot of those homes have been converted to expensive condos, as have many of the apartment buildings where I remember visiting friends in the apartments that their families rented. I would like to see affordable units mixed among all types of housing in the town. One out of every six units, only in buildings with six units or more, does not seem adequate or fully inclusive, in my opinion.
136	IMPORTANT	Important to offer sales, not just rental units, to help families build generational wealth.
137	NEUTRAL	There may be other ways to create affordable housing than to, in effect, tax the construction of new multi-family housing units. For instance, we could encourage the construction of small units (300 sq ft or even less), which would likely be affordable.
138	NEUTRAL	I support it if it's done with existing housing stock.
139	SECONDARY	Yes, but quantity is more important than specific types of housing (affordable vs. social vs. market rate).
140	IMPORTANT	This goal, affordable units, is extremely important for low and extremely low

#	Response	Comment (housing that includes affordable units) income people.
141	SECONDARY	I don't qualify for affordable housing, so I feel like I might be out of touch for this question and my opinion should not be strongly considered. I simply don't know enough about the challenges of affordable housing in Arlington.
142	IMPORTANT	I think that ultimately, affordability needs to come from adding large amounts of housing to all local towns over the long haul; 50 years of virtual stasis caused by restrictive zoning isn't going to be undone by dribs and drabs. But that's going to take a while, and in the meantime we should try to do what we can. In addition to "includes affordable units" I think "includes middle-of-the-road" units is important; my impression is that developers tend to target the very-high-end. Housing could be made more affordable by changing the requirement that all units have 2 modes of egress - that used to save large numbers of lives, but with modern construction it's much less necessary, and drives up prices by requiring square footage be used for rear stairs and through hallways.
143	IMPORTANT	Developers are tearing down modest homes and putting up McMansions, making Arlington less affordable and taking out many more trees than they need to. Require developers to build modest units (with fewer trees cut), and include at least 25% affordable - otherwise they will destroy more affordable housing than they build. Let the Housing Authority and the Arlington Housing of Arlington build as many affordable units as they can - we desperately need these units..
144	SECONDARY	I wouldn't want this goal to preclude or hinder more development in general. We should look at ways to encourage developers to include affordable housing in their projects though.
145	OPPOSED	What do you mean by this? For new housing being built as affordable? What would happen to the people deeding the home? Would it just keep them in a cycle of only being able to afford affordable housing? Most people purchase a new home, with funds from the old one.
146	BLANK	Should we be helping others get access to a better life?
147	OPPOSED	?
148	OPPOSED	In case you didn't notice what I said on the other one, I am forced to pay 2000 and more per month by myself. I grew up much closer to the city, and I keep getting pushed out further and further... Arlington and Cambridge are being ruined by it over-crowding and over-building.
149	IMPORTANT	It seems like a good idea in order to make some local impact on affordability.
150	IMPORTANT	i currently live in a multifamily house, and it is cheaper, and creates a really good community
151	IMPORTANT	its very important in arlington
152	NEUTRAL	What makes housing affordable involves many factors. I think rather than focusing solely on creating minimal new affordable housing, Arlington should focus on efforts to keep long-time residents in their once-affordable homes who are being and have been forced out of their homes due to the ever-escalating, neverending property tax increases. And, no, the Circuit Breaker is not the answer.

#	Response	Comment (housing that includes affordable units)
153	IMPORTANT	The wealth divide in Arlington is shocking.
154	IMPORTANT	If Arlington means what it says regarding being a diverse, inclusive town for all types of residents and families, it is paramount that affordable housing be included in new multifamily housing developments.
155	IMPORTANT	We very much need more affordable units for different family sizes in the extremely low, very low, and low categories. It would also be good to include some moderate and middle income housing for all family sizes. These extremely low to middle income households (including my own) are the ones that also need access to public transit and walking/biking options for work, school, shopping, and other daily activities.
156	OPPOSED	Families want homes, not apartments to raise kids.
157	IMPORTANT	the amount of affordable housing must be significant, not a small token percentage
158	IMPORTANT	We should also include options for moderate and middle income housing, as these income levels are often excluded/overlooked.
159	IMPORTANT	EXTREMELY IMPORTANT
160	OPPOSED	-30% AMI rents are unrealistic ... they are less than what I paid in Boston for a 1 bedroom in 1980!
161	IMPORTANT	Of course, the official definition of affordable housing isn't true affordable housing.
162	IMPORTANT	This question is somewhat confusing. Are you asking if these overlays would be similar to 40B (inclusionary bylaw) in that other zoning and town bylaws are able to be skirted by including 1/6 affordable units. If that is the case, then NO. If affordable units are required to be within the overlay without giving up Arlington's particular zoning safe guards to do it (ie. like many 40b projects have) then yes
163	IMPORTANT	This is very important, and should ideally be 1 in 4, not 1 in 6. We need to stop acting like a gated community with closed doors.
164	UNSURE	Not quite sure about this one. I don't know if these units stay affordable, or what happens if the families in them exceed the income restrictions. I'd need to read up more on this to make an educated comment.
165	IMPORTANT	Deeper affordability is preferred.
166	IMPORTANT	While I think it is important to provide our share of affordable housing, I think it is as important if not more important that we try to create the conditions of more affordable housing for moderate and middle income individuals and families as well. People who live in Arlington--our police, teachers, town workers, small business owners--should be able to afford to live here.
167	IMPORTANT	This is super important. Arlington is a pretty expensive town to live in currently. We are in an affordable housing crisis in the region, we all have to do our part.
168	SECONDARY	I think it is most important to free up developers to build dense housing without constant fights from citizens who wish to see their own property values rise even more. This is the fastest way to relieve the crisis -- let builders build more.
169	SECONDARY	We need density near MBTA buses/Alewife—could be high-end housing that

#	Response	Comment (housing that includes affordable units)
		is dense, especially with Alewife access.
170	IMPORTANT	I would very strongly encourage the development of housing that is affordable for the lowest-income households, including especially housing with deep subsidies and focusing particularly on affordable housing for families, not just for elders and people with disabilities.
171	UNSURE	I am in favor of affordable housing, but most of what is billed as affordable housing in Arlington is in fact market rate housing. Developers are not pulling down buildings to put less expensive ones in their places. If we really want affordable housing, what we want is public housing.
172	UNSURE	our inclusionary zoning already provides for this
173	IMPORTANT	ANY AND ALL NEW MULTI UNIT BUILDINGS SHOULD BE AT LEAST 50% WORKFORCE HOUSING!! IF YOU WORK IN or FOR ARLINGTON YOU SHOULD BE ABLE TO LIVE IN ARLINGTON.. let's ditch the 'affordable' moniker favor of 'workforce'//we should not be housing the workforce of Cambridge and Boston when we cannot house our own workers!!!
174	IMPORTANT	It is important to me that the affordability of these units should not be time-limited. I am opposed to developers gaining access to building permits because they include an affordable unit which will revert to market rate in future.
175	IMPORTANT	Inclusionary zoning should apply to 1 in 4 units, with none required for less than 4 units. Separate consideration should be given to exclusive affordable housing for less than or equal to 30% AMI, where all units are affordable and built with funds from all available public/private joint initiatives. These should be deeded as such in perpetuity.
176	UNSURE	I would need to understand what this meant
177	IMPORTANT	For flippers switching out two family homes, if they are big companies (e.g., Santana) require after x unit sales one is affordable. So they flip 7 2 family houses, one unit goes affordable. Offer a tax break for it.
178	SECONDARY	This goal is incredibly important. The housing and rental market is challenging for many middle and low income folks.
179	OPPOSED	There would have to be a way of doing this without lowering all of the existing property values and skewing property taxes for everyone.
180	NEUTRAL	Residents should have priority over non-residents.
181	UNSURE	We throw this term around much too casually. What the town and the area need are low income housing, not housing affordable to people making 100% of the area median income. That isn't affordable housing at all, in my book.
182	IMPORTANT	The goal is good but completely inadequate. For "multifamily housing to include affordable units" elides the two critical factors that make all the difference: What percentage of the units to be built are affordable, and how much will they cost? Arlington's current inclusionary bylaw (1 in 6 units of multi-family housing must be affordable, by a totally inadequate definition of affordability) is another example of a rule that is perverse, in that it results in the opposite of what was intended. 1 in 6 means, "let's throw in a token quantity of not-really affordable affordable housing, while building 5 out of 6

#	Response	Comment (housing that includes affordable units)
		at above market rate, so that the extra cost of the 5 out of 6 makes up for the lack of profit on the 1 faux-affordable unit". Any multi-family housing built to be "transit-oriented" must be 100% affordable. Repeat: 100% affordable.
183	IMPORTANT	most important goal to achieve
184	UNSURE	Chart is not clear.
185	IMPORTANT	Arlington's rules are MORE inclusive to affordable housing than the MBTA goals, and by Town Meeting vote are permanent/non expiring. We should require higher affordability goals, not relax ours to help developers make a profit.
186	UNSURE	I don't know how to solve this problem, to be frank.
187	OPPOSED	The town budget is already overstretched. Not enough for schools and roads, not enough lights. And the crime is already on the rise.
188	IMPORTANT	In some neighborhoods, a six or more unit building would not be appropriate. Therefore, there should be a mix of housing types from 2-3 units up to 10 or more in different neighborhoods. It's important to distribute new housing units throughout the East, Center and Heights and to incorporate appropriate scale buildings into existing residential blocks.
189	UNSURE	The concept of "affordable" housing is misleading. For instance, my own son who was born, schooled and employed in Arlington (school department) is considered too poor for an "affordable apartment" so he lives with me in his 40's....My daughter , with lifelong ties to Arlington, could not afford to purchase a home in town, and had to buy one in Waltham.
190	IMPORTANT	This is the *most* important goal: Market rate housing should come second, as 100% of single family housing is market rate.
191	IMPORTANT	If the town could purchase outright 2-3 multifamily homes a year and convert them to affordable housing like the Habitat for Humanity model that would be great. It would spread affordability around town.
192	SECONDARY	I'm absolutely for encouraging inclusion of affordable units, but do not want to require it, lest it undermine the amount of housing being built.
193	IMPORTANT	While I'm very much in favor of increasing our housing supply overall, affordable housing should be an important component of developing that supply. The market pressure on home buying and rental in this area will drive out all but the wealthy otherwise.
194	IMPORTANT	I believe affordability requirements should apply to 3-family homes as well and should apply to those in the Very Low income category.
195	IMPORTANT	My preference would be 100% affordable housing
196	IMPORTANT	We should also make sure there are limits on holding empty units

Q4: Encourage multifamily housing to include mixed uses (e.g., first floor business or commercial uses)

	All responses		These comments	
IMPORTANT	444	45.45%	125	47.71%
SECONDARY	253	25.90%	53	20.23%
NEUTRAL	175	17.91%	41	15.65%
OPPOSED	95	9.72%	38	14.50%
UNSURE	10	1.02%	5	1.91%
BLANK	56		3	
Non-blank	977		262	

#	Response	Comment (housing that includes mixed uses)
1	SECONDARY	Whatever it takes to increase housing stock.
2	IMPORTANT	We have been pushing out our small businesses and real estate costs are pushing rents so high that it's nearly impossible to start and maintain a small business now unless it's home based where costs are lower. We also don't need anymore banks.
3	SECONDARY	Arlington's mixed-use zoning has not been successful - or properly enforced. It's a great idea, but should be limited to 3 stories, 4 at most. (Like the cinema building at Lake Street). Not some 5-6 story monstrosity!
4	NEUTRAL	It will all depends of the location of the new building. We have too many empty storefronts so we will need to be careful not to add more commercial space where there is already unused spaces
5	IMPORTANT	re-zoning housing atop existing commercial spaces would fulfill the capacity goal of the mbta communities mandate, limit the footprint of the new zoning, and encourage a more vibrant downtown and use of town amenities like the town libraries, grocery stores, and shops and restaurants. there is also already infrastructure in place near these areas that include signaled crossings.
6	IMPORTANT	Most likely the best way to develop
7	SECONDARY	Please make commercial space big enough to work...get rid of vacant property throughout the town, for starters..
8	SECONDARY	This only seems important in established commercial corridors (Mass Ave).
9	IMPORTANT	I love this idea, I am frustrated when I look at single-story business buildings between rt. 16 and town center, what a waste of space and opportunity!
10	IMPORTANT	This is a model that encourages what I see as perfect for the Town of Arlington.
11	NEUTRAL	In commercial areas only.
12	IMPORTANT	It is crucial to make places mixed use, so that people do not have to "go" from one to the other. They are already there.
13	SECONDARY	Mixed-use development should be encouraged if only because, from a real estate perspective, both commercial and residential structures can occupy the same footprint, allowing for both to bolster Arlington's population and commerce without taking up additional space.
14	IMPORTANT	This could be great! There are so many empty storefronts currently (the

#	Response	Comment (housing that includes mixed uses) building at Lake and Mass Ave, which is getting demolished and replaced with this model, is surrounded by many). There's enough population density to support more local businesses and mixed uses keep the community engaging and safe. I think rents are overpriced and policy is too strict. Arlington center loses business regularly with arcane business codes and insufferably backwards ideas about noise codes. Look at how much work it took to keep donut villa open past ten. Ridiculous. More progressive movement on that front, please, or else we're just getting more banks closed at 5 pm and taking up storefronts.
15	OPPOSED	I don't want to see Mass Ave turned into a canyon of 20-story buildings dedicated to non-affordable luxury condos and apts that lead to the inevitable "gentrification" that drives rents sky-high and forces businesses out. Let's learn from Cambridge!
16	SECONDARY	It depends on where the housing is. If it's a busy stretch of Mass Ave, then a commercial space on the bottom floor makes sense. But it's more important that we have affordable housing stock.
17	IMPORTANT	Allows for a better use of vertical space in already dense areas. We love the amount of small businesses in Arlington and regularly talk about the lack of need to leave town to get household items, quality food, etc. Additional foot traffic helps these drive revenue to these businesses. It is important that any residential additions on top of commercial space retain the historical charm of the town.
18	SECONDARY	This depends very much on the location of the parcel.
19	SECONDARY	Mixed use development is a smart option, particularly if we want to encourage new businesses which I'm strongly in favor of.
20	OPPOSED	Utilize the empty commercial use around the town.
21	SECONDARY	I would support this goal only if the business space created is a real business space and not just a token space like the Toraya building where ACMi and a Japanese restaurant used to be. The new business space is limited and does not offer flexibility for new businesses to come in and set up shop. This is what been happening in the last few years. Businesses need space, easy access to parking and access to transportation
22	IMPORTANT	This is important to me for multiple reasons. It will encourage both commercial use of space and residential options. It also encourages reuse rather than new development. However, we need to think creatively about developing business beyond retail business in Arlington.
23	IMPORTANT	YES. This is so smart, and would really help liven up the downtown areas too. I was biking down Mass Ave the other day and wondering at all the short commercial buildings. That said, this will be easier said than done as it would require disrupting current businesses... but I think this is definitely what we should be moving towards. Especially on Mass Ave. Not sure what Arlington's rules are for parking availability for buildings, but Arlington should consider getting rid of that requirement if it exists for this more dense housing — if MBTA service is further increased (aka even more 77 bus frequency, and more ties to the red and green lines), this could be a perfect way to increase housing

#	Response	Comment (housing that includes mixed uses) while not increasing traffic/gridlock/pollution.
24	NEUTRAL	Although nice, this concept is only applicable to small sections of Arlington (eg, along Mass Ave). Sure. Do this. But we should focus housing efforts on the other 90% of Arlington where this isn't an option.
25	IMPORTANT	First floor commercial is important, but will the same four commercial landlords in Arlington own it? They've been jacking up rent and leaving vacant commercial storefronts for years. Make the vacancy tax a lot higher than it is, or include a forced-sale provision at reduced price if it's vacant for more than two years.
26	IMPORTANT	This is essential to a vibrant community.
27	IMPORTANT	This is important as an option in some areas, though sufficient setbacks from sidewalks and green space should be required.
28	SECONDARY	Mixed use is great, but let the economics push it.
29	IMPORTANT	Additional multifamily housing is imperative to ensuring that young families can actually afford to live in Arlington. There are multiple areas of Mass Ave where mixed use buildings would flourish and should be built immediately.
30	IMPORTANT	Segregating work and residential areas makes no sense to me. A more vibrant community can be achieved by mixing both.
31	NEUTRAL	We have a lot of empty storefronts already. It just may not be viable to have commercial, particularly retail uses. There are ways of designing ground floor residential units.
32	SECONDARY	I am against increasing the density population of arlington
33	OPPOSED	I don't understand its purpose. I can't imagine it's pleasant to live above retail space.
34	NEUTRAL	I am unclear about this goal. We already have a lot of commercial real estate along Mass Ave (for example) that is not filled with shops, restaurants, offices, or anything at all. Is the goal to build residential units on top of the existing real estate? And then maybe having more residents will spur businesses to open? What will cause businesses to want to rent the the retail/office space?
35	OPPOSED	I would have liked to say include this as a secondary goal, but we already have so many empty store fronts along Mass Ave that I would not make it a goal to create more. We should be looking at filling the empty store fronts first.
36	NEUTRAL	We need to make sure such retail uses have viable tenants before mandating.
37	IMPORTANT	Mixed use housing supports success for new businesses.
38	SECONDARY	I think condo or apartment amenities for residents, including ground level parking are more important than commercial space. We have enough of that really.
39	NEUTRAL	I'm generally in favor of mixed-use housing but also aware of the fact that families with young children might not want to live on busy streets above businesses. It's nice to have this an one option but again, I want to see more done to house people in more residential areas, giving people with limited incomes the same access to homes with amenities such as backyards and driveways (like many of the homes in East Arlington).
40	OPPOSED	I am opposed if this is driven by the MTA desires.

#	Response	Comment (housing that includes mixed uses)
41	IMPORTANT	It would be soooooo great to have an unobtrusive Little Joe's/Peter Pan's corner store clone somewhere in walking distance to our quiet little Turkey Hill enclave. The Town has several vacant, overgrown little patches of litter-strewn woodland that would be perfect. If we want a quart of milk in a pinch, give us a chance to walk around the corner, instead of spewing fumes in our cars. And we'll gladly walk!
42	SECONDARY	Should be encouraged and incentivized, but not a requirement in all instances.
43	NEUTRAL	I'm in favor of adapting existing multifamily housing buildings to include first floor commercial space. However, new multifamily housing units should not be built.
44	NEUTRAL	If you drive along Massachusetts Ave you will see many unoccupied storefronts. There's not demand for the existing stock, so building more doesn't seem useful.
45	SECONDARY	My preference is to have mixed use over commercial only. My biggest concern is affordability.
46	IMPORTANT	Maintaining foot traffic and lively commercial districts is important.
47	NEUTRAL	Really depends where. Can be nice to have in shopping areas, but in residential areas it can be nice to keep it feeling like a neighborhood.
48	OPPOSED	Seems like we are turning into another Cambridge with building up. Mass Ave will be a wall of buildings.
49	OPPOSED	This document from 1982 shows lovely pictures but is very much out of date and does not represent the overcrowding this proposal will present. Traffic in Arlington is heavy
50	OPPOSED	There is not enough parking to support it.
51	NEUTRAL	I did not put opposed on this question, but if the mixed use that is proposed is similar to the recent developments of this style (ie. next to highschool/stop and shop), I strongly oppose. The sidewalk is ridiculously narrow there, especially where all the children are crossing. If you are in a car, you cannot see around the corner with as much visibility as before. There are no trees/islands, setback and it is ridiculous. I can understand if it is existing, but this area had a large parking lot in front and now it is just ridiculously narrow. I would STRONGLY vote for street trees and set backs along Mass Ave with any green space possible. Stop and shop is set back and the entire area feels more open along the avenue. as do many of the apartment buildings and developments that have vegetation in front of them. Even in dense developments like the town houses on the corner of Mill Street and mass Ave. Please have the sidewalks passable, and if possible have green infrastructure, permeable pavements, green walls, green roofs, arbors and solar panels. Thank you.
52	IMPORTANT	We've already got a fair amount of this, e.g.along Mass Ave, we should do more of this (especially if the ground floor rents help offset affordable units above)
53	SECONDARY	Arlington must prioritize business development. The recent mixed-use construction projects offer a token commercial base that does not generate the kind of new business we need in town. We need that type of tax base.

#	Response	Comment (housing that includes mixed uses)
54	NEUTRAL	Parking is the issue
55	IMPORTANT	We're already doing this in a number of places along Mass Ave. We should expand areas where this is allowed to other areas with existing low density commercial units, like Broadway, Summer, and Park.
56	NEUTRAL	I am interested in a walkable town for all residents.
57	IMPORTANT	This is a good approach, it provides housing and readily available source of customers for retail space. Can also help to reduce the reliance on cars for basic shopping.
58	SECONDARY	I would also support multi family without commercial, especially with some uncertainty in the market for a new retail space.
59	SECONDARY	I like the pictures with shops and a wide sidewalk, but we have seen mixed uses where there is almost no sidewalk and no storefronts. I think that is undesirable.
60	NEUTRAL	this would necessitate taller buildings, so that is a consideration
61	SECONDARY	Mixed use should NOT include commercial facilities such as incinerators, multiple body shops (higher incidence of asthma in neighborhoods with many body chops), or other facilities with connection to health risks.
62	OPPOSED	Unfortunately we are replacing commercial space in our business districts with housing. The way this question is worded is very biased. It assumes we are first prioritizing housing and then commercial, in all zones, and this is not appropriate. The priority use in business zones should be commercial/retail use, with any housing on top of that as a bonus. However, housing should NOT replace business space in business zones, and should not be overrepresented in redevelopment projects in mixed residential/business zones. I oppose the clear bias in the way this question is asked, and thus I am opposed to it. I want to maintain appropriate focus on commercial space in business zones as the primary goal of development in those zones. Housing should not replace commercial.
63	IMPORTANT	Arlington does a poor job at attracting business/commercial. Tax base falls heavily on residential. Any way to include mixed use should be encouraged.
64	OPPOSED	Again, without addressing the burden on town infrastructure that arises from increased residential density, greater density will result in more congestion and a deteriorating quality of life.
65	IMPORTANT	This is a great way to encourage people to spend time and money in Arlington. That would help improve our local restaurants, and bring in other shopping and cultural opportunities. Careful consideration should be put into the brands and businesses that inhabit these retail spaces.
66	NEUTRAL	I'd rather see 2 and 3 family affordable homes for rent then mixed-use development
67	IMPORTANT	It would be nice to restore some of the older buildings which lost their business on the main levels. New business to revive and housing above. This would not need new buildings created, but using what we already have.
68	IMPORTANT	Mixed usage buildings are great -- as long as they don't add to an oversupply of commercial space and more commercial vacancies.
69	OPPOSED	The second floors should be offices, see previous comments., furthermore to

#	Response	Comment (housing that includes mixed uses) have active retail Arlington needs more day time foot traffic which comes from office space above retail not residential above retail.
70	SECONDARY	I can only agree to this if there are only 2 stories designed to reflect the Town's Colonial atmosphere.
71	OPPOSED	There is not enough interest in retail space to justify this goal in Arlington.
72	SECONDARY	Accessibility to transport, sidewalks and bike paths is more important than this, but certainly shops and stores are often in accessible areas
73	IMPORTANT	I am concerned about how mixed use has been implemented, where the commercial uses aren't there for pedestrians and the buildings become basically all residential. I'd love to see ice cream places, pizza or other restaurants, birthday/activities closer to parks in dense neighborhoods.
74	SECONDARY	Maybe we should work on getting existing store fronts rented before building more??
75	NEUTRAL	Multi use buildings near the high school appear poorly planned as the lower levels seem to narrow the sidewalks to very narrow ranges . Seems counter to safety concerns and counter to encouraging walking.
76	IMPORTANT	We should have 4 to 6 sorry mixed use buildings along mass Ave in the Center and The Heights.
77	IMPORTANT	the ground floors of multi-family housing should be active but it does not all have to be commercial, the world can only support so much retail, or small office. instead street level unit entries and other activation could be required on critical frontages
78	SECONDARY	Too often the commercial ground floor units in Arlington are not viable or robust. Practice has not lived up to promise here in town.
79	IMPORTANT	This is extremely important for active seniors who want to sell their single-family homes, but desire to stay in their community near family and friends but be able to walk to shopping,etc. without a car.
80	SECONDARY	Some of the areas with bus lines, bike paths, and sidewalks look like they are in residential areas so I don't know if mixed use would be allowed there? I think mixed use makes sense in a lot of areas and neighborhood residents should have a chance to weigh in on what types of businesses will be included. Some developers say they are building mixed use but then have only one commercial tenant, often a restaurant.
81	IMPORTANT	In planning mixed-use buildings, it's important that the functional and aesthetic aspects of the development be considered so that we're building structures that will serve the purposes of both residents and commercial tenants long-term, for many decades; as opposed to disposable architecture that nobody wants to use after its first decade or two.
82	IMPORTANT	This improves the character of a neighborhood, bar none. However, the street level commercial spaces would benefit from having a variety of businesses in them (like the Lake St./Mass. Ave building that used to house Mass Hole Donuts and Little Q Hot Pot and Adventure Pub). The redesign for that location includes only one business on the street level, and that is worse for the neighborhood.
83	NEUTRAL	What about parking, and particularly charging spots for electric cars? Really

#	Response	Comment (housing that includes mixed uses) important to tie this in with mixed-use development.
84	SECONDARY	We also need to preserve open space and habitat for native species
85	SECONDARY	This needs to be limited to designated commercial districts.
86	UNSURE	Recent ones built on Mass Ave and Summer Street are too close to the sidewalk, feels very crowded
87	SECONDARY	The images above show mixed-use buildings that are absolutely nothing like the new mixed-use developments in Arlington. Why do all of our new mixed-use developments have to be so extremely ugly? The variety and character shown in the images is NOT what will happen in Arlington, so this is a misleading question. I support the kind of streetscape shown in the images, but not the kind seen at the old Toraya building, for example.
88	SECONDARY	I think this can be good overall, but when the commercial area is difficult for people who do not live in the housing block to get to, it does not seem to work. It depends on if the commercial area can be easily patronized by many residents from all over town.
89	IMPORTANT	The business should include some that might have long term impacts on the town.
90	IMPORTANT	Multi use developments make the housing more valuable
91	IMPORTANT	The town could use the tax revenue from more commercial businesses.
92	OPPOSED	No mixed use. There are mixed uses messes in town now.
93	SECONDARY	Having access to shops in walking distance is important and increases quality of life.
94	IMPORTANT	This is exactly what we need along mass Ave - for housing and businesses.
95	OPPOSED	NO WAY!!! Your high ideas will do nothing but ruin an existing neighborhood! STOP trying to paint these ideas as good! They are NOT!
96	IMPORTANT	It might be easier to redevelop commercial lots along major streets than to rezone, purchase, and develop residential areas. We have virtually no undeveloped land space in town.
97	IMPORTANT	As long as the infrastructure can accommodate the additional residential use and is in-keeping with the Town's appeal.
98	IMPORTANT	Rules must prevent abuse. No Putting one office in building and calling it mixed use in order to get around the usual setbacks called out in code for straight multi-family housing
99	SECONDARY	Why would we develop more commercial space when we are not capable of filling the commercial spaces we already have?
100	IMPORTANT	Specifically, not commercial, but first floor walkable business. Which is to say, commercial space is nice but we shouldn't let the first floor on mass ave and broadway go to things like "the building office" (cough cough capital square) or copy somerville and give it to labs. It should be retail or other pedestrian-oriented businesses. Shops, restaurants, post offices, etc.
101	IMPORTANT	Mixed-uses in multi-family housing helps disincentivize car travel and allows those with less means and time to be able to access essential goods and services closer to where they live. It also generates a much better community fabricate by integrating housing and local businesses for better interactions. I believe the MBTA Communities Law does not allow mandating mixed uses,

#	Response	Comment (housing that includes mixed uses) but the zoning could incentivize it. Such as allowing zoning of at least 3 units on a parcel, but if the developer wants to build more units, the first floor must be business/commercial zoned. In addition, DO NOT re-zone existing business and industrial zones to be residential. We already have issues preserving local businesses and need zoning/permitting process that make it easy enough to set up and sustain businesses in town.
102	IMPORTANT	However I hope Arlington invests in making these multi-use properties attractive and of quality construction. The new development going up across from the high school (next to TD Bank) is AWFUL. There is no sidewalk and the materials look like plastic and cheap.
103	IMPORTANT	Love mixed-use! There need to be incentives for the retail aspect to actually be occupied though - Arlington has a lot of empty storefronts. Also, supposedly the new building on Summer Street between Sono and Great Expectations was supposed to have retail and I see no evidence of that!
104	IMPORTANT	This is an important goal to include. However, we should maintain current setbacks, and require upbuilding wherever possible.
105	IMPORTANT	First-floor businesses help local residents and the businesses themselves - and they're friendly to see.
106	IMPORTANT	In areas that are zoned for business
107	SECONDARY	Elevators are needed for such developments to ensure young families with strollers and bikes can access along with ADA compliance.
108	BLANK	Arlington needs to encourage more commercial spaces to alleviate tax burden, make town more appealing and viable. Downtown offers very little reasons for people to go there.
109	IMPORTANT	This is very important! Without business at street level, the town feels dead. You can feel this when street-level space is taken up by banks, childcare centers or gyms. The street becomes uninteresting, less vibrant.
110	IMPORTANT	I live in the east. It is nice that there are business is in the neighborhood to take care of most of my needs.
111	NEUTRAL	Mixed-use development seems like a great use of limited space but I am uncertain I would want to live right above a commercial establishment e.g. restaurant due to smell, noise, and fire hazard.
112	OPPOSED	The goal is looking inward. The issue must be looked at from an outward perspective and globally. What is the effect on infrastructure, people, quality of life, pollution, strain on resources.....
113	IMPORTANT	Segregating residential and commercial development just makes life wildly less convenient and leads to extremely silly development patterns. It creates distended, unwalkable cities and requires more, worse, infrastructure (e.g., parking lots, additional roadways, etc.).
114	IMPORTANT	This seems to work very well in areas with significant foot traffic and bus-accessibility, which can support the commercial business. This seems like definitely a good idea along Mass Ave and other main corridors. It could be a good idea in other places, but perhaps not as a requirement, if there is concern about having sufficient demand for the commercial space.
115	IMPORTANT	Having a thriving local business economy helps to create a vibrant and

#	Response	Comment (housing that includes mixed uses) inclusive community feel. The commercial real estate should not be unaffordable and should allow for businesses of various kinds and income/revenue brackets to move in.
116	IMPORTANT	Important to ensure true commercial use. An office for the builder does not fulfill this requirement! A vibrant space providing local amenities, be that a dentist or a restaurant, would be good for integrating multifamily housing into the neighborhood.
117	IMPORTANT	This strategy creates more vibrant neighborhoods with activity at different times of day and night. Active streets are safe streets! And also interesting places to live. A row of stores that all close at 6 does leaves no walkable activities and a dead neighborhood.
118	IMPORTANT	We should be encouraging more business in Arlington
119	IMPORTANT	This is a way to encourage housing and income for the town and have the items you need in your community.
120	IMPORTANT	Arlington has very limited employment opportunities. Having some more space for businesses would help provide more employment (provided the businesses actually show up). However this could also include options like having a grocery store in the bottom floor of a residential building.
121	IMPORTANT	Putting small businesses in what are now residential neighborhoods without adding MBTA transit and properly maintained sidewalks is a design for failure. Putting businesses WHERE PEOPLE LIVE makes them accessible without adding cars and parking problems.
122	SECONDARY	I think we should avoid doing this development at the expense of our current mixed-variety business areas.
123	IMPORTANT	I'd love to see space for local businesses.
124	IMPORTANT	The Town must adjust zoning bylaw in order to make true mixed use commercial viable in Arlington.. Developers of new structures, like the Pasciutto family that currently owns several retail blocks, must be requires to include the type if infrastructure that is conducive to foodservice retailers so that build-outs become more affordable. This relates to everything from plumbing and electrical to trash and recycling, to delivery access to the back of the building. Allocating one parking space to each retail storefront behind the building is also important. This infrastructure cost must be absorbed by the developer in exchange for allowing them to build a bit taller.
125	IMPORTANT	This is a good idea! Make sure there is parking for both the residential and commercial units. Underground or as first floor parking is more expensive but a better use of space than adding more parking lots.
126	SECONDARY	This really depends on if the location is on routes that people frequent
127	NEUTRAL	Mixed use development is great but is already occurring under our zoning bylaw. I think it best for MBTA zoning to be separate from the current business districts so that there is no risk of losing commercial space to new development. Allowing for optional commercial as part of MBTA zones would be fine, though.
128	SECONDARY	This is a good use of mixed retail/living space
129	SECONDARY	The reason is that we already have too many vacant business/commercial

#	Response	Comment (housing that includes mixed uses) units in arlington.
130	SECONDARY	Currently there are vacant and underused storefronts. Generally mixed use makes sense in some locations.
131	IMPORTANT	If this is not at the expense of the commercial use, and not too small for families, and parking for the units, then it is OK. Also, the building should look nice and maintain sidewalk greenery, be not too close to the street, and not create a brick wall on the block.
132	NEUTRAL	We need to stop tearing down nice low level commercial space to serve the greed of landlords/developers. It doesn't solve our housing problems and it is ugly.
133	IMPORTANT	Arlington needs a commercial base
134	IMPORTANT	"Mixed Use" has become a somewhat toxic term as most of the buildings built recently under that umbrella have had very little commercial space on the first floor. If, as stated above, the ground floor is "mostly" commercial space, that would be good.
135	IMPORTANT	I would love to live 'in-town' with neighbors in my building and groceries and other niceties nearby!
136	NEUTRAL	This kind of development is important, as long as it is within the areas already zoned for it.
137	OPPOSED	Nooooo. Look at the mixed use that has recently been finished and still to be finished. Rents too high and spaces are very small. We are not paying taxes to fund developers!
138	UNSURE	To help remove homelessness and housing-, rent- poor people, I'd recommend constructing multi-family affordable housing for the most vulnerable [50%-60% AMI max], not mixed use.
139	SECONDARY	Mixed use as implemented in Arlington means empty stores with market rate condos above them. That said, I don not believe that commercial and industrial uses are incompatible with residential development, Case by case is the way to go, maybe via special permit.
140	IMPORTANT	The inclusion of a goal for mixed-use development is critical for achieving goals that encourage a diversity of transportation modes. In addition, it may drive increased diversity in the tax base Arlington can use to invest in the community by encouraging entrepreneurship and increased local consumption.
141	NEUTRAL	It seems very difficult to rent these spaces. That may change, but it seems all too often storefronts remain vacant
142	IMPORTANT	It makes complete sense to integrate multifamily housing into existing commercial districts when possible. Historically the small business owner often lived above their business, so this would be a similar situation. Having people live where there is commerce supports the commerce and makes for a safe vibrant streetscape. However, I do not support expanding commercial zones beyond existing zones.
143	IMPORTANT	I think the combination of housing + transit + some small businesses would be beneficial, particularly in the area of encouraging walkability. Although we can't require mixed use, we can (say) give a 1--2 floor bonus for including it.
144	IMPORTANT	And this does exist in Capital Square, I'd hate to see our area bear the brunt of

#	Response	Comment (housing that includes mixed uses) new development. The plan seems to spread out development, although high density housing appears to be planned for both sides of Mass Ave in Capital Square. This would have to be developed over time and in a way that is not very disruptive for current residents.
145	SECONDARY	Mixed use buildings, if built so that there really is a significant area for several stores/retain concerns is great - but the mixed use buildings that have been built recently have VERY small spaces for retail - it almost seems like an afterthought so that the residential units are the most important part of the building. Older mixed use developments (like the Capitol Cinema building) has a large retail facility below the residential. So I'm unsure about this = it would depend on whether the spaces were viable for retail concerns.
146	IMPORTANT	This seems like it would mostly benefit singles and families without kids. From a streetscape point of view, and good density, it is appealing, but it wouldn't do much for families with kids, who need some access to outdoor space.
147	OPPOSED	The goal should be to build in areas set back from the high traffic commercial areas.
148	IMPORTANT	Mixed use is a great way to foster strong commercial areas, but incentivize the commercial uses to fit a mostly high income bedroom community.
149	OPPOSED	With all the empty retail and office space, adapting existing commercial space to housing should be a priority not building more
150	OPPOSED	Commercial should get as much square footage in mixed use developments as residential. We need more jobs and services.
151	SECONDARY	Multifamily housing with businesses that meet local needs are effective uses of space. But, so little of our town is zoned for commercial use currently, and many large lots appropriate for large housing developments are in residential-only areas. We should avoid restricting the locations that multifamily housing can be built unnecessarily.
152	IMPORTANT	Including corner stores, cafes, and other commercial amenities near housing reduces car trips and reduces the number of cars needed by residents, supporting the Town's climate and transportation goals.
153	IMPORTANT	As the drafter of Arlington's current mixed-use zoning provisions, I feel these are crucial to maintaining the towns commercial base and providing the essential structure for establishing 15-minute communities in the town
154	SECONDARY	Mixed-use areas would be important to include, but I put "nice to have" since I don't think we always need to do commercial on the ground floor and residential on top
155	NEUTRAL	We have a lot of empty storefronts already that need to be filled
156	IMPORTANT	It's also important to provide conditions that encourage business to succeed, so that Arlington doesn't end up with so many empty business locations.
157	SECONDARY	As long as this is local decision
158	NEUTRAL	Mixed use works well in areas that already have some commercial establishments so that the new retail spaces aren't isolated. In single use areas, multi family housing without mixed uses is more appropriate, unless there is a demonstrated need for a specific service (food desert, child care, nonprofit

#	Response	Comment (housing that includes mixed uses services, etc).
159	IMPORTANT	AND work to ensure/promote 1st floor businesses
160	NEUTRAL	OK, but some recent examples have been too close to the street with relatively narrow sidewalks - for example that ugly new building near AHS.
161	NEUTRAL	I am in favor of apartments on top of commercial space BUT the buildings going up look NOTHING like the above picture! The buildings going up are hideous and lend nothing to the town.
162	IMPORTANT	Eliminate single-family-only zoning throughout the town. We are in a housing crisis. BUILD!
163	SECONDARY	First floor use should be relevant to those who live in the building and other local residents, eg. produce/bakery/groceries, hardware, daycare, town services, etc - NOT offices for selling condos
164	BLANK	Mixed use should include more than "ground level mostly used for commercial". We need a much larger percentage of commercial use.
165	IMPORTANT	Especially if housing is along Mass Ave or Broadway
166	IMPORTANT	I particularly support this for existing commercial spaces, being converted to allow housing above. I see this already working well in the context of the movie theater in town. There is a lot of one story commercial space along the entirety of Mass Ave. Prioritizing this for new zoning would count toward capacity requirements, without changing a lot of the footprint in town, and would also encourage usage of existing town amenities, shops and restaurants. I think this would enhance the vibrancy of areas particularly in Capitol Sq, Arlington Center, and Arlington Heights.
167	IMPORTANT	I'm in favor of it but also wonder about how well it will work in this era when so much business has moved online and there seems to be lower demand for storefront properties. Nevertheless, a variety of street level, services and businesses makes a neighborhood feel friendlier and more engaging. I hope mixed use development can thrive.
168	SECONDARY	This is a good option for additional housing, BUT the projects done so far inadequate provide for commercial space. the space provided is useless.
169	IMPORTANT	This would be a more efficient use of space, especially along the main streets.
170	NEUTRAL	It really depends on how this impacts affordability and green space, right?
171	IMPORTANT	If we are adding density on major thoroughfares, creating neighborhoods and an opportunity for live/work or for those living above to frequent shops below add to the economic diversity and capabilities of the town. a mix of smaller and larger spaces allow a mix of small local businesses as well as larger/national players.
172	IMPORTANT	Please make sure there is enough parking for both residential and commercial uses
173	OPPOSED	The so-called mixed use projects that have been built in Arlington have been abject failures at creating the "vibrancy" that their proponents have promised. The block that used to house Thana Thai restaurant, "Natural Nails" nail salon, a tailor shop, Toraya Sushi restaurant, and ACMI Studio #2. It's my understanding that when the new building is occupied, the first floor "mixed use" will consist of nothing but office space. A block that in the evenings used

#	Response	Comment (housing that includes mixed uses) to be full of people waiting in line for the two restaurants will be dead, and so will the neighborhood. The mixed use at the new building at Summer & Forest is a first floor office which does nothing whatsoever for "vibrancy" of the neighborhood. The new building on Mass. Av. just west of the Stop & Shop - its "mixed use" is an insurance agency. Wow! Talk about "vibrancy"! I bet people are coming from miles around, just thrilled at the idea of coming to Arlington for their insurance needs! "Mixed use" has been an abject failure, and needs to be completely rethought. At present it serves no purpose other than encouraging developers to tear down perfectly functional buildings and replace them with the largest buildings they can legally build - maximizing their profit while overpowering the neighborhood and creating a sterile, unwelcoming environment.
174	NEUTRAL	It depends on where it is located. Some locations might not be conducive to sustaining small businesses.
175	IMPORTANT	Mixed-use zoning encourages vibrant communities where people can not only sleep but also go about their daily business locally, rather than driving elsewhere to work or shop.
176	IMPORTANT	This makes living so much easier! It reduces the amount of times you have to drive because you can just walk to the shops right below you.
177	NEUTRAL	The newer buildings built for this purpose are ugly and too close to the street, e.g, near the high school
178	IMPORTANT	needs corresponding business development -- too many of our existing mixed use housing in new buildings on Mass Ave has vacant or hidden business use (eg windows blocked for childcare) that won't encourage foot traffic
179	IMPORTANT	Mixed use is a wonderful way to offer residents access to businesses that provide services - and it also provides shoppers for the businesses.
180	IMPORTANT	This goal seems very important.
181	OPPOSED	There are already a few of those kind of buildings showing up in Arlington center. They are ugly and very close to the curbside.
182	IMPORTANT	I don't want to lose our commercial businesses to poorly drafted guidelines for "as of right" and "form based zoning"! We need a compatible plan to preserve cafes, groceries, clothing stores, dry cleaners, etc..... a "15 min town"
183	IMPORTANT	Yes, mixed use development will encourage the MF residents to walk.
184	UNSURE	Most of the time this doesn't work out. See Cambridge, Mass. Ave. condo near Harvard Sq.
185	NEUTRAL	If there's one thing should have learned is that complicated unrelated goals make projects harder. Case in point - the vacant kioske at the Brigham's site. I'm sure at the time the Town thought this was a great way to leverage apartments and affordable housing with a wonderful retailing opportunity.
186	SECONDARY	There has to be fairness about where this is situated. Mass Avenue isn't the only place for this type of commercial/residential dwelling.
187	SECONDARY	I only support this goal if it is real mixed use. Recent redevelopment projects that reduced the commercial footprint do not achieve the intent of this goal.
188	IMPORTANT	While I think this is a hugely important goal, what I have seen happen

#	Response	Comment (housing that includes mixed uses) recently in several areas of town is that commercially designated space along Massachusetts Avenue is being used for child care facilities. (Examples: new building between Stop and Shop and the high school; old spaces in both East Arlington and Brattle Square that were formerly small convenience stores). Families are desperate for child care and I'm glad to see options but this doesn't feel like the best choice for mixed use along a busy main road. I hope that Arlington can actively plan some specific places suitable for child care needs.
189	OPPOSED	are they all going to be Russian battleship grey like the two recently build ones near the high school liquor store?
190	IMPORTANT	Arlington needs a bigger tax base to maintain even level services. Have to add as much commercial as possible.
191	NEUTRAL	We have mixed-use zoning that is being honored largely in the breach. Developers do the absolute minimum that the ARB will let them get away with. The ARB is not requiring compliance with the ordinance.
192	IMPORTANT	Definitely should include in commercial areas.
193	OPPOSED	This would change the character of the town from a suburban family oriented town to a more dense urban and less desirable town.
194	IMPORTANT	This is important. The natural place for denser development is along Mass Ave, where mixed uses makes lots of sense. For instance, the Fox Library needs to be rebuilt, and it makes no sense for it to remain a single-story building.
195	SECONDARY	We need more green spaces and much less density.
196	NEUTRAL	I work from home and would be concerned about noise levels during the day. Otherwise, I would not be opposed to this goal.
197	SECONDARY	I think *allowing* mixed-use in a much greater part of Arlington is super-important: not just along major transit lines, but away from them, to help create more walkable neighborhoods overall. I'm not sure if we need to actively encourage it rather than just permitting it, though?
198	IMPORTANT	We need to expand our commercial tax base and bring more businesses into town. Developers are forcing businesses out and replacing them with boring luxury apartment buildings.
199	OPPOSED	I'm opposed, this would create parking contention
200	IMPORTANT	In specific corridors, more attractive store windows would increase the vibrancy and walkability of our town.
201	OPPOSED	I am glad I can walk to retail stores and services within Arlington, but with so many empty retail spaces, I don't think this needs to be a requirement for every new apartment building. So long as it remains an option. Ground level apartments are useful (mobility, supervision of children). Street level retail is not compatible with all types of multi-family housing. You didn't ask, but, I think below-grade apartments should not be permitted.
202	SECONDARY	If the mixed use looked like the photos in this slide - that would be great. But, they never do. They end up looking like the drab, dull buildings at 884 Mass. Ave. and the building across the street from that. The retail space are always sterile, cube-shaped spaces. The developers usually have no incentive to

#	Response	Comment (housing that includes mixed uses)
		include restaurant infrastructure, which I think is very important for our community.
203	IMPORTANT	Historically, Arlington went through a heavy development phase in the 1920s when a lot of houses were built, especially in the parts of town closer to Medford and Cambridge. Back then these included pockets of business-oriented spaces. It would be nice to keep that flame alight but has our virtual world put the nail in the coffin of viable commercial spaces? Commercial spaces are the backbones of entrepreneurship.
204	NEUTRAL	?
205	OPPOSED	All colonial charm is gone from this area. It's disgusting how many high-rises are being built and I don't know who can afford them - I can't, my father went to Harvard, and I am now 50 years old. I have lived in Boston almost all this time, and I would be considered upper middle class. I have a enormous amounts of student loans, no money, and not a sunny future ar 50 yrs old. I have had to search for jobs 3 times in three years and I have a masters degree! This does not seem like an important issue to me. I care more about being forced to commute two hours away from where I grew up because I can no longer afford anything anywhere closer. All I see is disgusting multi family high-rises in this area all over our life and now in Arlington to? It's gross.
206	IMPORTANT	Extremely important because ... - it improves the street scene and encourages pedestrians - supports local shopping/and activity - decreases the need for travel and vehicles - Arlington has a pathetically small commercial base
207	IMPORTANT	We cannot dismantle business districts in the name of housing. New projects must have the same amount of commercial space as buildings they are replacing.
208	OPPOSED	There are already examples of these mixed use developments in town, and they have all ended up being mostly residential with limited square footage devoted to commercial space. This limits the type of business that would find that space useful. They are also very unattractive, in my opinion.
209	IMPORTANT	This is what is lacking in the Alewife condo complexes (that plus they're unaffordable). They feel like a ghost town because there are few to no commercial spaces that invite people to the area
210	IMPORTANT	Mixed-use development would suit main drags like Mass Ave perfectly, not to mention overlapping with the goal of including multifamily housing near public transportation. It would encourage local commerce, community, and business by building up our main streets in a sustainable, housing-forward way.
211	NEUTRAL	I don't feel I know enough about this, but it seems to me that we have so many empty commercial spaces in town that this is not as important.
212	OPPOSED	I am concerned that ground level business spots will be vacant, there are many empty store fronts already in Arlington.
213	OPPOSED	This has not worked in Arlington. It ends up being housing only.
214	IMPORTANT	the retail/commercial space must be large enough to be usable. redevelopments should not allow for a reduction of retail/commercial space. existing retail/commercial must be maintained, not reduced by the expansion

#	Response	Comment (housing that includes mixed uses) of housing space.
215	OPPOSED	Converting commercial to mixed-use should require maintaining the same amount of commercial. It's terrible that mixed-use is being used to decimate our commercial districts. Landlords just leave business units empty in hopes of waiting to cash in on the mixed-use approval "jackpot".
216	IMPORTANT	Excellent! But must be accessible for those with mobility issues
217	IMPORTANT	Arlington suffers from lack of commercial space, we need more.
218	SECONDARY	Rendering is great as it reflects historical architecture in character of town; if seek to add higher floors to existing single level structures, if facades of existing structures could be preserved and facades of added floors have the same architectural characteristics..., but be careful of neighborhood homes - not tower over them!
219	IMPORTANT	I would prefer that Arlington was able to strengthen the definition of multi use. Two of the most recent buildings in this category don't have anything that will contribute to a vibrant sidewalk life.
220	SECONDARY	Only if the location makes sense. If the overlay is placed not on Mass Ave / Broadway, then it does not make sense to have a commercial business on the first floor.
221	NEUTRAL	I defer to the experts, and hope they take into account the reality of mixed use buildings getting used as expected. The concern that the whole building becomes housing and the income for the town drops without the expected business is important to seriously consider. Protecting the designated spaces as "only business" and "only housing" should be emphasized.
222	IMPORTANT	With caveats. It seems like many new mixed-use buildings in town, such as the one by Stop & Shop and the one across from the ice rink (by the pizza place) have businesses that aren't retail or "vibrant" - which was the jargon word used when rezoning and increased building heights were proposed for the Mass Ave and Broadway corridors. The building across from the high school, which had two viable restaurants, was rebuilt and I don't think any of the businesses going in (if any) are retail-oriented or "vibrant." I'm concerned that when new buildings are added, they're right up to the sidewalk, some with overhangs, making the area colder, shadier, and less appealing. Setbacks with benches, trees, and grass, plus retail-style businesses, topped with some apartments, would be more appealing than what is currently being built in town.
223	SECONDARY	If first floor commercial is offered, it needs to be large enough to be practical. Many new mixed use projects have token commercial. Perhaps consider second floor office.
224	IMPORTANT	Mixed use sounds good as long as we don't create more commercial space than there is demand for. If we could encourage neighborhood small to medium grocery stores (Trader Joes, Lidl, Aldi) that would be great.
225	OPPOSED	I am opposed to large developments in general. Not why I live in Arlington
226	SECONDARY	Expanding opportunities for businesses in Arlington is great, and having residential on top creates built-in business a lot of the time.
227	BLANK	The new buildings of this type in town are ugly and crowd the sidewalks.

#	Response	Comment (housing that includes mixed uses) Also, stop allowing developers to do whatever they want. Retail spaces in some of the new buildings are a joke.
228	NEUTRAL	I think it will be best at this point to simply let builders build multi-family units, and not constrain them to include mixed use unless they want to. Again, this is a serious crisis. It will not be solved with a few more buildings, and it will definitely not be solved with small amounts of lower-income set-aside units.
229	NEUTRAL	I have so many thoughts about how retail and commercial space is so difficult to lease, and that retail trends have changed so much since 2020.
230	IMPORTANT	Mixed use along major roads like Mass Ave helps create a more vibrant, walkable community.
231	IMPORTANT	The issue is finding the commercial tenants.
232	OPPOSED	what does this have to do with public transportation?
233	IMPORTANT	Such housing should NEVER include restaurants; WAY TOO much risk of fir, rats etc. as well as noise, smell, delivery issues!!!
234	NEUTRAL	There are a number of vacant store fronts in Arlington especially since COVID. I'm supportive of mixed use development if there is a need for the businesses at ground level however I'm not sure how much demand exists. It seems to me there's more demand for affordable housing than for mixed use developments.
235	UNSURE	It is important to encourage business in Arlington. I suspect the best way to do this is not to regulate a specific form it must take, but let the market decide.
236	IMPORTANT	Yes in suitable business districts and main thoroughfares, with maximum height of 4 stories and special protections included for abutting residential districts - increased setback, shadow protection, exhaust filtration to minimize commercial operation and restaurant odors, etc.
237	IMPORTANT	Important to provide for misplaced businesses on/around the public transportation routes.
238	IMPORTANT	very important for housing on Mass Ave; I don't know how mixed use will work in a more obscure location
239	NEUTRAL	None of the modern Watertown-like forced commercial space has amounted to anything... empty, under-utilized, or simply not part of a vibrant streetscape. If you need to use this approach to get your residential units, well, i guess you have to. Our million dollar planning department ought to be able to make a vibrant streetscape and recruit some genuine retail businesses. Or else this really is a crock, and everyone knows it.
240	IMPORTANT	This is very important but only along Mass Ave
241	OPPOSED	We have too many open storefronts now, this will not help unless you are going to offer these to small, local businesses or reasonable rental rates.
242	IMPORTANT	This is vital to creating a thriving community where residents can easily access what they need and support local businesses. It helps to reduce traffic and create a vibrant community where people want to spend time.
243	SECONDARY	More important to have nice, useful, and thriving businesses in the commercial portion of these buildings.
244	IMPORTANT	Parking, parking, parking.

#	Response	Comment (housing that includes mixed uses)
245	IMPORTANT	It's a good goal if done right. None of the most recent mixed use developments do it right. The lower floor gets filled with non-public uses like daycare centers which are blocked from view, creating a terrible urban streetscape.
246	OPPOSED	As stated, I am opposed to this goal. Once again, this follows a theme: Word a goal in a seemingly innocuous manner which allows something far worse. Residential above first-floor retail makes sense, provided that there is sufficient parking and other infrastructure available. In fact, it would be reasonable to allow most of Mass. Ave. to be zoned to allow 1st floor retail in buildings that go up 2 stories, so as to have 2 floors above. After all, much of Arlington, especially on streets near Mass. Ave, consists of 3-story residential structures. However, to allow construction more than 3 stories is excessive. One need only look at the excessive massing of the Legacy Project in Arlington Center to see that. What should -not- be allowed is the conversion of residential space within business districts that all but entirely eviscerates the business character of the location, and all but entirely converts a business space to residential. An example of this is the "Toraya" block at the corner of Mass. Ave. and Lockeland Ave., where a small, 1-story building with 4 business spaces was converted to 21 "sardine-can" units, including on the first floor, and and leaving -only- 1 small business space of 750 square feet. What should also be prohibited, requiring a change to Arlington's zoning, are the current provisions allowing housing in Arlington's industrial district. By definition, this district is intended for business uses that are less than or entirely incompatible with nearby housing. The currently proposed "Mirak" project is exactly what should not be allowed - housing in the industrial district, with 3 market-rate units for each affordable. At an overall density of 8,000 per square mile, with only about 5% of our property tax base being business and 95% residential, Arlington needs more business far more than it needs more housing. Business pays the same rate, but consumes far less in municipal services (most notably, businesses don't add more students to the public schools, more homes do). Most other towns have business pay 15-50% of their property taxes, Arlington is terribly anemic in this respect. Arlington's industrial district needs to be kept industrial. Arlington needs and Economic Development and Planning Department worthy of the name, one that will aggressively move to attract new businesses to town, not actively promote the conversion of business space to housing and the conversion of Arlington to an almost exclusively bedroom community. With biotechs going up all over, Arlington has 1, repeat 1 biotech, and a small one at that. Why? Because Arlington has done -nothing- to promote itself as a business location. Instead, it has simply done the will of developers and of large property owners like Mirak, enabling the conversion of their business space to residential.
247	IMPORTANT	This is great. The old apartment buildings near the high school are a waste! Everyone wants convenience! Let's build above the stop and shop! Let's build above the whole foods, let's build above the one story buildings on Mass Ave.
248	OPPOSED	The mixed use law was approved by Town Meeting in 2015 to help businesses

#	Response	Comment (housing that includes mixed uses)
		with accessory apartments, so that the businesses could meet the needs of the neighborhoods. The law has been instead a way to get around the rules for building multiunit developments that would otherwise have better parking and open spaces for residents, more setback and step-backs for abutters and existing neighbors. Most important, all the mixed use projects since the law went in have killed our businesses, put in high priced luxury condos, made parking incredibly difficult and often given the first floor over to non-retail/non-supportive neighborhood business. FAIL. We need a better bylaw to increase businesses, add accessory apartments and protect abutters.
249	IMPORTANT	This goal is key to encouraging walkability! We chose to live in East Arlington because we can walk to the Post Office, the movie theater, Maxima, Quebrada, and multiple restaurants, many of which are in mixed-use buildings. People should be able to live near the businesses they want to patronize.
250	OPPOSED	The current restaurants are already a great source of rats for the town.
251	IMPORTANT	Again, this is an important component of new development, but there should be a combination of some mixed-use buildings and some residential only buildings, depending on the part of town where the new buildings are located, in context with what already exists.
252	UNSURE	If you mean adding multiple stories to existing buildings I am opposed. If I wanted shadows, congestion and city-like density I would have bought a home in Boston 45 years ago when I settled in arlington.
253	IMPORTANT	This would greatly improve Mass Ave between the main hubs (E. Arl, Center, Heights). They're dead zones right now. Sure, Arlington is walkable, but there's nothing to walk to. I came from Union/Inman and close East Cambridge so moving here was a shock to the system. For being so close to the city, Arlington has a dearth of small business and dining options.
254	OPPOSED	These mixed units cause too much traffic and unnecessary parking issues. Residential parking mixed with business/commercial parking is a headache, requires residential parking permits, and leads to excessive ticketing. Perhaps one or two new mixed use building can be in Arl center, but elsewhere is not a good idea. Less parking leads to less local business shopping.
255	NEUTRAL	We already have too much commercial (not fully occupied) don't seem to need more
256	IMPORTANT	Yes...this would be an ideal model for Mass Ave and other thoroughfares. It would meet a goal for 1- and 2-bedroom entry level apartments and condos.
257	IMPORTANT	Mixed use is important to give people a sense of place and encourage businesses to open in areas where people already live, allowing some needs to be met with less walking or commuting required.
258	SECONDARY	Again, encouragement is fine, just not requirements. I am for anything that makes the building of housing MORE likely, and against any requirements that might slow it down.
259	IMPORTANT	Mixed use development can greatly increase Arlington's housing stock while providing more customers to the commercial tennants
260	IMPORTANT	Yes and on Mass Ave and other similar streets.

#	Response	Comment (housing that includes mixed uses)
261	IMPORTANT	Mixed use should be the most important goal.
262	IMPORTANT	Arlington needs more commercial office space. I would like to be able to work at an office in Arlington, rather than needing to commute to Cambridge, Watertown or Lexington.
263	OPPOSED	Current mixed use projects are not working out as planned, and are eliminating commercial use for residential
264	NEUTRAL	This type of housing has little outdoor space for children and limited handicapped accessibility for elders.
265	IMPORTANT	This goal should include a requirement to at minimum preserve all existing commercial square footage if a property with commercial space is redeveloped.

Q5: Promote development, vitality, and growth of commercial/business districts.

	All responses		These comments	
IMPORTANT	577	59.24%	124	59.33%
SECONDARY	225	23.10%	31	14.83%
NEUTRAL	98	10.06%	29	13.88%
OPPOSED	50	5.13%	17	8.13%
UNSURE	24	2.46%	8	3.83%
BLANK	59		0	
Non-blank	974		209	

#	Response	Comment (promote development, vitality, growth of business districts)
1	NEUTRAL	Housing is the most dire need.
2	IMPORTANT	We need to stop relying so heavily on homeowners to pay the bulk of the taxes that support the town.
3	UNSURE	I'm finding this survey frustrating because it doesn't allow for any nuance or detail. Of course we should have "vibrant" commercial centers. But how do we achieve that?
4	SECONDARY	This seems important but not directly related to multifamily housing
5	IMPORTANT	encouraging community engagement with local businesses would help improve the overall atmosphere of town, and could help with some new businesses- maybe restaurants that stay open a bit later. zoning housing near these spaces would help support that goal.
6	SECONDARY	Arlington would benefit from this
7	IMPORTANT	Please encourage business...
8	UNSURE	We should expand mixed-use zoning to a much larger area instead of building "up" in existing business districts.
9	NEUTRAL	The only thing I would like to see happen here is some rent control on commercial properties - it's awful how many empty spaces arise due purely to sudden rent increases.
10	IMPORTANT	The empty storefronts and unappealing commercial district are damaging to the tax base and residents.
11	NEUTRAL	It's unclear if this question is pertaining to the creation of new business districts or simply the bolstering of existing ones. If it's the latter, I definitely am in support of that. If it's the creation of new commercial districts, I would lean toward being against it. I would rather not sacrifice Arlington's green spaces in order to simply have more shops.
12	UNSURE	"Promote development, vitality, and growth" is meaninglessly vague and it leads me to believe that history will repeat itself and there will be over-development and EVERY open space will be turned over to development. We have 100 empty store fronts as it is on Mass Ave. Fix the problem where the business zones already are.
13	SECONDARY	I'm not sure how this is related to affordable housing...
14	IMPORTANT	If I understand this question correctly, yes it is important to add multi-family

#	Response	Comment (promote development, vitality, growth of business districts) housing in existing commercial/business districts.
15	IMPORTANT	This should be a priority for Arlington.
16	IMPORTANT	This is a critical goal that needs to be prioritized. We should even consider converting some open spaces and turning them into commercial only districts. Businesses pay for themselves and do not use as many town resources as new housing does. This is very important as we face another override because we spend more than we take in.
17	IMPORTANT	I think we need to focus on business development. However, I am confused by this question, are you asking if we should use OS to build, or are you asking if we should save OS and build up? I do think this is a critical goal.
18	IMPORTANT	It was sad to see so many businesses close during COVID pandemic. Happy to see new and existing businesses opening back up.
19	IMPORTANT	Important! Especially with the view of having commercial and residential combined. Necessary for having vibrant, climate-friendly neighborhoods!
20	IMPORTANT	Can we get some urban planners looking at Arlington Center to find ways to make it look/feel more welcoming? It just doesn't have the feel of Lexington Center or Harvard Square. How do we achieve that?
21	OPPOSED	We have plenty of vacant space that needs to be used. I would prefer we turn our efforts into creating vibrant centers with operating stores and suitable business fronts that properly represent our community.
22	IMPORTANT	We need non residential tax base.
23	IMPORTANT	We need to encourage these uses to bolster tax base.
24	IMPORTANT	Establish incentives for empty storefronts to be filled with active businesses-- and penalties for those that are not filled within a very limited timeframe. Improve permitting process in town so that it does not take so long to build out a store or restaurant.
25	IMPORTANT	I think that we need to think about re-zoning for commercial and business districts. Why do they have to be close to the main streets? Why can't businesses be spread out into the residential areas? I think when you find a business nestled into a residential community, it creates a greater sense of community and diversification. Let's please re evaluate the zoning for commercial and businesses- we need change it. They shouldn't only be on the main roads- businesses should be nestled into the communities. It will be a good thing.
26	SECONDARY	We need to diversify our tax base beyond residential.
27	SECONDARY	The amount of vacant storefronts along Mass Ave indicate that Arlington has an abundance of commercial real estate available. Additional multifamily housing is imperative to ensuring that young families can actually afford to live in Arlington.
28	IMPORTANT	Too many vacant storefronts for far too long in Arlington.
29	IMPORTANT	Some of these areas are more light industrial and need good design to include residential.
30	IMPORTANT	Businesses are important to walkability goals.
31	IMPORTANT	We need more businesses located in Arlington. This will contribute to the tax base. Right now it is almost all property taxes.

#	Response	Comment (promote development, vitality, growth of business districts)
32	IMPORTANT	We need a bigger tax base than just property taxes and Mirak!
33	NEUTRAL	Since these are also the areas nearest to public transit, I am neutral on precisely this goal.
34	OPPOSED	Our business districts are doing remarkably okay. Don't give away existing public parking areas for new residential units, but commercial development should not be part of this plan.
35	SECONDARY	Vitality is the key word here. I'd like to see more done to promote and support locally-owned business.
36	OPPOSED	Make Arlington look like Dorchester!
37	IMPORTANT	Why, decade after decade, do we have to go to Winchester, Belmont, or Lexington for delightfully walkable business districts? Why? Aren't we all hyper educated? We're all brilliant in Arlington. And good looking. Or not too bad looking. A poor excuse for credentialed academic genius, we are.
38	IMPORTANT	The town should be increasing commercial opportunities along massive Broadway and around the center. One of the keys is to drop the regular zoning that seems to be old spot zoning and encourage entire strips of these sections to have greater density. Right now it seems a lot to lot and a hodgepodge from an older era.
39	SECONDARY	In the era of Amazon and other online merchants retail spaces aren't as needed as they were before. Other commercial uses might be viable for services which are delivered in person.
40	IMPORTANT	This is very important, to help keep property taxes low. Lexington and Cambridge both have biotech companies. We should encourage them to come here.
41	IMPORTANT	Our priority should be bringing in more business and not more housing. Seems like the only way the town can generate money is via residential property tax and overrides.
42	SECONDARY	Filling all the empty storefronts with viable businesses is a better goal than expanding the existing business footprint into residential areas.
43	OPPOSED	There is very little open space left in Arlington and it should be kept that way.
44	NEUTRAL	There is not enough available land for any further development unless you are planning to tear down current housing or business buildings.
45	IMPORTANT	Would love to see the Symmes property be more industrial and Commercial with businesses and busses up there from alewife to increase the business tax base.
46	IMPORTANT	We need to be serious about this goal. This is critical to the taxpayers who shoulder the town's expenses. We need to turn areas such as Poet's Corner into a business location instead of creating a bigger ballfield. Let's not miss the opportunity to create a revenue positive commercial development.
47	IMPORTANT	Why does every question lead to the exact same solution? We already know what is going to be decided, who is going to benefit, and who is going to pay the price. So why pretend this input matters?
48	NEUTRAL	I would think residents living some distance from Mass. Ave. might like some small convenience store near by.
49	NEUTRAL	it would be good to diversify ownership of commercial properties in

#	Response	Comment (promote development, vitality, growth of business districts) Arlington, rather than having ownership of multiple commercial properties within control of a few individuals
50	IMPORTANT	Too many banks, nail salons, and pizza places now.
51	IMPORTANT	This is an extremely important goal for the future sustainability of our town and our tax base.
52	IMPORTANT	Residential tax burden is high because we have nothing else to offset it
53	IMPORTANT	I believe this is critical for Arlington. Our commercial areas are mediocre in comparison to surrounding towns, so any improvement that draws in more diverse and younger demographics will be massively beneficial. Arlington should be a destination for consumers.
54	IMPORTANT	Promote small business. a doctor/professional should be able to have a practice as part of their home
55	IMPORTANT	Arlington is desired for its open spaces and calm, peaceful nature. This is why I returned home after living in Beverly Hills for 8 years.
56	IMPORTANT	And these districts should prohibit residences.
57	IMPORTANT	To minimize transportation emissions, it's important to have key retail and services available in Arlington or nearby.
58	IMPORTANT	Arlington has too little income from commercial and it is decreasing. We get the traffic and storm water from commercial offices across the border in cambridge but not the income
59	IMPORTANT	As long as no open space is used. One of the best spaces is the property in ARL. HEIGHTS where the gym., etc. Is located on Park Ave.& Lowell St. from Park Ave. to Mass. Ave. only. Tasteful and landscaped with parking underneath Not too high. A gentleman came in to the TC's Office years ago wanting to do this but was not encouraged by the SB, Planning, or Redevelopment he said.
60	OPPOSED	Business / Commercial / Retail are dead. Arlington has too much vacant space and this has been true for many years prior to the pandemic.
61	IMPORTANT	the fact that this town has a vibrant business and community life is part of what attracts people here... it's not just a collection of houses like in some bedroom communities
62	IMPORTANT	We really need to diversify our tax base. I'd love to see a large parking garage plus pool/activities/restaurants near the bike path.
63	IMPORTANT	Shouldn't we already be doing this and what about the existing empty store fronts somehow this seems like an empty goal used for talking purposes.
64	IMPORTANT	housing for multifamily should come from land currently zoned single-family and not take up the little quantity of land where commercial is allowed by right
65	NEUTRAL	Arlington gets around 6% from our commercial and industrial properties, and the burden of the tax is on the homeowners.
66	IMPORTANT	Every community relies on revenue from local businesses. Growing our business districts enhance our community for residents as well as people who visit to shop for goods and services.
67	IMPORTANT	It makes sense to fill in and potentially extend already established business districts. Arlington has a lot of empty storefronts. I think some of those are

#	Response	Comment (promote development, vitality, growth of business districts) empty by choice of the owner.
68	OPPOSED	Arlington would benefit from having small, locally-owned businesses more interspersed with its residential neighborhoods. Imagine if folks who live up on Turkey Hill or near the Park Ave water tower didn't feel the need to get in a car every time they want to buy a loaf of bread! Our town could be so much more walkable if we had several more small business districts zoned in the northern and southwestern parts of town.
69	IMPORTANT	It would be beneficial to prioritize businesses which are local, yet are active enough to promote economic growth. (For example restaurants like Toraya, La Victoria, WooRi, many beloved local bakeries.) There are some retail stores which are constantly empty and do not seem economic.
70	IMPORTANT	Arlington has so many empty storefronts - we need to encourage more business to move into these spaces to give Arlington a vibrant and sustainable commercial scene. I don't know why this has been so hard for Arlington in past years. Other cities and towns know how to do this. Arlington needs to dedicate money or other incentives to make this happen.
71	NEUTRAL	Arlington doesn't need growth of commercial districts. Rather, it needs to find ways to get new businesses to occupy currently empty business properties, particularly the many on Mass. Ave.
72	IMPORTANT	We also need to preserve open space and habitat for native species
73	OPPOSED	Let's promote what we already have. We already have too many empty store fronts. I don't want to see commercial zones expanded.
74	NEUTRAL	I live in a more residential section, so don't know how this impacts quality of life for those in "business" districts
75	IMPORTANT	I would love to have more small businesses dotted in residential neighborhoods.
76	NEUTRAL	Expanding commercial areas needs to be weighed against increased traffic and congestion in residential areas, but I believe small areas where business is allowed can create a more walkable neighborhood
77	IMPORTANT	Arlington needs a stronger commercial tax base beyond restaurants and shops.
78	IMPORTANT	Also preserve open/green spaces and create more when possible. Why isn't the entire Mugar property considered open space? It's mostly wetland and floodplain, how could building on this be a responsible option for the future inhabitants or it's neighbors?
79	OPPOSED	Leave OPEN SPACES alone! And leave the green spaces, wetlands alone that abut Open Space!
80	IMPORTANT	Develop all areas along Mass Ave and Broadway, as well as frontage roads along Route 2. We have almost no other available land. Residences fronting on Route 2 are subject to noise, traffic, and excess dust already. Commercial buildings or apartment buildings replacing them would provide more housing and a better tax base, while utilizing larger and more efficient HVAC systems would mean better health outcomes for residents.
81	IMPORTANT	Further support/requirements are needed to work with commercial landlords to prevent empty storefronts for long periods. Also to work with signage design/placement to enhance the appeal. Feel the historical significance in

#	Response	Comment (promote development, vitality, growth of business districts)
82	NEUTRAL	town is not present, people drive through Arlington to get to Lexington/Concord for history and there's much to offer in the Town's history. We shouldn't be a bedroom community, but affordable housing and pedestrian friendly orgs are more important. Cambridge and Somerville are going the wrong direction giving all this space to labs.
83	IMPORTANT	Besides zoning for more multifamily housing, this may be one of the most important things to me. DO NOT rezone existing commercial/business/industrial districts to residential. We must preserve and enhance these. Zoning multifamily housing in areas adjacent to these zones would be quite beneficial though. Zoning with incentivizes to allow mixed use and first floor commercial on such currently residential parcels would also be good.
84	IMPORTANT	Gold's Gym complex could be something really creative
85	NEUTRAL	The district zoning is too rigid in general.
86	IMPORTANT	Find a way to convince the landlords to let businesses stay put!
87	UNSURE	Promote vitality within existing business districts? Yes! Promote expansion of business districts? No
88	SECONDARY	There are many closed shops and restaurants. Why not revive them first?
89	IMPORTANT	I would like to see Arlington attract larger businesses that could attract innovation and shift the tax basis so that more revenue for public works and services can be shouldered by business (rather than home owners).
90	SECONDARY	It is nice to have to place infrastructure for commercial use i.e. parking, loading zone
91	OPPOSED	Let the free market take care of this. Keep government out. Promote business with sound town governance.
92	SECONDARY	Cities should be nice to live in. That necessarily involves making commercial activity possible and accessible. This is also why mixed-use development is so important.
93	SECONDARY	It's unclear how rezoning will accomplish revitalization of the business districts. Landlords need to be held responsible for raising rents to create the many dead businesses in town that have survived recession before.
94	IMPORTANT	It is important to have local business amenities that are accessible to people who have limited transportation options or mobility. They also help foster a sense of community. Preserving open space and ensuring that it is accessible to all is also important.
95	IMPORTANT	Prioritize business that will benefit the neighborhood and tie them into greater Arlington.
96	IMPORTANT	Not sure what sorts of businesses are being promoted, but a variety would be nice. Cambridge has a great commercial sector providing work and taxes, and would be a good model.
97	IMPORTANT	As long as businesses are taxed fairly.
98	IMPORTANT	We need to be even more business friendly. Businesses pay more in taxes, provide good jobs and make the town a desirable place to live (not just sleep!).
99	IMPORTANT	And add permission for businesses in what are currently residential-only

#	Response	Comment (promote development, vitality, growth of business districts)
		districts so that people can drive less for daily needs. I want a local coffee shop and convenience store. I want a local dry cleaner. I should not have to climb a hill on icy sidewalks after buying a quart of milk, because there are no busses that go between my neighborhood and the shopping corridor. THAT IS INSANE.
100	IMPORTANT	I really appreciate that there are only certain areas that are business districts. I love that my neighborhood is primarily residential but within walking distance to businesses. It's quiet and friendly.
101	IMPORTANT	Business districts are what make a town worth living in, strongly contributing to Arlington's vibrancy, or lack thereof. Too many Arlington residents drive to other towns to patronize businesses. Aside from Stop & Shop hosting the Goodwill truck in their parking lot (probably for a fee) I don't see any of the other massively profitable chain stores, such as CVS, Walgreens, Trader Joes or Whole Foods really contributing anything toward the vitality of Arlington's business districts. There is a lot of room for improvement in this area. Arlington simply needs the right staff person running their Economic Development efforts to make this happen.
102	IMPORTANT	Encourage business growth adjacent to current business zoned areas. At the same time, insure that businesses are not allowed to have employees and customers park on narrow residential streets.
103	SECONDARY	Having additional housing near our business districts would be great, but, given the location of our major business districts, any transit-oriented development would also be nearby to commercial areas. There is no need to go out of our way to locate potential development sites as close to commercial plots as possible.
104	SECONDARY	Only if it also encourages and creates more housing, especially low, moderate, and middle income housing.
105	IMPORTANT	ideally we would first try to fill empty shops in existing business corridors
106	IMPORTANT	I am surprised to see the amount of industrial zones -- to me, developing properties in these areas is a great idea to improve tax revenue in arlington.
107	IMPORTANT	I think we lack large parcels to attract significant businesses. Other towns have done better. Lack of business tax base is straining town finances.
108	SECONDARY	It should not be at the expense of green spaces, including along the sidewalks.
109	IMPORTANT	The ability to walk to a large number of stores/businesses that I need (or want, such as restaurants) is an important reason I value being in Arlington. Visually as well as for the above reason, I like that most of our businesses/restaurants are located along MA Ave, Summer St, Mill St and Medford St.
110	IMPORTANT	Our approach to commercial zoning is flawed. If we want to encourage new multifamily housing near businesses, we need to expand where businesses can operate. I don't mean allowing supermarkets with massive parking lots in our quiet neighborhoods, but rather allowing local shops and grocers to have storefronts. If we embed critical businesses in our neighborhoods, and encourage new multifamily housing around those businesses, the neighborhood will thrive. People will need fewer car trips and instead will

#	Response	Comment (promote development, vitality, growth of business districts) require modern, cheaper infrastructure (sidewalks/cycle tracks). Residents will feel proud of their neighborhood. Businesses will flourish, and the town will increase its tax base. Win-win-win.
111	IMPORTANT	Since most of the buildings will be 100% residential, this question is irrelevant. Wherever the new housing is located will be a desert. There will be no "vitality" but it's worth a try.
112	IMPORTANT	I don't think that is separate from mixed use...and maybe the way to improve the vitality of business districts is to have more folks who can walk downstairs to the business! Fewer folks need cars, tho parking SHOULD be considered as well.
113	IMPORTANT	Arlington is way behind other surrounding towns in terms of business development. We're missing out on taxes and more.
114	IMPORTANT	The main problem is getting the building owners to support businesses over leaving storefronts empty.
115	SECONDARY	Secondary to creating affordable housing for those making 60% AMI or lower. The more we increase property values, the higher the bar is on our businesses for rents, and we will lose business. In order to maintain businesses, we need to resist property value inflation by avoiding senseless/costly amenities, and by focusing on the most housing poor/housing vulnerable first.
116	UNSURE	Confusing question. Business and industrial zones are different animals. Really we need to update our business and industrial district maps and definitions
117	SECONDARY	Perhaps these goals are not mutually exclusive, but encouraging mixed use development throughout Arlington should take precedence in my opinion.
118	SECONDARY	I don't understand whether this goal is about promoting existing commercial districts (which I am somewhat in favor of) or promoting new districts (which I am very much in favor of.)
119	OPPOSED	I have a lot of questions about this one: Couldn't expanding/growing business districts actually have a negative effect on affordable housing? For instance, if a parcel on Mass Ave that was formerly zoned residential went up for sale, and a large business was allowed to compete with potential residential buyers for the same property (assuming we loosened the zoning restrictions), the value and price of that property would increase. There are some historic residential style properties along the business district corridors. I think we should encourage people to live in them.
120	SECONDARY	I like the idea of having multi-family housing adjacent to the existing business districts. This can be both an amenity for our new residents, and a way to bring customers closer to our businesses.
121	IMPORTANT	We need an industrial tax base; to eliminate that would make Arlington more expensive for all, and increase the need for tax overrides
122	IMPORTANT	So many empty storefronts along Mass Ave.
123	NEUTRAL	We have a lot of UNUSED commercial/business areas that could be repurposed/revitalized. But this shouldn't necessarily be tied to multifamily housing.

#	Response	Comment (promote development, vitality, growth of business districts)
124	IMPORTANT	This means keeping them commercial! Do not permit conversion of commercial or mixed use parcels into only residential. Do not permit commercial uses that do not improve the livability and attractiveness of our bedroom community.
125	OPPOSED	What good is business if people can't afford to live here?
126	IMPORTANT	No residential in the business districts. Businesses need the town's support through zoning that favors them.
127	NEUTRAL	It is important to avoid unnecessarily restricting the locations that multifamily homes can be built. While of course I want to see our commercial/business districts succeed, I am not convinced that restricting multifamily homes to the same narrow corridor that commercial properties covet will result in a robust enough response to the housing crisis, due to the high cost and limited availability of lots in that area.
128	IMPORTANT	It's important to maintain walkable areas where nearby residents can buy groceries, medicine, and meals without needing to drive.
129	IMPORTANT	We need to rezone land along major roads (not just Mass Ave) for context-sensitive mixed use, as well as expanded home work space regulations. This will help convert mono-use zones into more useful multi-use zones, distributing micro and small scale commercial / fabrication uses through town, not just along Mass Ave
130	IMPORTANT	There are far too many empty storefronts in these business districts at the moment that need to be filled.
131	SECONDARY	We should focus on developing more small local business owners both coming into Arlington and staying here too
132	IMPORTANT	Important to support local business
133	IMPORTANT	Growing the tax base for the town in important.
134	NEUTRAL	I support propmoting developemnt and vitality of already existing business districts. I am concerfned that growing business districts will result in MORE empty storefronts.
135	IMPORTANT	While I agree with this goal, I think it is also important to look at why store fronts are vacant so that we do not end up with more infrastructure than can be filled with businesses.
136	IMPORTANT	New business should not compromise open space, including cutting down trees - I'm not quite sure why o/s was included in this map, so I'm adding this comment
137	SECONDARY	I'm not sure how this question fits into the mutli-family housing question, but I would like to see more dining and shops encouraged in business districts. Encouraging growth of nightlife (to some extent) would be a welcome change - right now there aren't many places to hang out into the evenings in Arlington.
138	IMPORTANT	Seems essential to making Arlington a place that people can live and work and a place that non-residents will want to visit and, hopefully, support those businesses.
139	SECONDARY	The biggest goal should be more low income housing opportunities.
140	IMPORTANT	This goal is compatible, not competitive with with the others

#	Response	Comment (promote development, vitality, growth of business districts)
141	OPPOSED	I'd prefer to see mixed use zones instead of dedicated business district.
142	NEUTRAL	I'm not sure what the implications of this goal are. Are you asking if we should expand the commercial districts? Preserve them? The biggest risk to the vitality of our businesses in Arlington is the landlords.
143	IMPORTANT	Include parking in commercial areas
144	IMPORTANT	The businesses in business- and industrial-zoned areas are what help carry most towns' financial burden, since they pay taxes but use far less town resources than residential. Residential taxes in Cambridge only have to cover a mere 35% of their budget. In Waltham, residential taxes cover only 40% of the budget. For Watertown, it's 65%. Somerville: 76%. Lexington 81%. But Arlington residential property taxes have to cover a WHOPPING 94% OF THE BUDGET!!!! NINETY-FOUR PERCENT!!! Unlike nearby towns, Arlington has comparatively little Industrial-zoned and Business-zoned space. We need to do everything possible to preserve these limited industrial zones as industrial and business zones as business. It was a huge mistake when the Town allowed the old Symmes Hospital property to be converted to residential. Likewise for the old Brigham's offices. But that's water under the bridge. At this point, we need to take a lesson from those mistakes, and never make the same mistake again. We need to do everything possible to encourage the growth of new businesses in our industrial and business zones, and NOT allow them to be converted to residential. Otherwise, the Town will not be able to continue spending as it has in the past. Given the Town's habit of seeking override after override after override, there will eventually come a time when the voters say NO! You can only go to the well so many times before it runs dry! Conversion of our Industrial and Business Zones to Residential amounts to slitting our own throats!
145	IMPORTANT	We have a relatively small commercial and business tax base as compared to neighboring communities. This puts additional strain on household finances when residential property taxes are increased.
146	NEUTRAL	I do not want more industrial zones
147	SECONDARY	This concentrates growth on Mass Ave and Summer street in the middle of the Town. We have just spent alot to add bike lanes, bump outs and encourage car traffic away from Mass Ave to Rt 2. Development along Rt 2 buffers the pollution from Rt2, has great access to Alewife, as well as stunning views of Boston if built correctly. It could also include green walls along Rt 2 to compensate for the extra carbon. It has the potential to be multiuse, high and low income and keep traffic on Mass Ave low while buffering against the traffic increase.
148	IMPORTANT	There are already too many empty storefronts.
149	IMPORTANT	We need this
150	IMPORTANT	We need to get neighborhood based commercial uses into those areas north of summer street and along route 2 above Park Ave
151	IMPORTANT	Small businesses are still trying to make it. Too many empty storefronts.
152	NEUTRAL	The Town has never succeeded in imposing a strategic/business plan on neighborhoods. Case in point Dunster Street. Successful com/bus projects

#	Response	Comment (promote development, vitality, growth of business districts) are always one-offs.
153	IMPORTANT	Especially those with products/services that nearby residents/all Arlingtonians want/need/use
154	IMPORTANT	As I mentioned in the previous question, the town desperately needs additional child care facilities in locations that are convenient, but perhaps not right on Mass Ave.
155	IMPORTANT	business and commercial zones should not be lost to residential
156	OPPOSED	We should be using all industrial sites in town to promote commercial development instead of increasing market-rate housing. We can't afford the added costs of more people moving here -- schools, roads, etc.
157	SECONDARY	Need to address and resolve the inadequate parking problems to lure more businesses to town.
158	OPPOSED	While I think it's important for the town to promote vitality in the town's businesses, I'm opposed to including it in a plan for affordable housing as I don't see how one effects the other. Perhaps I'm missing the point, in which case I'd be happy to reconsider if I had a better understanding of the connection between the two.
159	OPPOSED	Why don't you just move to Somerville or Cambridge?
160	IMPORTANT	But keep development next to Alewife. Arlington is third in the Commonwealth for density.
161	IMPORTANT	I love being able to quickly walk to restaurants and shops. I've never lived within lunch-hour walking distance of a restaurant before I lived here and I love it because I work from home.
162	IMPORTANT	A better commercial tax base would allow for better services, more financial support for affordable housing, and/or lower residential property taxes. Many, many problems get much easier when more money can be applied to them. I think it would be a mistake to hyperfocus only on "business districts", though. For most of human history, small businesses have been embedded in residential areas, which creates wonderfully walkable and convenient towns. Our current zoning gets in the way of this. We should permit some amount of business townwide, addressing concerns about noise/delivery trucks/etc through regulating those, not by wholesale banning businesses in residential areas.
163	SECONDARY	Multifamily housing should not be completely tethered to commercial uses.
164	NEUTRAL	This goal is too vaguely worded to have any concrete content, so I don't know whether to agree with it or not
165	SECONDARY	I think it would be appropriate to allow smaller businesses within residential zones/neighborhoods. As long as they are not all nail and hair salons, gyms and banks. For example coffee shops, neighborhood scale restaurants, bakeries - so some shopping and eating can be done on foot. I see that large areas of Arlington are now purely residential.
166	IMPORTANT	Of course this is important. However - that has been a "goal" adjacent to various initiatives over several decades. It hasn't happened, and I don't trust that it will.
167	OPPOSED	?

#	Response	Comment (promote development, vitality, growth of business districts)
168	NEUTRAL	The rents are too high for businesses, Harvard Square is an example of something that is so incredibly sad now. It used to be the go-to center for culture fun and arts and food... It is now empty store fronts and homeless people. Arlington is quickly becoming that. It is overcrowded and no one is able to have a shop worth going to. The issue is with companies like Amazon. we can't build up our community center if we don't deal with what companies like Amazon. Public transportation is much more important than multifamily housing. We need access to more areas.
169	IMPORTANT	Important for quality of life, vibrant town center and limiting need for driving. Unlike many other towns, only 5% of town revenue is from commercial/industrial sources so it's really important to preserve these. Unfortunately, that's not happening. Mixed use developments get away with minimal commercial space. The Mirak development replaces commercial space with residential. Good purposes (Sunnyside Ave, High Rock Church) eliminate locations with commercial zoning.
170	IMPORTANT	In redevelopment efforts, we must be mindful of our streetscape and our heat island effect. Let's not build projects that exacerbate our heat island areas without making sure tree planting and small pocket parks are part of the visioning of the business districts
171	NEUTRAL	There is not enough detail in this question for me to provide an opinion. If your question was "Should we stop allowing residential building in commercial zones?" I would be in favor of that. However, we have so little commercial space left, I think this is a moot point.
172	UNSURE	I don't understand what this goal is: this page merely provides definitions of business districts and open space districts. Is the goal to build multifamily housing in these areas? If so, I would consider building multifamily housing in business districts nice to have, but in open space districts, I would be opposed, as I don't understand how to reconcile building anything in spaces meant to be left open.
173	NEUTRAL	I have questions; see my answer to the previous question.
174	SECONDARY	Whatever can help our tax base
175	NEUTRAL	I am more concerned about the vacant commercial spaces, especially in Arlington Center and Capitol Square, being revitalized than developing new commercial areas.
176	SECONDARY	Not to the detriment of our land, though. If we still don't have a plan to handle sewer overflow into Alewife/spy pond/mystic river etc we should not be giving top priority to expanding businesses. It needs to be an inherently intertwined venture.
177	IMPORTANT	Would be good to promote "vibrant" uses of these if they're located on the main drags of Broadway, Mass Ave, and Summer St. If set back (like where Gold's Gym - can't recall the new name is), no problem with more industrial use. I was surprised that housing went in where the other Schwamb (?) building was on Mass Ave near/behind the car dealership as I thought that was zoned industrial. I believe that some artist studios and the like were kicked out when that happened, but not sure. That would have been a great place for

#	Response	Comment (promote development, vitality, growth of business districts) businesses.
178	NEUTRAL	This is unrelated to increased housing. We must slow business conversion to residential.
179	IMPORTANT	If there's a way to do this, Arlington should probably do it. It's important for the town and especially the tax base. I think Belmont has been hurt by the "homes only" approach. Plus, people who work and live in the same town need to travel less.
180	IMPORTANT	There are some parts of the business districts that seem vastly underutilized.
181	IMPORTANT	This kind of development is good for town finances.
182	UNSURE	I support commercial and business development. But what kind of "development " are they talking about here? What has it got to do with transportation. The transportation is being gradually destroyed . We willnot even beable ot get to Alewife
183	IMPORTANT	VITAL!! we are killing these areas with bike lanes; trash, food waste a HUGE ISSUE as rats proliferate; safe non pedestrian/traffic impacting delivery a great concern!!
184	NEUTRAL	I'm in favor of supporting the existing business district, but would also support expanding the areas in town where businesses can be established. Taking into consideration traffic, parking, sidewalks etc I'd like to see small neighborhood businesses such as corner stores and restaurants/coffee shops exist throughout town. They act as a destination for people to walk to and congregate and give people a another way to spend money in our community as well as broadening our tax base.
185	NEUTRAL	I would like to see our existing commercial areas thrive before building more.
186	IMPORTANT	Arlington needs to be far more proactive in this area than they have been in recent years. Turning business districts into residential or mixed use should be avoided at all costs, less we become strictly a bedroom / pass through community.
187	IMPORTANT	Arlington needs and should have a vibrant business community. Currently, there are too many vacant business properties.
188	IMPORTANT	Our tax burden is so slanted toward residential that this should be the number one goal of our planning department... getting some business in town rather than focusing on residential.
189	UNSURE	Are you suggesting that commercial spaces be extended into residential areas?
190	SECONDARY	Some ares are set up for more housing, but would need to consider traffic and congestion issues since already large traffic areas.
191	IMPORTANT	The vibrant small business community and walkabiity of accessing these spaces (including grocery stores) is what my family and I love about Arlington. I'd love to see this as a continued priority.
192	IMPORTANT	Broadening the town's tax base seems an important part of creating more affordable housing
193	OPPOSED	Eliminate zoning. If you are on Mass ave you may build as much as you want.
194	SECONDARY	We've destroyed just about the only viable areas for light industry, and the town will do absolutely nothing to protect residents (along the Mass Ave and Broadway corridors) in abutting residential neighborhoods from noise

#	Response	Comment (promote development, vitality, growth of business districts) pollution, restaurant exhaust, rats, or parking problems caused by the businesses that the town does seem intent on encouraging.
195	IMPORTANT	absolutely must have vibrant business areas - crucial
196	IMPORTANT	Empty shop fronts are an abomination!
197	IMPORTANT	We should promote the continuance of our businesses and seek to increase their contribution to our tax base. We should not bring residential uses into business zones. The siting is generally not appropriate, but more importantly, the effect is destructive to town property tax and municipal finances. Business pay taxes but don't use schools or as much of the road/fire/police/etc services. When you remove business contribution, you increase all the others' taxes and make Arlington more expensive.
198	IMPORTANT	We can't keep complaining about our low business tax revenue if we don't encourage businesses to locate in Arlington.
199	IMPORTANT	Same comment -- incorporate both commercial/mixed use and residential-only new housing in those respective zones. Do not put all the new MBTA housing in current business zones... some units need to be spread out into R1 and R2 districts.
200	SECONDARY	Arlington is small, people have cars and ubers...Upgrade the (empty) storefronts to sell things people need
201	IMPORTANT	See my previous comment
202	NEUTRAL	This is already happening; plan should focus on housing!
203	IMPORTANT	If we can combine business district zoning with residential on the second, third, and fourth and fifth floors, we can create a lively main st.
204	IMPORTANT	Increasing our tax base from businesses would help us achieve a lot of our other goals.
205	IMPORTANT	Having thriving business districts is good not just for residents but also encourages people to visit and spend money in the town.
206	IMPORTANT	See my previous comment. Also more commercial zoning would provide tax revenue and reduce taxes for families, which is especially important given the high school special assessment.
207	IMPORTANT	I believe it is important to promote vitality WITHIN business and industrial districts.
208	IMPORTANT	This means improving parking. Unless we introduce a town shuttle Arlington isn't accessible enough without a car.
209	NEUTRAL	Business development is nice, but Housing is more important right now

Q6: Integrate sustainable principles into new multifamily housing.

	All responses		These comments	
IMPORTANT	628	64.74%	114	61.62%
SECONDARY	217	22.37%	36	19.46%
NEUTRAL	71	7.32%	14	7.57%
OPPOSED	41	4.23%	12	6.49%
UNSURE	13	1.34%	9	4.86%
BLANK	63		3	
Non-blank	970		185	

#	Response	Comment (integrate sustainable principles)
1	IMPORTANT	Along with that, there had to be more incentives for existing homes and buildings to become more climate friendly. Many people can't afford the costs of making those changes.
2	IMPORTANT	This practice can lower energy bills and health care costs.
3	IMPORTANT	Again, what about the environmental costs of building bigger buildings and pushing density, density? Building in wetlands like the Mugar development is very, very ill-advised.
4	OPPOSED	Perfect is not always possible...so make affordability a priority over 100% energy neutral.
5	SECONDARY	Very little housing stock is able to meet these goals today. I want to support this, but not to have the perfect be the enemy of the good
6	SECONDARY	This is probably good but only if not imposing it differentially on multifamily housing. Single family housing uses more materials and is less energy efficient by its nature. So applying this kind of regulation only to multifamily would drive up overall energy and materials use, by pushing development toward single-family.
7	IMPORTANT	This, too, seems like a very fundamental aspect of building any new housing here! It's like - do you think the building should have walls? do you think there should be affordable units? do you think it should have a roof? should it use sustainable building practices? should there be bathrooms in this new building? all those questions get "YES" for answers! :-)
8	IMPORTANT	In order to scale up housing, it has to have less impact on the environment than the incumbent housing stock
9	IMPORTANT	Obviously
10	IMPORTANT	For the health of the planet and our communities this is important. But also for these households. If they don't have enough income to afford housing, it's also challenging to afford heating and cooling homes.
11	UNSURE	This question feels like a sleight of hand question. Build more multi family housing because it's sustainable? No. A better priority would be to invest in the infrastructure to support better public transportation that allows people to get to work without getting in a car or trying to live close to their work. Think Japan, think Germany, we can do better.

#	Response	Comment (integrate sustainable principles)
12	SECONDARY	Multi family housing is not a sustainable eco friendly option when it replaces trees, yards, plantings and increases the number of cars, the number of school age children that need to be educated, the number of people using the resources we already have and that will necessitate more frequent overrides because we spend more than we collect in taxes and get in State aid.
13	IMPORTANT	Using sustainable principles is important to me. However, before we build, we need to consider the resources, systems, and services that exist in Arlington already and whether or not they can be sustained and improved to sustain additional housing.
14	IMPORTANT	This is extremely important. All of the new housing built now will likely be around by 2050, and MA is required by law to be net-zero by 2050. New buildings should be constructed with that in mind to minimize (if not eliminate?) the need for any future retrofits.
15	IMPORTANT	No new housing should be built without a full sustainability plan in place.
16	IMPORTANT	Require the new net zero stretch code.
17	IMPORTANT	Do not allow fossil fuel use in any new, remodeled or redeveloped housing-- no more gas, oil, propane, or wood use. Promote solar for electricity, hot water, EVs.
18	IMPORTANT	This goal would ease financial burdens and lifetime costs to residents of these communities around utilities and healthcare.
19	IMPORTANT	This goal is a top priority
20	IMPORTANT	Arlington should be a leader and exemplar in this regard.
21	IMPORTANT	Sustainable goals are important but legislative action may not be the most effective route.
22	SECONDARY	Multifamily housing will typically be a bit more efficient. Making it super efficient may undermine affordability.
23	IMPORTANT	Any planning moving forward must have this as a goal.
24	SECONDARY	All new construction should be built according to these standards. It should not become an excuse to exclude affordable housing, as it has in other places.
25	IMPORTANT	It's the way of the future. And people usually need a kick in the pants towards adoption of better-future principles.
26	IMPORTANT	essential, not merely important
27	IMPORTANT	Creates a better environment for future generations.
28	OPPOSED	I believe that new building codes around sustainability already increased the cost of construction. It's a nice goal for Town buildings or for the building department overall, but if someone is building affordable housing the fewer restrictions the better.
29	IMPORTANT	I would of course like to see this incorporated into new multi family Construction. I ALSO would like this goal considered when permits are granted for tear-downs that are developed into much larger homes selling for over one million dollars. What is the cost of heating and cooling a 4,000+ square foot single family home?
30	NEUTRAL	Jeeesus. Bring back plastic water bottles, please. Seriously, who came up with that harebrained scheme? Are any of you soccer or little league coaches? Seriously.

#	Response	Comment (integrate sustainable principles)
31	IMPORTANT	It is important and advisable, but we also need to have people realize that that includes tearing down old homes that are no longer environmentally friendly. People certainly can't have it both ways where they want to preserve the old homes but insist on environmentally friendly development only on new construction.
32	NEUTRAL	This is a good goal, but should not be adopted at the expense of tax payers or potential businesses. In addition, no new multifamily housing units are needed.
33	NEUTRAL	Personally I prefer single family housing, so making green multi-family housing isn't something that would interest me. When I lived in multi-family housing I preferred smaller 2 or 3 family units.
34	NEUTRAL	Going Green is expensive so how are you creating affordable housing using expensive materials?
35	IMPORTANT	Of the highest importance Should be mandatory and written in the requirements permanently. Not requested, or to be considered.
36	NEUTRAL	Some of this can add to construction cost, so there's a tradeoff--insisting on these principles might reduce the amount of housing built. I'm not sure how to reconcile
37	IMPORTANT	We need to make composting available free to every resident in town. This will save us money in the long run. We should subsidize rain barrels even further to encourage people to get them. We need to plant more trees, create pollinator and rain gardens in public areas
38	IMPORTANT	Arlington already has strong sustainability goals. Just because we have to become a dense city because "MUST GROW OR ELSE" attitudes from the statehouse, doesn't mean we should sacrifice those goals.
39	IMPORTANT	We need to reduce fossil fuel consumption, this is probably the last chance to build sustainably before it's too late. Other negative externalities should be minimized. We need to make sure that your development does not encourage a car centered culture. We need to avoid building more parking lots.
40	IMPORTANT	extremely important in any building efforts
41	IMPORTANT	Any new construction should absolutely have green initiatives in mind.
42	IMPORTANT	All new housing should be held to the highest standards for efficiency to combat the effects of climate change
43	IMPORTANT	No brainer. We're a community with a solid environmental awareness, our housing should reflect those ideals.
44	IMPORTANT	This feels like an opportunity to showcase all the sustainable principles - solar panels on the roof, careful ventilation, etc.
45	IMPORTANT	More trash cans on the streets would also promote less garbage being left around properties, personal and commercial. Arlington should NOT wait for 20+, 30+, 40+ years to implement these changes. We should make changes now so we can all live to see this become a reality. Not just make things nicer for the future generations.
46	OPPOSED	Opposed to prohibiting natural gas hookups.
47	IMPORTANT	Designing and constructing a building well the first time is so much easier and cheaper than retrofitting it later. And embodied carbon is a huge issue in new

#	Response	Comment (integrate sustainable principles)
		construction and renovations.
48	SECONDARY	As important as sustainability is, it can't get in the way of producing more affordable housing.
49	OPPOSED	This is a joke. When the housing stock is demolished, the debris is trucked to a landfill, and nothing is recycled. New housing will be another contribution to climate change and environmental destruction.
50	IMPORTANT	Mitigating and preparing for climate change is critically important and these principles are just as applicable for multifamily and affordable housing as for higher end housing
51	SECONDARY	How about tolerant to rising water levels? Durability (without which we lose the aging housing stock that can be more affordable) and energy efficiency are important to me.
52	UNSURE	What the hell does this mean, nice talking point but again it is an empty talking point.
53	IMPORTANT	Make sure there is maximum use of renewables for heat and AC
54	IMPORTANT	This is essential. Since upfront costs are likely higher (e.g. installing heat pumps in existing buildings), make sure there are incentives, monetary or other, for builders.
55	IMPORTANT	this should be non negotiable. If we don't do this we contribute to the destruction of the planet
56	IMPORTANT	Very, very important.
57	IMPORTANT	One important thing to remember is not to build affordable housing or any housing in wetlands, like the Mugar site.
58	IMPORTANT	This is really important!
59	IMPORTANT	A large part of Arlington (East Arlington) is in or near a flood zone and should not be built upon given further climate change disruptions.
60	IMPORTANT	What is the point of building new housing if it's not sustainable? We know enough to know that sustainability needs to be part and parcel of any construction or redevelopment plan.
61	IMPORTANT	Require that new multi-family housing use heat pumps for heating/cooling, electric cooking and electric car charging options for all residents.
62	UNSURE	I like the sustainable ideas, but less clear about support for public transportation component if that will impact our greenways and wetlands
63	IMPORTANT	A focus on sustainability is non-optional in everything we do; there is no excuse to not include this as a high priority given what we know.
64	IMPORTANT	These goals should be included in all development
65	IMPORTANT	As the cost of building in a sustainable manner continue to decrease, there is no reason not to require it
66	OPPOSED	It does not matter how many environmentally sensitive method and means you incorporate into a multi family building when it will by itself will RUIN the existing wetland and green space surrounding it! And the abutting neighborhood will suffer an many ways because of any additional construction!
67	IMPORTANT	There is no reason not to require these goals in new multifamily housing and all but the location near mass transit goals for all new and major

#	Response	Comment (integrate sustainable principles) rebuild(especially the 3000 sf "rebuilt") projects.
68	SECONDARY	LEED is nice, and obviously we shouldn't do anything to worsen our waterways, but a lot of NIMBYs use unattainable perfection in green envelopes to fight any development. Dense housing on the T corridors without parking is WAY GREENER than a composting program or a green roof could ever be, and it's concern trolling to pretend otherwise.
69	SECONDARY	If we can put sustainable requirements into zoning for this housing, that is good. But it should be secondary to ensuring the zones for housing and mixed use are mapped well and will allow for actual construction of many new homes for people.
70	IMPORTANT	If considering sustainable principles, why aren't we looking at impacts of multi-family housing construction on the flood plain and water table in East Arlington?
71	IMPORTANT	All new developments should be built so solar power hook up is possible. Roofing design should permit solar installations.
72	IMPORTANT	essential. of highest importance. no modern-day construction projects should be less than cutting edge with regards to sustainability.
73	IMPORTANT	Aesthetics are important, too. Brick-facing toward Mass Ave. would keep closer to the historic character of the town. Cheap materials are not long lasting and quite ugly. For example, the apartment building recently built across from Arlington High: nice shape, nice height, and then . . . hideous black and gray surfacing!
74	IMPORTANT	Very important
75	IMPORTANT	This should be true of all new housing and development of any kind. We do not have time to waste on sustainability.
76	IMPORTANT	Great goal. I see so many multi family housing in Arlington are old and need modernization for efficient use of energy.
77	OPPOSED	I am opposed to more multifamily housing in Arlington as the effect on resources, costs and quality of life will be diminished. We have other problems we need to work on. The talk is nice but Arlington is already saturated. Making new construction more sustainable is nice but how does that help resource utilization. It does not. There are newer products and more waste produced by people more than ever. The town already has a problem on removing waste and keeping it cost effective.
78	SECONDARY	One of the biggest things you can do to create an overall sustainable urban fabric is to build for transit and walkability. Building inconveniently located multifamily housing and including a massive parking lot, for instance, is a good way to ensure decades of continued environmental damage while also making the city a worse place to live.
79	NEUTRAL	Not if it comes with a huge price tag.
80	IMPORTANT	I am much more excited about encouraging more development of multifamily buildings once we have strong sustainability requirements in place, including *no fossil fuel* use. Developers will complain, but this is change aversion. Efficient, all-electric buildings are possible and these are what we need to encourage.

#	Response	Comment (integrate sustainable principles)
81	IMPORTANT	This not only saves money in the long run, it is a critical goal given the current environmental crisis facing our planet. It is of the utmost importance. Our community should be a leader in this regard in the state.
82	IMPORTANT	The climate is in crisis. Of course this goal is essential.
83	IMPORTANT	The state building code forces this to some extent, and I think the new high school also incorporates net-zero strategies (although I'm not sure they pulled it off in the end). Net-zero construction should be standard practice.
84	SECONDARY	Keeping things affordable
85	IMPORTANT	I suspect this goal will be achieved only with support from state legislation. Also, given how limited the amount of growth that is possible in the town, we need to work more on incentives to improve existing structures.
86	IMPORTANT	"Sustainable" includes SMALL FOOTPRINT, OPEN SPACE, NATURAL LANDSCAPE, and TALLER, FIREPROOF BUILDINGS. Don't build out of plywood and chipboard. Don't cut down trees. Don't build out to the sidewalk. Green space should be PUBLICLY VISIBLE space.
87	IMPORTANT	ESSENTIAL
88	IMPORTANT	I've loved seeing the inclusion of weather-protected and secure bike parking in newer buildings around Arlington and Cambridge.
89	IMPORTANT	It goes without saying that new construction offers the simplest opportunity to deploy sustainable housing principles. Asking owners of existing housing to do this will yield only tiny incremental improvements. However, landlords of large developments, such as Legacy Place, should be mandated to implement such upgrades over a period of time.
90	IMPORTANT	ALL new buildings and substantial renovations should be required to meet the same sustainable principles.
91	SECONDARY	There should definitely be some standards for sustainability, but the main goal of MBTA communities is to create much-needed new housing and we don't want to overly disincentivize this by having extremely strict standards unless additional incentives are also included.
92	IMPORTANT	we have to do this, no ifs, ands or buts
93	IMPORTANT	Need to be careful we don't design units that are too costly to construct.
94	SECONDARY	The developers need to follow the rules. NO exceptions. And the cost needs to remain affordable.
95	IMPORTANT	There is no way we'll meet the climate goals the recent UN report set out so that our children and future generations can have a decent life if we don't prioritize all of this. This is my strongest concern of everything. If I understand correctly, building affordable, closely located housing is only important for these goals, which is why all my answers will probably be very positive in my survey responses here.
96	SECONDARY	where is use of public transportation shown on the diagram?
97	IMPORTANT	This is an ABSOLUTE requirement. Business as usual is killing the planet. Being careful and smart about renewable energy, insulation, continuing the electrification initiatives are all VERY important.
98	NEUTRAL	Arlington should follow State and Federal guidelines. No need for our own.
99	IMPORTANT	VERY IMPORTANT

#	Response	Comment (integrate sustainable principles)
100	UNSURE	One way to cut down on environmental impact is not to build new when you can keep the old. Example: AHS. I'm solidly in the court of reducing environmental impact. That means allowing those who can't work from home to afford housing near public transit, not just building housing near public transit. It also means investing enough in public transit so that it can serve their needs.
101	IMPORTANT	Having said that this is important, I would like to reiterate that the most sustainable approach is to repurpose existing structures rather than build new.
102	NEUTRAL	Ideally, we should adopt sustainable practices for all new development, not just new multi-family.
103	IMPORTANT	However, for moderate and middle income families we often don't qualify for enough financial incentives to make these improvements viable. More funding for these programs is needed.
104	SECONDARY	Building buildings that are sustainable and help conserve would be helpful. However if it precludes things getting built because it's too expensive, I'd be more pro housing. There is nothing about co-housing which might include various sizes of housing where folks could work and live together, which is too bad
105	IMPORTANT	We'd be crazy not to build in the most sustainable ways.
106	IMPORTANT	Incentivize and prioritize the installation of solar arrays and heat pumps.
107	IMPORTANT	Seems painfully obvious. Why is this question included? There is no downside to sustainability.
108	IMPORTANT	Multifamily housing that is built now must be able to withstand the coming challenges of climate change, and improvements like insulation and energy-efficient heating are key ways to ensure that the homes are livable into the future.
109	IMPORTANT	I really think this is important, and I am concerned that it might drive up cost of the homes too. It would be important to be environmentally conscious and affordable too.
110	SECONDARY	Should be locally passed bylaws keeping housing affordable
111	IMPORTANT	Sustainable development practices are critical to mitigate climate change and its effects for us all. It is also critical to maintaining housing affordability by reducing energy burdens on residents, and ensuring residents have healthy living environments.
112	IMPORTANT	High desirable and hopefully do-able at a reasonable cost
113	NEUTRAL	The most important thing is BUILD! We are in a housing crisis.
114	IMPORTANT	This is critical to address the climate crisis, meet Arlington's Net Zero by 2050 goals, and provide climate-resilient, healthy housing. Ideally, all new multifamily housing would meet Passive House standards.
115	IMPORTANT	There should also be size limits on new construction. It is ridiculous that two family houses are torn down and replaced with two 3,000 square feet + townhouses. Or that modest single family homes are torn down and replaced with giant single family homes.
116	SECONDARY	Again, if this housing isn't affordable/accessible to the majority of people (who are lower income) any sustainable measures will be undercut by the

#	Response	Comment (integrate sustainable principles)
		displacement this causes.
117	IMPORTANT	Essential, not important, to include.
118	IMPORTANT	The state is the building industry is rapidly changing, and we can aim for high standards of sustainability
119	SECONDARY	Directionally this is a good goal but not at the expense of adding more cost burden which would result in higher prices for rents and property sales to recoup those costs.
120	IMPORTANT	Any plan without this goal would be shortsighted and unrealistic.
121	UNSURE	One of the most important factors to consider is the embodied energy in pre-existing construction. There was a time, not long ago, when there was a thing called "sweat equity". Young couples, just starting out, would buy a home known as a "fixer-upper". It was a home with "good bones" that needed work, but was livable. Over the first few years of living there, they'd work on the house on weekends and in the evenings. And the more things got fixed up, the more move valuable the house became. So they created equity in the house by the sweat of their brow - hence the term "sweat equity". But homes like that are impossible to find nowadays. Under current financial incentives, there is a great deal of profit to be made when a developer buys such a house cheaply and literally throws it away. The fact that most of it ends up in a landfill somewhere polluting the environment, and worsening global warming because all its embodied energy has been discarded, is someone else's problem. A new house can be slapped together quickly and sold at a "luxury" price. Sustainable principles should be integrated into all housing, not just new, and not just multi-family. Preserving the embodied energy of a pre-existing house by not tearing it down is one of the best ways to combat global warming. And it has the added benefit that, by being less attractive to a throw-out-the-old type of developer, some housing in Arlington will become more affordable. Sadly, I fear that all the examples in your diagram mitigate in favor of tearing down pre-existing construction, because "embodied energy" is not mentioned at all. Thus, your examples will actually end up worsening global warming and pollution. I selected "I am unsure what this goal means" because I don't know if your concept of "sustainable principles" includes "embodied energy" and preservation of pre-existing construction. If it does, then count this as, " This goal is important to include." But if it doesn't, then count it as "I am opposed to including this goal."
122	SECONDARY	MF housing is already inherently more sustainable, and making wise choices about siting it will encourage these goals through increased use of more environmentally friendly transportation methods.
123	IMPORTANT	If you are building in the floodplain and not adding solar panels or geothermal for low-income housing, you are saddling the future poor with bearing the costs of aging utilities infrastructure.
124	IMPORTANT	absolutely essential to modernize our housing stock and make it as wastefree as possible
125	NEUTRAL	Transit-oriented, walkable multi family housing is sustainable on its own. We need to get as much of it for as low a cost as possible. Sustainable initiatives

#	Response	Comment (integrate sustainable principles)
		like stretch goals are great. But housing should not be sacrificed for green washing.
126	OPPOSED	I need more tangible examples
127	SECONDARY	Foam built housing. Neighborhood wide geothermal, no pfas.
128	OPPOSED	Sustainable is providing the 350 bus to Alewife or at least 2 buses in E. Arlington the densest housing area in Arlington so that we don't have 500 more cars to deal with in the morning.
129	NEUTRAL	I think it's established that complex building codes increase costs.
130	IMPORTANT	sustainability should also make for more resilient communities with less thermal, energy, and goods waste
131	BLANK	why do you include this, it is mandated by the building code, and strictly enforced.
132	UNSURE	This is too vague to be meaningful.
133	IMPORTANT	Absolutely.
134	BLANK	This goal is already in place and is it in the best interest of most builders as an incentive for higher profits.
135	IMPORTANT	I think this is a fantastic and important goal to have.
136	SECONDARY	This is nice to have, but not at just any cost. Expensive marginal improvements in energy conservation, for instance, may not be worth the cost. There are also some internal contradictions: excessively sealed buildings may have poorer air quality.
137	OPPOSED	No new housing.
138	SECONDARY	How will this affect the cost of constructing affordable housing? If the principles are chosen wisely to be those with the greatest benefit per cost then I support this, but if done to the extreme, we may price affordable housing out of existence.
139	SECONDARY	Mitigating climate change is super-important. But making new construction ridiculously expensive won't help the climate much (people will just buy elsewhere) and won't help our housing situation much. So a balance is needed.
140	IMPORTANT	If we care about sustainability, stop cutting down so many trees!!! Make developers replace any trees they destroy with trees of equivalent size.
141	IMPORTANT	Current building codes don't test for sealed thermal envelopes, it's important to improve on this aspect for energy conservation and reducing emissions
142	SECONDARY	Must examine trade-off with buildability — if stringent green requirements make building housing unaffordable except for the luxury market, then it these requirements must take a backseat to building functional, marketable housing for a wider range of income brackets
143	SECONDARY	I'm concerned that a sustainability requirement will be leveraged as an excuse to make building more expensive.
144	IMPORTANT	No brainer. We should be attending to sustainability in all new undertakings. What argument could there possibly be against it? It does not add to lifetime costs and I am pretty sure I have read that it need not add to initial construction costs.
145	IMPORTANT	It is no longer a question and should be included.
146	NEUTRAL	?

#	Response	Comment (integrate sustainable principles)
147	SECONDARY	I'm sorry but multifamily housing should not be on the top of the list
148	IMPORTANT	In addition to LEED standards, we need to consider heat island mitigation and stormwater concerns by following SITES recommendations in redevelopment projects. Ensure that landscape architects are part of the building process so these concerns are addressed.
149	IMPORTANT	Sustainability is the most important goal, in my opinion.
150	IMPORTANT	This seems like something that should be integrated into any new building development.
151	IMPORTANT	Super important! Any fossil fuel infrastructure that's put in would have to be ripped out within decades, so why not go electric? (And the new Specialized Building Code will encourage that anyway...if Town Meeting adopts it)
152	NEUTRAL	The need for housing is urgent. I would not want overly restrictive sustainability standards to chill development.
153	OPPOSED	How does the Town do this with private development? Isn't it better just to try to save the smaller, older homes rather than turn them into McMansions or condos sold in the millions?
154	NEUTRAL	Trade offs between affordability and sustainability?
155	IMPORTANT	Energy use should be the most important part of this goal
156	SECONDARY	Multi family housing is fine as long as minimal lot sizes are maintained with adequate green spaces on that lot! Lots should have an adequate size so neighborhoods not too dense..more water used, trash,etc
157	IMPORTANT	Please add SITES to our environmental design review guidelines, if they will be applicable to these overlay districts. If not, please add the natural environment as a sustainability requirement, not just energy efficiency with building systems. (ie. shade trees provide cooling environment on the streetscape and the building itself and its neighbors. Shade trees provide storm water holding capacity. Shade trees can help blend large new structures into the neighborhood around it. Also, please encourage the use of using wood (mass timber systems) instead of concrete (and limited steel) in multi story buildings.
158	IMPORTANT	This is our future! To do anything less would be moving backward.
159	IMPORTANT	Net-zero and Passive House
160	IMPORTANT	New construction is an opportunity for state of the art efficiency. And might this be a place to bring up aesthetics? If there is going to be large scale construction of new buildings along Mass ave and/or Broadway, could we come up with a more uniform style to aim for instead of each building being designed with no thought as to how it fits in with the others?
161	OPPOSED	Too expensive for folks who need subsidized housing
162	SECONDARY	This is a good goal, but in general multifamily housing is more environmentally friendly than single-family in general, since more dense housing allows for less travel across long distances right?
163	BLANK	Good luck getting developers to spend on this.
164	SECONDARY	Again, the housing crisis is severe enough that I think these are secondary, except for protecting the floodplain and reducing flood risk from new construction. Flooding is definitely going to get worse as the years go on.

#	Response	Comment (integrate sustainable principles)
165	IMPORTANT	This sounds hard to disagree with. But I wonder what I am committing myself to when I agree with it.
166	IMPORTANT	However Arlington does NOT need any more multifamily housing. Let our neighboring towns build to our density to fill housing needs.
167	IMPORTANT	IMPACTS ON NEIGHBORS/RESIDENTS A MAJOR CONCERN/ noise/heat from heat pumps, glare from solar arrays, compost issues all concerns that arise! MOST so called 'sustainable' goods are ANYTHING BUT!!! DURABILITY A HUGE ISSUE AS IS COST!!
168	SECONDARY	Very vague goal
169	IMPORTANT	Absolutely! New building should be to the highest standards according to principles outlined in diagram.
170	SECONDARY	Well thought out building designs that contribute to the existing architectural quality and design (both business and residential) should not be subservient to environmental goals. For example, while the new building next to the high school may or may not include environmentally suitable materials, architecturally it is ugly and looks like it's built to last about 10 years.
171	IMPORTANT	Please include the natural world in this picture. Setbacks need to be big enough to include plantings as habitat for birds and insects. Mature trees should not be cut down for larger buildings. Construction leads to rat activity which is currently controlled using poisons that kill birds of prey - this is the opposite of sustainability. If you don't include the natural world in your picture of sustainability, you are not truly being sustainable.
172	UNSURE	I support green building but if this means not providing parking then I am against it. The parking ban is important
173	IMPORTANT	Should embrace solar for these construction.
174	SECONDARY	The housing itself is the most important goal
175	IMPORTANT	This is incredibly important and will continue to increase in importance over the next 30 years as we experience the effects of climate change.
176	IMPORTANT	An important goal, but I'm not sure of the cost issues involved. If the cost is much greater, builders will find ways to cut corners elsewhere.
177	IMPORTANT	All new construction MUST include solar or wind generation.
178	UNSURE	Again, motherhood and apple pie but not meaningful as a goal. Sure we should find ways to support sustainability.
179	SECONDARY	If this means the units are unaffordable, what's the help? If these units destroy wetlands, what's the point? Units should be built to foster community: courtyards with playgrounds in the middle, parking below
180	SECONDARY	If we're going to build new housing it ought to be sustainably built, but the key thing is to build more housing, period.
181	UNSURE	This sounds positive but who will oversee construction to insure developers are honest about sustainability vs short term profit for themselves...we need to pay attention to history
182	SECONDARY	More housing is most important, green housing should only be pursued to the extent required by law, and not at the loss of additional affordable units.
183	IMPORTANT	Why wouldn't we want sustainable and energy efficient designs in new construction?

#	Response	Comment (integrate sustainable principles)
184	IMPORTANT	Sustainable design and built-in conservation principals will also help to achieve town climate goals.
185	SECONDARY	I do not support adding requirements that will make the building of housing less likely or affordable.
186	IMPORTANT	These programs should also include owners of rental properties but all of these residential efforts should be viewed in the context of all buildings (including commercial) in town.
187	IMPORTANT	Our survival depends on it
188	OPPOSED	Often, sustainability only serves to delay construction. With a housing shortage as dire as it is, I want to make sure that the focus is on getting more units. That should be the top priority

Q7: Provide access to shared community spaces such as recreational parks and open spaces, plazas, and public buildings.

	All responses		These comments	
IMPORTANT	552	56.91%	96	52.46%
SECONDARY	222	22.89%	17	9.29%
NEUTRAL	100	10.31%	27	14.75%
OPPOSED	33	3.40%	5	2.73%
UNSURE	63	6.49%	38	20.77%
BLANK	63		2	
Non-blank	970		183	

#	Response	Comment (access to shared community spaces)
1	IMPORTANT	I am also against privatizing public spaces in Arlington such as what is being proposed at Poets Corner. The fields will become only available for limited use and for rent, not for community enjoyment.
2	IMPORTANT	Again, unclear what this means. Are you talking ADA accessibility, or more parking spaces or more bike racks at public facilities, or ?? Frankly, access to RESTROOMS at public parks, etc. should be a priority before encouraging more people to use them.
3	NEUTRAL	zoning should only be included near these spaces if they are truly accessible and safe for people of all abilities to access
4	SECONDARY	Arlington is fairly small and not much is far away!
5	NEUTRAL	These seems far less important than just building it, and near public transport
6	SECONDARY	some sort of community green space / plaza in Capitol Square would make that a more enticing destination
7	UNSURE	What does "provide access" mean? They're already open public spaces. This is suspiciously anodyne and I smell a developer behind it.
8	IMPORTANT	Public open spaces are not a substitute for open space requirements for private property developments
9	SECONDARY	Arlington is an incredibly walkable town with many spaces within a 15 minute walk. Access will inherently be built in assuming parks and open spaces continue to be preserved.
10	IMPORTANT	I would like to see more trees planted, new community gardens, varied plantings along parks and additional areas for dogs to run.
11	IMPORTANT	Arlington residents appreciate all the open space and sports areas, they need to be advertised more.
12	IMPORTANT	We need open spaces to remain open spaces for all. We need neighborhood dog parks, pollinator gardens and more trees. We should avoid plastic turf at all costs
13	IMPORTANT	We need open spaces. We need more trees and at least another dog park.
14	IMPORTANT	I feel like I'm saying every goal is important... but this one is too! Especially when multi family housing likely means people might not have yards.

#	Response	Comment (access to shared community spaces)
15	IMPORTANT	Also invest in those places. Add actual bathrooms and increase trash collection.
16	NEUTRAL	Lots of open spaces in Arlington, so I would not describe anywhere in town is far from an open space.
17	IMPORTANT	This is important for all housing in town.
18	IMPORTANT	Parks and open spaces are very important.
19	IMPORTANT	Families in a suburb setting living in smaller square footage with neighbors underfoot need to be able to take their kids outdoors to safe places and indoor spaces outside of the home as well.
20	IMPORTANT	Crucial to mark leash laws in big signs, similar to Menotomy Rocks Park...Many dogs are off leash and causing pedestrians fear and injury.
21	IMPORTANT	Encourages inter generational activity.
22	UNSURE	We already have public access to all these public spaces
23	IMPORTANT	We moved here from Switzerland where multifamily housing is the norm. However, you had lots of community space - recreation rooms, playgrounds, and large courtyards with picnic areas. One building we lived in included small gardening plots for us to rent. We loved it. It also made living in a multi unit enjoyable.
24	NEUTRAL	Again, these parks and open spaces are near transit routes and so I am neutral on this as a goal.
25	UNSURE	These spaces are already available for everyone. I'm confused as to how multi-family housing could NOT have access and why this question is about the *provision* of access.
26	NEUTRAL	Arlington already has adequate access walkable from every neighborhood.
27	IMPORTANT	Unclear on this goal - it is important to preserve the open spaces - one of the best things about living in Arlington
28	UNSURE	The phrase "provide access to" doesn't make sense to me as these spaces are already accessible. Does this mean something like providing transport to these spaces?
29	IMPORTANT	As long as it doesn't generate more traffic.
30	IMPORTANT	Everyone who lives in Arlington should have equal access to these shared spaces.
31	BLANK	What do you mean by access?
32	NEUTRAL	Multifamily developments should provide some of their own shared community spaces, not solely rely on the town.
33	SECONDARY	We need dog parks!! PLEASE!!! We need open space to remain open space.
34	IMPORTANT	The area across the bike path from the Summer St. field would be a great place for a community art and recreation center, swimming pool facilities.
35	UNSURE	Vague description of the goal
36	SECONDARY	I haven't noticed an issue with access to community spaces but yes it is important to maintain them and make sure they are available to all
37	IMPORTANT	I utilize Arlington's shared community spaces (especially Spy Pond Park) regularly; they are a big part of what has made my quality of life in Arlington so good for the past decade, and why I have stayed in this community.
38	UNSURE	What does "provide access" mean? We have parks and open spaces that most

#	Response	Comment (access to shared community spaces) people can access.
39	IMPORTANT	please complete some playgrounds soon!
40	IMPORTANT	Maintain Arlington's shared community spaces, but increase the number of community gardens or spaces. A several year wait is not acceptable or practical.
41	UNSURE	Aren't these resources already fairly accessible?
42	UNSURE	Don't we already do that?
43	UNSURE	Access to Arlington's community spaces is and has always been available to all.
44	IMPORTANT	This is important for everyone in the community of all ages and abilities. But the parks need more shade... McClennan Park in particular. Shade sails over the playground please! It's the Sahara in summertime!
45	IMPORTANT	Denser populations with less private space need more public spaces to gather and pedestrians can more easily pause, gather, enjoy, and interact in public spaces. This is important for building community. I'm very very excited by co-housing types of developments.
46	OPPOSED	I don't get this are going to wave a wand and magically create new open spaces, again what exactly does this mean. If one of these districts are near I open spaces fine but what if it not?
47	UNSURE	Do you mean provide access to other townships?
48	UNSURE	People should have access to shared community spaces. Some of these parks etc. may not have good access to MBTA, sidewalks, etc.
49	IMPORTANT	Community space is already meager and the amount of natural habitats that are available are miniscule. We highly encourage acquiring and preserving the Mugar Wetlands in East Arlington, as they are one of the last remaining natural habitats in town, and wholly unsuitable to build on as it is an area of constant flooding.
50	UNSURE	Aren't they already accessible? Can't anyone go to these places right now? What does "provide access" mean?
51	IMPORTANT	Arlington Reservoir has been grossly overbuilt. LEAVE NATURAL SPACES ALONE, don't tear them up with "improvements" that destroy their natural environment.
52	IMPORTANT	We also need to preserve habitat for native species
53	IMPORTANT	We need to preserve the little open space we have left.
54	UNSURE	Good goal if it is balanced with ecological impact
55	NEUTRAL	This is another misleading map. Poet's Corner is completely unusable as a recreational area; it is effectively a garbage dump with an extremely dangerous and decrepit playground. I am not familiar with all of the spaces shown here but assume there are other similar examples.
56	IMPORTANT	On this list is Thorndike field which is prone to flooding. Near Thorndike field is the Mugar Wetlands, which is going to be built up. This is atrocious, and will be a catastrophic failure in both infrastructure and destruction of sensitive and rare wetlands. Shame on Massachusetts for not cracking down on 40B misuse, and shame on the town of Arlington for failing to stand up for its land, its residents, and its flora and fauna.

#	Response	Comment (access to shared community spaces)
57	IMPORTANT	Everyone needs access to open space
58	NEUTRAL	Leading question. More open space everywhere!
59	NEUTRAL	You are never far from a park anywhere in Arlington. Not a concern.
60	NEUTRAL	This question is confusing. Under what circumstance would we not provide access to shared spaces. Put another way, how could the Town prevent or prohibit access?
61	IMPORTANT	It's also important to protect these shared spaces - such as protecting Thorndike from the building on the Mugar property.
62	OPPOSED	Thorndike Field already has plenty of handy access. Any additional multi family construction in the wetland and green space abutting Thorndike will be devastating!!
63	IMPORTANT	We have comparatively little community spaces and most serve as athletic fields. The newest development of one, Hills Hill will be basically for a niche group of users, mountain and trail bikers. We should make sure that the rest are adapted to multi-uses by as many as possible, with good access, maintenance, trash pick up, and safety.
64	NEUTRAL	Access is already quite good is it not?
65	UNSURE	Isn't this inherent in the name shared community spaces? Are you talking about expanding access and, if so 1) how does that relate to increased housing and 2) what are the mechanisms to do so? If we are talking about safer streets for pedestrians, more bike lanes, and more public transit throughout town, connecting resources, then YES!
66	SECONDARY	We should have a bus or other way of getting to wild areas like whipple hill, and we should maintain accessibility.
67	SECONDARY	Many of the shared community resources overlap with other topics in this survey such as access to public transit, Minuteman trail, and major commercial corridors. Those ones are priority but effectively include this topic. While it could be good to put multifamily housing next to some other resources further from Mass Ave such as elementary schools and a few parks, those areas are likely to be more car dependent since they are further away from busses. Prioritize multifamily housing near the major corridors first and then see about these other locations.
68	SECONDARY	Not sure if you're asking the importance of placing affordable housing near open spaces and parks?
69	IMPORTANT	Boston is starting to build housing units above branch libraries, which is a great use of limited space. Maybe for the Fox?
70	UNSURE	What is meant by "provide access"?
71	IMPORTANT	Remember accessible entries! One step is too many for those of us in wheelchairs.
72	UNSURE	Do we currently restrict access to shared community spaces?
73	IMPORTANT	Solar lighting should be provided at all open spaces to permit more extensive use.
74	UNSURE	These areas are already open to the public.
75	NEUTRAL	all of Arlington has access to quality public spaces; that should of course continue

#	Response	Comment (access to shared community spaces)
76	IMPORTANT	Green space is vital to people's well-being--and important as the climate heats up. Green space at a smaller level (not just parks, but gardens, courtyards) should be considered for new housing.
77	IMPORTANT	There are less parks of at least medium size in East Arlington. There should be more there.
78	IMPORTANT	We should not convert any parks to non-recreational uses.
79	IMPORTANT	Please ensure any rules are posted, educated and enforced. There are so many parks where unleashed dogs running all over the park scaring people and other dogs.
80	OPPOSED	We already have access to available open space and we need to stop building. More people into existing open space equals overcrowding.
81	IMPORTANT	This is *baseline*. These are things which should be assumed of any home in Arlington, simply because it is in Arlington and we want this to be a nice place to live.
82	IMPORTANT	More housing near town center will encourage it to be less of a dead zone. Also proximity to schools eases the burden on families who also must work in the mornings/afternoons.
83	UNSURE	Is access not already provided? Do you mean more sidewalk paths? Yes please! Bike paths or public transportation? Maybe if there's enough demand. School busses? Sure! Are you asking if multifamily housing should be encouraged around them? A family can't live on nature and schooling. I would instead consider access to grocery stores.
84	IMPORTANT	It is important that everyone be able to access schools for their children and have access to open space for recreation/exercise. Additionally, ensuring that the natural resources we share our community with (animals, plants and trees) are preserved and have a home is important and part of being good citizens.
85	IMPORTANT	Bored, isolated youth isn't in anyone's interest.
86	IMPORTANT	I'm not really sure what this question is asking. All public parks are already public and accessible. Are you saying using schools, etc, for additional activities not related to schools, like evening badminton leagues and the like? Sounds good, but I thought that was already happening
87	UNSURE	the open areas are already public - what other access is needed?
88	IMPORTANT	NYC is livable because of what they call "vest-pocket parks". Set aside one property lot or equivalent PER RESIDENTIAL BLOCK for communal open space. Replace parking lots with multi-level parking garages ON HALF THE FOOTPRINT and make the other half a park. Every neighborhood should have its own neighborhood park that they gather in and take pride in.
89	IMPORTANT	The pandemic has really highlighted how important open spaces are.
90	SECONDARY	Nice map! You should use this map more frequently.
91	IMPORTANT	Shared open spaces should be added anywhere new multi-family buildings with more than 5 units are built.
92	IMPORTANT	your map doesn't show Arlington's Great Meadows
93	UNSURE	is the intent of this question whether the site of affordable housing to take in account the location of parks? i don't understand this question.
94	IMPORTANT	So important! Being able to walk and use public transit to these places is key.

#	Response	Comment (access to shared community spaces)
95	IMPORTANT	We need to amintain and further develop our greenspaces as places to visit, sit in quietly, talk with others. We do not need more recreational places except for walking.
96	IMPORTANT	I know we're already a densely populated town so that keeping open spaces is challenging. That's another reason I support choosing to make new housing like the ones talked about in this survey
97	IMPORTANT	Unfortunately, Town management seems to think ALL open/green space should be recreational, i.e. the newly planned bike trail park. We need peaceful, open, UNdeveloped green space. We have NONE currently that I'm aware of, at least not on the south side of Mass Ave
98	IMPORTANT	If we want to add housing without increasing congestion on our roads and in our open spaces, we need to create places to go in our neighborhoods that don't require driving across town to a park. In an appropriately dense neighborhood, parking spaces/lots can easily be replaced with green spaces for the surrounding community to walk/bike to.
99	IMPORTANT	Preservation of existing trees and greenspace very important. Planting new trees.
100	IMPORTANT	I am quite happy with the amount of greenspace in ARL. If we can add a bit here or there, please do! But if any green space is being considered to become housing, make the requirements for careful planning very strict.
101	OPPOSED	Yes to open space. Not in the manner that this question describes. It is very poorly worded. On purpose?
102	IMPORTANT	People need parks. That said building in proximity is an adverse impact. Also some of our parks(Magnolia andThorndike) are in floodplains. Not a good place for high density development.
103	IMPORTANT	Access to shared community spaces is critical if density is to be encourage. Density is critical for reducing housing costs but may come with a reduction of private green space. I think the tradeoff is worth it, especially with increased investment in availability and usability of communal spaces.
104	SECONDARY	As far as I can tell, there is no part of Arlington more than a short walk away from an existing community space.
105	IMPORTANT	Open space, open space, open space. Arlington must preserve its relatively small amount of open space and the town should prioritize it. Hills Hill, for instant, should not be made into a bike park - it should remain woods. It's essential for helping combat climate change, and for our physical and mental health.
106	SECONDARY	Equitable access to green space is a nice goal. My preference would be to focus on areas of transit cooridors where there's green space nearby.
107	IMPORTANT	It is also possible to have open spaces on roofs of buildings but that would likely mean most folks couldn't access that open space, which would be sad. In that case the important thing is to maintain and to not lose ANY of the open land
108	NEUTRAL	It is vital that open space be preserved. Arlington is small, and as can be seen on the map, open space is distributed. So wherever we build there will be access, if the OS is preserved.

#	Response	Comment (access to shared community spaces)
109	NEUTRAL	i'm not sure what this question is asking --- these spaces are already accessible
110	SECONDARY	Of course access to community resources is important, but it is essential in this plan to avoid unnecessarily restricting where housing can be built. As we saw with the recent move of Arlington Eats to Broadway, community resources will-- over time-- move where they are needed. We should not restrict the ability of Arlington to grow and adapt by restricting where community can be built.
111	IMPORTANT	Where are we going to enroll students living in these larger units? With elementary schools (especially Hardy and Thompson) already quite full I'm concerned about how we can plan for a presumable increase to the number of students in the town
112	SECONDARY	There are so many great parks and open spaces etc that even if prioritizing other things I expect the multi family housing will be have access
113	IMPORTANT	I support EXPANDING these spaces as well as providing access
114	NEUTRAL	"Community spaces" by definition already provide "access" so this is plain silly
115	IMPORTANT	Parks are great, duh.
116	NEUTRAL	I am not as familiar with some of these other community spaces, but something like the Window on the Mystic is not along a sidewalk and is located adjacent to a very fast road with no crosswalk. It also is not at all a handicap accessible open space. Those might be some considerations when looking at the other community spaces as well- how accessible are they really? I would agree access to Town Hall, the libraries, and community center should be considered - as I assume these would have already met accessibility requirements.
117	IMPORTANT	Important to consider access options for people who don't own a car or have limited access to one because the household vehicle is used extensively for getting to work.
118	IMPORTANT	The parks and open spaces are a very important aspect for both recreation and supporting community across the town.
119	IMPORTANT	Critical quality of life and climate resiliency measures
120	UNSURE	There are parks and open space, etc. all over Arlington - I am not sure what this goal is trying to achieve beyond what is already available to residents. Is the goal to have more of these? Of course that would be great, but housing is the focus of the MBTA legislation and the existing community spaces are great and spread out across Arlington so I'm not sure what this question is getting at.
121	IMPORTANT	Again, not entirely sure what this question is suggesting. However, open and recreation spaces are critical for public health and for climate adaptation. See MyRWA's work on heat islands as just one example.
122	UNSURE	Town residents and visitors already have access to shared community spaces. Why is it necessary to provide access to something town residents and visitors already have access to? If this question is somehow a proxy for increasing population density outside of the area within 1/2 mile of the Alewife T Station, as required by the MBTA Zoning law, then change my answer to "I am

#	Response	Comment (access to shared community spaces) opposed to including this goal." Otherwise, what is the point of a goal to provide access to something we already have access to?
123	SECONDARY	Most parts of Arlington are close to at least one open space if not several. Anywhere the MBTA zones are created is likely to meet this goal well enough.
124	NEUTRAL	What is Access here? More concrete side walks?
125	IMPORTANT	Huge houses are replacing smaller ones, and contractors are building new construction on tiny lots. Please maintain open spaces, so wildlife has places to live, like Hill's Hill.
126	IMPORTANT	This is a MUST
127	IMPORTANT	More linear parks, rain gardens, miyawaki forest, - especially where traditional open space now depends on homeowner lawns. Encourage pollinator gardens, not grass. Offer incentives for use of "extra" land to be more publically accessible as useable open space. More urban forests. Acquire lots for mini parks.
128	IMPORTANT	It's unclear what "provide access to" such spaces means... buildings may have locked doors at night, but parks are generally open (usually dawn til dusk), so how would those things change?
129	IMPORTANT	The parks guys have a big job to maintain the parks. They do a decent job but we need to pick up the litter a lot better. There is overuse of the fields in the summer. E. Arlington has very little community space. Just the Fox library. Since they sold the Crosby School to the Lesley Ellis school, there is very little town property.
130	NEUTRAL	Sorry, I don't quite understand the question.
131	UNSURE	I'm not sure if you mean to create additional parks and open spaces - which I support, or to put multifamily housing units close to parks and open spaces?
132	IMPORTANT	being one of the highest density towns, we have a shortage of "community spaces" and you plan to intensify this shortage.
133	UNSURE	We already have access to shared community resources, don't we? This seems meaningless.
134	IMPORTANT	Would like to see greater public access to Spy Pond.
135	BLANK	We seem to already have access to these existing spaces.
136	UNSURE	Provide access? Vague? How about increase open spaces?
137	UNSURE	I think shared community spaces are great, but I'm not sure how this is relevant to building more multifamily housing? (Unless it's an attempt to justify not putting multifamily housing up in the Stratton area?)
138	UNSURE	Not sure what this means - if it means things like the proposed Hills Hill biking track, I'm opposed. Parks are already accessible to all and should be kept as green and peaceful as possible. Parks also need to be better maintained (especially McClennen Park near where we live which is full of invasive plants.)
139	IMPORTANT	It's important, as well as enforcing violatoinis to the ponds and lakes shoreline accessibility
140	NEUTRAL	What do you mean "provide access to?" Shuttle buses? Sidewalks? Goal is too vaguely worded to parse

#	Response	Comment (access to shared community spaces)
141	NEUTRAL	I see that Arlington already has many recreational/open spaces dispersed throughout the town. (I haven't been to half of them and I have been living in Arlington for 40 years.) And, as with public transportation, if it seems appropriate within a larger development, new open space could be added where the housing is.
142	IMPORTANT	Again - it's important to have access to these areas, but, what do you mean "provide access"? Is access currently blocked? Are you suggesting shuttle buses? "Provide Access" is, again, vague and meaningless in this context.
143	IMPORTANT	Everyone should have access to our open spaces, luckily Arlington is doing a great job with that.
144	SECONDARY	?
145	NEUTRAL	If we expand our public transportation systems, this is not an issue
146	IMPORTANT	Since lot sizes along our primary corridors tend to be shallow in depth and therefore not ideal for development/redevelopment, we might consider acquiring some parcels to be turned into small parks so we create new amenities for future housing communities and enhance our downtown where possible.
147	IMPORTANT	This is one of the top things I value about Arlington - wonderful outdoor spaces accessible all over town.
148	UNSURE	Are these spaces not already accessible?
149	IMPORTANT	Can offer multifamily housing more easily if there are recreational places for people to go (i.e. they don't have a yard)
150	IMPORTANT	Many of these highlighted shared community spaces are already close to public transit and biking/walking paths, making it seemingly straightforward to provide access to them with new multifamily housing built in these areas.
151	NEUTRAL	I am under the impression that we already have great access to these spaces.
152	NEUTRAL	New developments should be required to create new parks.
153	UNSURE	Public buidlings = schools, yes. I do not think near parks is an important goal. So, answered "i am not sure what this goal means', as it is mixing two questions into one
154	IMPORTANT	You have McClennen Park misspelled. :) Very important, and maintenance of these spaces after they're created or improved is important as well. There is a bit of neglect after creation (for instance, the Wright St entrance to McClennen Park, which is overrun with poison ivy and non-native, invasive species). It would be wonderful to have restroom facilities, even porta-potties, at these parks year-round as they are all used year-round.
155	UNSURE	Community resources are always shared.
156	NEUTRAL	I am not really sure what is meant by the question. Are we talking about new parks? I think Arlington has plenty of great parks already. I would prioritize housing. Maybe a new playground here or there might be nice.
157	UNSURE	How is access not being provided now?
158	IMPORTANT	These are mostly very valuable parts of the experience of living in Arlington
159	UNSURE	These resources are already shared
160	IMPORTANT	WHO GETS TO DO WHAT WHERE IS CRITICAL.."DO NO HARM' to resources a VITAL CONCEPT..ESPECIALLY REGARDING

#	Response	Comment (access to shared community spaces)
		PARKS/RECREATIONAL FACILITIES
161	IMPORTANT	Distribution of new multi housing developments in such a way that promotes equal access to parks and amenities is important and should also promote the goal of distributing this development throughout the town.
162	IMPORTANT	I hope that the development will have low impact on our open spaces.
163	IMPORTANT	Open space should be maintained, not reduced.
164	UNSURE	what does this mean? isn't access available to anyone who can walk or get public transportation?
165	IMPORTANT	There seems to be an area by Thorndike field that's not developed. Is this a possibility for multi family housing?
166	IMPORTANT	What does access mean here? You haven't explained what access looks like to you. It is important to me as I envision it, but that may not be how you envision it.
167	UNSURE	Open spaces are already "open" to the public. It is unclear what you are asking.
168	IMPORTANT	Green areas are very important
169	IMPORTANT	Arlington does this so well and I'd love to see this prioritized. Our community spaces are the life of our town!
170	UNSURE	Is there not access to these spaces now?
171	SECONDARY	More parking.
172	UNSURE	We have access now, don't we? What would this goal actually accomplish?
173	IMPORTANT	This is a no brainer. Really really need to consider traffic patterns as well
174	UNSURE	The question as written is ambiguous, however I have heard the Planning Department say publicly this may mean justifying high density and multifamily zoning near these locations. We should comply with the purpose of the law - adding density /multifamily zoning just near Alewife. It should not be a free-for all for urbanites, upzoners and salivating developers...
175	IMPORTANT	Arlington has amazing open spaces that add to the community, and should be maintained or even increased.
176	IMPORTANT	I think the town already does pretty well at this goal
177	OPPOSED	Most public paths are covered in trash, people are drinking and leaving bottles/beer cans in recreational parks, smoke marijuana there. More access means people living in the neighborhood have more trash to clean
178	IMPORTANT	Access to whom?
179	NEUTRAL	This should be a bonus, not necessarily a goal.
180	NEUTRAL	I think Arlington has done a reasonably good job of including open spaces. We need to focus on affordable, available, sustainable housing.
181	UNSURE	Not sure what provide access to shared spaces means -- transportation, curb cuts, parking, bike paths, something else?
182	IMPORTANT	One of the benefits of multifamily and higher-density housing is the ability to preserve green space while still adding housing units. Green space is a critical asset of this town.
183	IMPORTANT	Yes and new spaces need to be created.
184	NEUTRAL	Planning to adhere to this mandate cannot solve all problems. Keeping it transportation focused should be the priority

#	Response	Comment (access to shared community spaces)
185	SECONDARY	We need more housing everywhere, including near community spaces. If we prevent housing from being built because it isn't close to community spaces, that's bad

Q8-Q10: Commercial Centers and Corridors

These comments apply to three questions, and we provide comparative summaries for each of the three multiple choice questions.

Q8: Encourage multifamily housing along our commercial corridors (i.e. Mass Ave, Broadway, Summer Street)

	All responses		These comments	
IMPORTANT	346	36.46%	58	31.35%
SECONDARY	222	23.39%	31	16.76%
NEUTRAL	235	24.76%	36	19.46%
OPPOSED	127	13.38%	53	28.65%
UNSURE	19	2.00%	7	3.78%
BLANK	84		8	
Non-blank	949		185	

Q9: Encourage multifamily housing in our commercial centers (i.e. Capitol Square, Arlington Center, Arlington Heights)

	All responses		These Comments	
IMPORTANT	335	35.12%	53	29.44%
SECONDARY	240	25.16%	31	17.22%
NEUTRAL	213	22.33%	36	20.00%
OPPOSED	151	15.83%	53	29.44%
UNSURE	15	1.57%	7	3.89%
BLANK	79		8	
Non-blank	954		180	

Q10: Encourage multifamily housing near, but not necessarily on, our commercial corridors

	All responses		These Comments	
IMPORTANT	377	39.48%	77	40.74%
SECONDARY	220	23.04%	32	16.93%
NEUTRAL	193	20.21%	20	10.58%
OPPOSED	149	15.60%	51	26.98%
UNSURE	16	1.68%	9	4.76%
BLANK	78		4	
Non-blank	955		189	

#	Along Corridors	In Centers	Near Corridors	Comment (commercial centers and corridors)
1	SECONDARY	SECONDARY	UNSURE	We are converting too many places that could have been great commercial businesses into luxury housing. We need more commercial entities to help lighten the tax burden. Our taxes are higher than Cambridge.
2	SECONDARY	IMPORTANT	IMPORTANT	It's hard to answer these. I would like us to do what is most comfortable for the occupants of housing. People might prefer the quieter setting of slightly off commercial areas. I do. But I can't speak for everyone.
3	NEUTRAL	NEUTRAL	NEUTRAL	my focus is that Arlington continues to be a nice place to live, not just a place live. A thriving community.
4	SECONDARY	IMPORTANT	OPPOSED	Again, it seems like this survey was developed to be able to say "X residents approved of/ wanted / etc. " the density that Arlington officials have already decided on. I feel snookered.
5	NEUTRAL	NEUTRAL	NEUTRAL	No particular preference amongst them
6	SECONDARY	OPPOSED	IMPORTANT	The priority should be to be near public transportation and be aware of the parking requirements so if they are on the same area as the commercial center business won't be affected by the lack of parking for customers
7	OPPOSED	OPPOSED	OPPOSED	This exists already
8	IMPORTANT	IMPORTANT	IMPORTANT	I would focus on areas where many commercial businesses only have one story, which is the case with many structures all along mass ave and adjacent streets. Again, this would reduce the footprint of the mandate and make better use of existing commercial spaces and encourage walkability to nearby businesses
9	IMPORTANT	IMPORTANT	SECONDARY	Building in the commercial areas makes things a lot more doable, because the infrastructure is mostly there.
10	OPPOSED	NEUTRAL	IMPORTANT	Arlington has limited commercial space and losing what we have would harm the sustainability of our already limited retail. By setting multi family housing back by a block or so, you can retain access and commercial centers
11	OPPOSED	OPPOSED	OPPOSED	Housing density in Arlington is already greater than many surrounding communities. There is not enough room to achieve these goals without making Arlington a less appealing town for property owners.
12	UNSURE	UNSURE	UNSURE	Again, promise me that this doesn't mean building 20-story buildings and turning over every open space to development and I'll get on board.
13	NEUTRAL	NEUTRAL	IMPORTANT	I think having access to commercial districts through walking, biking, and public transit are important. I just don't want arlington to only think of multi-family housing in these congested areas. We can have multi family housing with back yards and more space, too. They can be

#	Along Corridors	In Centers	Near Corridors	Comment (commercial centers and corridors)
14	IMPORTANT	IMPORTANT	IMPORTANT	2 or 3 family units and not only massive buildings. While I have picked "important to include" for all the questions this option will likely allow for the most flexibility when it comes to building multi-family housing so I would say this one is the most important to include
15	IMPORTANT	OPPOSED	OPPOSED	Build only near Alewife and Mass Ave. Be careful to think creatively about new spaces for business. Consider talking Poet's Corner and designating it commercial only to attract new businesses.
16	IMPORTANT	IMPORTANT	SECONDARY	Too bad that mixed use can't be required! Should definitely be incentivized though. And where not possible, near commercial centers makes sense.
17	OPPOSED	IMPORTANT	OPPOSED	Putting a few multifamily buildings in Arlington Heights and East Arlington makes sense to increase foot traffic in those areas. But I am not supportive of putting multifamily homes all along Mass Ave and I don't think we need to add to the congestion in Arlington Center.
18	OPPOSED	OPPOSED	OPPOSED	I don't agree with any of this.
19	OPPOSED	OPPOSED	OPPOSED	Building in and along commercial corridors puts an unfair burden on the already overcrowded parts of East Arlington.
20	IMPORTANT	IMPORTANT	IMPORTANT	All of these are important, as well as encouraging multifamily house throughout town.
21	NEUTRAL	NEUTRAL	NEUTRAL	transportation access matters more than the commercial
22	IMPORTANT	IMPORTANT	IMPORTANT	Additional multifamily housing is imperative to ensuring that young families can actually afford to live in Arlington.
23	IMPORTANT	SECONDARY	IMPORTANT	This is how we address the "missing middle" issue. Important.
24	SECONDARY	SECONDARY	SECONDARY	I am against increasing the density population of arlington
25	IMPORTANT	IMPORTANT	SECONDARY	I dont understand it.
26	NEUTRAL	NEUTRAL	NEUTRAL	I think that multifamily housing is fine anywhere in Arlington, including in neighborhoods currently zoned for single family housing. To reduce car traffic and encourage alternate modes of transport, it would be best if the multi-family housing is within walking distance (7-10 min) of mass transit.
27	OPPOSED	OPPOSED	SECONDARY	If we are to look at this for 8a and b, I would feel strongly about incentivizing mix use and limiting the height of the buildings.
28	IMPORTANT	SECONDARY	NEUTRAL	This is fine but likely to encourage more resistance.
29	BLANK	NEUTRAL	IMPORTANT	Living proximal to a commercial center is nice. Living IN or ON it is horrendous. It's bad enough just waiting for the bus.
30	OPPOSED	OPPOSED	OPPOSED	I am opposed to encouraging higher density housing.
31	IMPORTANT	OPPOSED	IMPORTANT	It would be nice if there were large parcels still available,

#	Along Corridors	In Centers	Near Corridors	Comment (commercial centers and corridors)
				or developed on the Eastern side of town. Where people can walk to alewife, 4+story development seems the most needed.
32	NEUTRAL	NEUTRAL	IMPORTANT	I don't think multifamily housing should be restricted to commercial areas. What I would like to see incentivized is smaller multifamily housing in neighborhoods — side-by-side apartments/condos and the like. There is a street near McClellan field in which at least four homes were razed a number of years ago and rebuilt as much larger homes with garages. What if even half of those had been rebuild as two or three family homes instead? I don't know what the answer is but I would like to see this kind of development encouraged.
33	IMPORTANT	IMPORTANT	IMPORTANT	Again, AFFORDABLE HOUSING MANDATES must be included— NOT guidelines, NOT recommendations, but REQUIREMENTS for at least 10-15% of units.
34	IMPORTANT	IMPORTANT	SECONDARY	As noted above, not just these Corridors, but also that stretch between the end of Warren Street and the center all along Chestnut. These are large tracts of land there old homes that are zoned to B1 that should be greater density and up to five stories or so, matching the big buildings around them with the schools, the church and the public housing. Making the municipal parking lot a garage or something of that sort with some commercial on the third or fourth floor and perhaps a rooftop track with a field in the middle would be great. Use of the space. Right now it's just a big hard parking lot in the middle of summer. It's a great opportunity and would be part of a center plan. I have seen it in other towns/small cities and then the parking can be free for the first two hours of people are shopping, etc..
35	OPPOSED	OPPOSED	UNSURE	Increased density within walking distance of Alewife would be reasonable, as that mode of transit can handle volume and is reliable. The bus routes are inadequate and density along them is a terrible idea.
36	OPPOSED	OPPOSED	OPPOSED	I feel this is being forced on a town that is already a very heavy traffic town with overdeveloped areas. Before Brigham Circle was built a traffic study was made and concluded that residents would take either the bike path or walk to and take the bus up the street. However since the complex has been built there has been a high volume of traffic getting on and off of Mill St. as well as on Jason St and the town doesn't seem to care about what it is doing to the neighborhoods.

#	Along Corridors	In Centers	Near Corridors	Comment (commercial centers and corridors)
37	SECONDARY	OPPOSED	NEUTRAL	Spreading out all the additional residents along the full corridor is preferable to bulking up already busy centers.
38	BLANK	IMPORTANT	OPPOSED	Keep neighborhoods concept
39	UNSURE	IMPORTANT	IMPORTANT	In general, I am in favor of multi family construction near the commercial districts however, it needs to be balanced against the historic value of some of those same neighborhoods. Many of the significant architectural features of the town are in that same area, I'd like to see us tear down the newer structures and leaving good examples of the colonial era.
40	NEUTRAL	SECONDARY	IMPORTANT	i think this is idea for housing, away from the main traffic & noise, but accessible to public transit and bike paths
41	NEUTRAL	NEUTRAL	NEUTRAL	I think ease of access to public transportation would, hopefully, align with access to commercial districts.
42	IMPORTANT	IMPORTANT	IMPORTANT	This seems like a no brainer - people want to live in areas where they can walk to shops and restaurants
43	OPPOSED	OPPOSED	OPPOSED	There are already too many people living in these areas. We need to move further out for any new housing.
44	OPPOSED	OPPOSED	OPPOSED	I don't see why new MF housing should be relegated (or incentivized) to be in these areas. There's nothing wrong with MF housing, and we should build it in single family neighborhoods if that's where it makes the most sense to develop housing.
45	OPPOSED	OPPOSED	IMPORTANT	These goals will over time reduce commercial tax income and the potential for more income, increase the tax burden on households and reduce income diversity in Arlington
46	OPPOSED	OPPOSED	OPPOSED	This looks like a way for NIMBY's to push back on new housing. We need as few roadblocks as possible for more housing
47	SECONDARY	OPPOSED	SECONDARY	Some areas are already very congested
48	UNSURE	OPPOSED	OPPOSED	there is too much congestion in this town. NO more housing
49	NEUTRAL	NEUTRAL	OPPOSED	This approach is based on false assumptions.
50	SECONDARY	SECONDARY	NEUTRAL	If the goal is to have some multifamily housing be affordable housing, why would we force people into industrial zones? We should focus on transit, bikeway and park access... it is inequitable to force lower income people into industrial zones
51	OPPOSED	OPPOSED	IMPORTANT	It is important to not sabotage our commercial corridors by building pure residential - particularly in commercial districts. If commercial/public space can't be required on the first floor or so, then interactivity on the commercial corridors is lost.
52	SECONDARY	OPPOSED	OPPOSED	I don't get this, it already exists in east Arlington, in the

#	Along Corridors	In Centers	Near Corridors	Comment (commercial centers and corridors)
				east Arlington district, that is multiple family housing so I don't get it be more clear.
53	IMPORTANT	IMPORTANT	IMPORTANT	Encourage affordable housing everywhere in town.
54	BLANK	BLANK	BLANK	It is important that we NOT create a dark high rise corridor anywhere in town. And that new buildings be designed by someone with design capability to fit into the town. Not like the ugly brutalist buildings near Stop & Shop. We can do better than that.
55	SECONDARY	IMPORTANT	SECONDARY	I think that multi family housing construction is a great opportunity to not only provide more housing types and options, but also to diversify the types and quantity of commercial shops. If we create commercial squares that are extremely walkable to a large number of people this is a win for the entire community!
56	IMPORTANT	NEUTRAL	IMPORTANT	this method seems most preferable of the three options because it preserves what little commercial land we do have for non-housing use
57	IMPORTANT	OPPOSED	OPPOSED	This would be a disaster in town, it would create a building boom that would generate only luxury units and developer profits.
58	BLANK	BLANK	BLANK	Along the corridor is probably the easiest. All three approaches make sense IF they are tailored to the area. The Capitol Square area is already mostly multi-family housing. When building bigger units, especially on side streets (ex: 4-stories), open space and traffic become issues, as well as not losing all your sun exposure to a bigger building.
59	IMPORTANT	IMPORTANT	IMPORTANT	There seem to be many buildings in Arlington around commercial corridors which are not much in use, or could be built upon to expand the building to allow for housing. It is important to build on sites where there are already buildings rather than eliminating more greenspace and natural habitat which is already limited in Arlington.
60	IMPORTANT	SECONDARY	SECONDARY	I mentioned before about grocery stores - the bedrock of family life. The areas in Arlington Center as well as Broadway near Route 16 should be the areas of priority for building because of their proximity to grocery stores (and transportation), giving people the most convenient locations for all of their needs.
61	SECONDARY	SECONDARY	SECONDARY	We need to make sure that commercial and industrial is emphasized. We are already so residential that our ability to support commercial spaces has atrophied
62	OPPOSED	OPPOSED	IMPORTANT	I much prefer near rather than on for congestion, air and noise quality, and access to business

#	Along Corridors	In Centers	Near Corridors	Comment (commercial centers and corridors)
63	OPPOSED	OPPOSED	IMPORTANT	Allowing multifamily housing in our commercial centers is a terrible idea, at odds with our need to encourage business development in town.
64	SECONDARY	SECONDARY	SECONDARY	If it was so important for multifamily housing to exist in Arlington, it would have shot down the Thorndike Place project in favor of using a small percentage of the land along Dorothy Rd., rather than a giant “retired rich white person” complex.
65	OPPOSED	OPPOSED	OPPOSED	No new multi-family housing anywhere. Not these areas nor any others.
66	IMPORTANT	IMPORTANT	SECONDARY	If this approach is necessary to meet the required housing target then I would upgrade it to important to include.
67	OPPOSED	OPPOSED	OPPOSED	Traffic! Traffic! Traffic! Emissions! Run-off! Noise pollution!
68	IMPORTANT	NEUTRAL	SECONDARY	Any properties fronting on Route 2 should be considered for multifamily or mixed use development, taking them by eminent domain if needed as they are not ideal for single family residences already and likely to be cheaper. Route 2 already provides car and bus access. Maybe thinking about air rights over Route 2 would be part of any plans as well. Route 2 is a vast wasted space except for car travel as it stands.
69	IMPORTANT	IMPORTANT	OPPOSED	A 4 unit structure is multi-family and so is a 40 unit structure. I can't answer without knowing what size developments we are talking about here.
70	NEUTRAL	NEUTRAL	IMPORTANT	The first 2 questions here are somewhat vague. The commercial corridors and centers have some existing residential zoning and business/commercial zoning. This is why I put neutral on those questions. As I stated in topic 5, DO NOT rezone existing commercial/business/industrial districts to residential. We must preserve and enhance these. But if something is already residential, then it may be okay to just rezone it for multifamily residential (or incentivize mixed use for even more housing units/height). 8c I think is the best immediate term answer – zone multifamily housing near and adjacent to commercial corridors/centers. Have zoning for more housing and more height directly abutting the commercial corridor and slowly ramp down the heights/unit counts moving a few blocks away from there.
71	NEUTRAL	OPPOSED	SECONDARY	Why are the areas mentioned in this survey the only ones being considered? Multi-family and low income housing should be spread throughout the town where there is public transport available.

#	Along Corridors	In Centers	Near Corridors	Comment (commercial centers and corridors)
72	IMPORTANT	NEUTRAL	OPPOSED	I am not opposed overall, but I notice my block (Milton Street) is included in the blue area. The 2-family blocks in East Arlington are already dense with little space between structures. If 3 or 4 story heights were allowed, the space would be dangerous considering fire codes and other building codes and would lead to demolishing existing homes. If 2 family houses are converted to include back-and-front units to accommodate 3+ families, then parking, flooding, school enrollment, lack of green space becomes an issue. The Arlington folks who live in the Heights don't care about East Arlington. They consider it transient, disposable, a fine place to add extreme density far from them. I've heard this attitude voiced and I don't appreciate it. I'm not opposed to including housing in commercial centers IF the developers were using brick to face Mass Ave and were not using their typical cheap surfacing materials.
73	IMPORTANT	IMPORTANT	IMPORTANT	I think we need to consider the options, but I am unsure of how they compete.
74	OPPOSED	OPPOSED	OPPOSED	Will add to overcrowding, traffic, parking problems, strain on existing resources. We already have a parking problem in Arlington. Where will you park all the extra cars?
75	NEUTRAL	SECONDARY	SECONDARY	Multifamily housing options should be available in a variety of areas: you should not *have* to live on a heavy traffic street, but again, walkability should be a baseline assumption.
76	SECONDARY	IMPORTANT	SECONDARY	Housing near the center & heights area would be nice and make them less of a dead zone, but wouldn't want to outright replace all the restaurants if that's what the MBTA zoning will do. Missing-middle approach with commercial at the bottom floor would be ideal of course.
77	NEUTRAL	SECONDARY	IMPORTANT	I see. I would have said commercial corridors, but with mixed use. I suppose for the MBTA communities part where mixed use cannot be required, it would be better *not* to put this directly on the corridors (so that mixed-use *can* be required on the corridors). Instead, near commercial centers is ideal, and near but offset from the corridors also makes sense.
78	SECONDARY	SECONDARY	IMPORTANT	It is often less affordable to live in quieter areas set back from busier streets that have more car/bus traffic and businesses on them. Allowing for these multifamily buildings in these areas would be my top choice, so that businesses can still be accessed by a short walk or bike/bus ride, but so that residents can have quiet (if desired),

#	Along Corridors	In Centers	Near Corridors	Comment (commercial centers and corridors)
				personal green space in the form of yards for gardens and personal/more private recreation, and a sense of a "home" that is less of an urban apartment feel and more of a quiet home feeling.
79	SECONDARY	SECONDARY	IMPORTANT	I would love to have ground floor commercial uses for all developments along commercial corridors.
80	NEUTRAL	NEUTRAL	IMPORTANT	It's important to encourage more business in Arlington. More people living near the commercial areas will help. But I don't think it's a good idea, in general, for MF housing to replace commercial properties
81	IMPORTANT	OPPOSED	OPPOSED	What happens to property between the bubbles in the middle scenao
82	NEUTRAL	OPPOSED	NEUTRAL	Multifamily housng should be close to, BUT NOT REPLACE, businesses. What Arlington needs is businesses ADDED to currently residential districts. Do not reduce the available space for business, INCREASE IT. Rezone currently residential districts to EXPAND commercial opportunities.
83	NEUTRAL	NEUTRAL	IMPORTANT	I support a broader range of locations for multifamily housing. Close to resources is a great goal, but people should also have the option of living off the main streets if they prefer.
84	NEUTRAL	IMPORTANT	OPPOSED	We already have zoning that allows developers on East Arlington's side streets to tear off a building's front porch and enlarge the overall footprint to be closer to the sidewalk. This unfortunate matter is already eroding the character of our streets and neighborhoods. The occupants of this luxury condo housing simply walk from their driveway into the building. We don't know them. Whatever you do, please consider that a street or a neighborhood is nothing if you don't know your neighbors. Encroachment of housing onto side streets that furthers this unfortunate pattern will not be welcomed and runs counter to what we want Arlington to be.
85	IMPORTANT	IMPORTANT	IMPORTANT	Where ever multi-family units go, they should be no bigger than 5 units. AND we need to eliminate single family zoning and allow for 2 or 3 units everywhere in Arlington.
86	NEUTRAL	SECONDARY	IMPORTANT	Development should be convenient to transit and commercial and in areas with good walking and biking infrastructure, but this doesn't have to be directly on the main thoroughfares.
87	IMPORTANT	IMPORTANT	IMPORTANT	all of the above
88	IMPORTANT	IMPORTANT	UNSURE	There will be opposition to large multifamily housing in neighborhoods that are currently single family or two

#	Along Corridors	In Centers	Near Corridors	Comment (commercial centers and corridors)
				family homes. So we need to be careful about what we will permit by right in the wide band shown on the map. There may be some places where it is appropriate.
89	SECONDARY	SECONDARY	SECONDARY	Most of these areas already have multifamily housing. Some of it is above commercial use, some of it is in the general area. East Arlington is already dense in multifamily homes.
90	SECONDARY	IMPORTANT	SECONDARY	I do not know anyone who wants Arlington to be urban, i.e. have a long corridor of canyon wall. We have so many ugly apartment buildings already and new ones are even worse. Require setbacks! Looming over the sidewalk seems to be the new way of building. NO NO NO
91	NEUTRAL	SECONDARY	IMPORTANT	Not everyone in multifamily housing wants their window to open out onto the main streets. We have a lot of space (compared to Somerville/Cambridge, at least) to allow for these changes. We should encourage it everywhere.
92	SECONDARY	SECONDARY	NEUTRAL	The Route 2 corridor is served by bus routes and should be considered, although it is difficult to access food stores without going all the way to the Alewife T station
93	OPPOSED	OPPOSED	SECONDARY	It seems very NIMBY to restrict multi-family housing to areas near commercial districts. Arlington has lots of space.
94	SECONDARY	IMPORTANT	IMPORTANT	Since the new housing will eliminate commerce, we might as well locate it in ways that preserve the commercial areas we have.
95	NEUTRAL	SECONDARY	SECONDARY	I'm not sure how much space is open for possible housing...something that isn't clear to me. I'd like to learn more about how much space we are talking about in this exercise.
96	NEUTRAL	NEUTRAL	OPPOSED	These areas already have plenty of multi family housing.
97	OPPOSED	OPPOSED	OPPOSED	No. Nowhere in Arl!
98	OPPOSED	NEUTRAL	IMPORTANT	No reason to centralize multi family housing in commercial areas. Should and can be spread out throughout town
99	UNSURE	UNSURE	UNSURE	Unless the multifamily housing is all affordable [60% AMI or below], you're going to be increasing the AMI in our region with market-rate housing. This increase in AMI will raise rents on people in affordable housing, making it more difficult for existing tenants to stay and for future tenants to move in. Market rate near a T stop is prohibitively expensive for most, affordable to those who are most likely to do WFH.
100	OPPOSED	UNSURE	IMPORTANT	It would make sense to build near commercial centers in terms of providing services for all these new residents.
101	SECONDARY	SECONDARY	IMPORTANT	I think encouraging multifamily development anywhere in

#	Along Corridors	In Centers	Near Corridors	Comment (commercial centers and corridors)
102	SECONDARY	IMPORTANT	SECONDARY	arglington is crucial to meeting housing needs. In the spirit of creating walkable environments, I'd prefer to have the multi-family districts around our existing commercial centers.
103	NEUTRAL	NEUTRAL	IMPORTANT	I like the inclusion of new housing adjacent to these areas, East Arlington has many areas of large apartments and dense housing, it shouldn't all occur around Capital Square, while construe occurring it would hurt local businesses and should be spread out.
104	BLANK	SECONDARY	IMPORTANT	This would allow, if I understand this question correctly, to have new multifamily housing within easy walking distance of public transit, but not necessarily on the main corridors. Since we cannot mandate retail, I would not want to lose the restaurants/businesses/etc on the main corridors but would opt for multifamily housing close to public transportation and larger main streets
105	OPPOSED	OPPOSED	IMPORTANT	Arlington should incentivize business districts to remain commercial, focused on retail, food, entertainment, and services that make the town more livable and attractive. Mixed use is ok but only with priority on strong ground floor commercial. Denser development near these businesses but not replacing them could help keep Arlington's commercial areas strong.
106	OPPOSED	OPPOSED	BLANK	we do not have the roads to support more development and adding more traffic will make the currently liveable spaces, un-liveable since there is NO ENFORCEMENT of speed or noise
107	IMPORTANT	IMPORTANT	IMPORTANT	Commercial areas tend to be best serviced by mass transit
108	SECONDARY	SECONDARY	IMPORTANT	In commercial corridors it is already possible to build multifamily housing with a special permit. If we truly want to meet demand for housing and increase foot traffic in commercial districts and corridors, we need to expand the areas where multifamily homes can be built.
109	SECONDARY	NEUTRAL	IMPORTANT	It doesn't make sense to include parcels in B-districts that currently have or allow 4-5 story mixed use buildings, but it could make sense to include some R-districts and B1 parcels along Mass Ave and Broadway. Should also consider MBTA Communities zoning near, but not necessarily on, Summer Street, as well as near/along the Minuteman bike path.
110	IMPORTANT	IMPORTANT	IMPORTANT	The key is to allow multi-family housing in commercial centers/corridors ONLY on the upper floors of mixed use buildings. Keep at least the ground floor reserved for non-residential uses to keep the streets commercial in nature.

#	Along Corridors	In Centers	Near Corridors	Comment (commercial centers and corridors)
				The crucial weakness of the town's current mixed use regs is that it doesn't require a minimum amount of non-residential space in mixed use projects - These provisions were taken out of the draft regs that ultimately were passed in 2016
111	OPPOSED	OPPOSED	OPPOSED	Your questions seem to assume that residents of multi family housing need to be located near commercial districts and bus routes. Why?? Seems to me that Arlington should be locating these multi family buildings THROUGHOUT the town, and that we should not simply assume residents of these units would be unable to conduct their lives without being near a busstop.
112	IMPORTANT	SECONDARY	NEUTRAL	I'm hoping that having it near commercial corridors will make it attractive to those who rely on walking and public transportation.
113	OPPOSED	OPPOSED	OPPOSED	These options will naturally occur if there is a need and it is feasible
114	SECONDARY	IMPORTANT	IMPORTANT	Adding density near commercial districts will help with retail vacancy issues, promote walking/biking and reduce reliance on cars.
115	NEUTRAL	NEUTRAL	NEUTRAL	I don't know enough about the pros/cons of each to make an informed decision.
116	OPPOSED	OPPOSED	OPPOSED	nope
117	OPPOSED	OPPOSED	OPPOSED	I'm opposed to relegating multi family housing to the ugly parts of town.
118	IMPORTANT	IMPORTANT	IMPORTANT	Eliminate single-family-only zoning throughout the town. We are in a housing crisis. BUILD!
119	IMPORTANT	OPPOSED	IMPORTANT	Arlington's Planning Department and its Redevelopment Board continue to decimate the town's commercial tax base, leading to ever more frequent and growing tax overrides. The fact that it would include a question to further destroy the local business environment here is proof of their continued attempt to drive existing and future business out of town.
120	IMPORTANT	IMPORTANT	IMPORTANT	I support these goals because I believe proximity to commercial corridors will support walkability (less reliance on cars to get to town), more engagement with town shops, restaurants and more, and will provide a good solution to the capacity requirement of the MBTA communities mandate. 8c - why does this not include areas near Summer st, a commercial corridor listed in the other question?
121	IMPORTANT	SECONDARY	IMPORTANT	For access to public transportation (such as it now is), you have to locate new multifamily housing along or adjacent

#	Along Corridors	In Centers	Near Corridors	Comment (commercial centers and corridors)
				to commercial corridors because that's where most bus lines run. It also provides ease of access to services and amenities.
122	NEUTRAL	NEUTRAL	NEUTRAL	It would be good to have more multifamily housing in these areas, but it sounds like there is at least one single family district with lot sizes that would be big enough for multifamily homes plus open space.
123	UNSURE	OPPOSED	NEUTRAL	Again, there is almost zero talk of affordability of the multifamily housing, so really this isn't about sustainability or transit...
124	IMPORTANT	IMPORTANT	IMPORTANT	Are these competitive with each other? For families with kids, slightly off the main drags is probably somewhat better for noise and pollution. For those without kids, mixed use housing a la Capitol Square can be ideal.
125	OPPOSED	OPPOSED	OPPOSED	The goal should be to comply with the mandate of the MBTA Zoning law, which requires changes within 1/2 mile of the Alewife T Station. As I've said repeatedly, THAT is the goal the Town should be focusing on. This survey's repeated attempts to push survey-takers into supporting the idea of increasing density townwide rather than simply doing what the law requires leaves me wondering whether the intent behind the survey is truly to find out what Town residents want.
126	IMPORTANT	IMPORTANT	IMPORTANT	Essential to limit parking and make it good for transit and biking seriously we need less cars which is why housing here is good we can build alternatives.
127	IMPORTANT	IMPORTANT	IMPORTANT	It's so important to have housing options near things you need every day. More housing there means fewer car trips and less emissions!
128	BLANK	OPPOSED	OPPOSED	East Arlington already has lots of two-family homes. Putting up more two families feels like it's ghettoizing this neighborhood. I would advocate expanding multifamily housing to the areas inbetween these three commercial centers (and along the street corridors on top of existing stores.)
129	BLANK	OPPOSED	OPPOSED	Those places are not crowded enough for you?
130	NEUTRAL	SECONDARY	IMPORTANT	We need corridors to go north of Summer st.
131	OPPOSED	OPPOSED	OPPOSED	Arlington especially E. Arlington which abuts the Alewife 0.5 mile radius, putting us under the gun for a state law --- is the densest community already!!!! We can't carry any more capacity. You are taking away another bus 350, you took away the 79 bus. There is no way to easily get to Alewife once the 350 bus is changed in Better Bus Project. And yet we are under the gun to build more housing

#	Along Corridors	In Centers	Near Corridors	Comment (commercial centers and corridors)
				because of Alewife --- which we now can't get to!!!! DOES THIS MAKE ANY SENSE?????? Alewife is also the origin of other buses 62 Hanscom/Lexington and other places where people work. If you don't have a bus to Alewife now, then you can't get to work at Hanscom AFB for example.
132	NEUTRAL	NEUTRAL	NEUTRAL	Turns out that commercial areas on Mass and Bwy align pretty well with high volume bus routes - #77 and #87. So yes this is kind of obvious.
133	NEUTRAL	OPPOSED	IMPORTANT	It's difficult to answer these three questions to convey the result I want. In general, I'm opposed to turning commercial space along Mass Ave and Broadway into residential, and I'm opposed to adding residential buildings on these main roads without commercial space on the first floor.. I feel less strongly about Summer Street which is already mostly residential. I think that multifamily housing should be located close to main roads/public transportation so as not to add even more cars to our streets.
134	OPPOSED	OPPOSED	OPPOSED	encouraging residential housing on commercial is destructive to commercially zoned which you already asked about.
135	OPPOSED	OPPOSED	OPPOSED	Too much density changing the town
136	OPPOSED	OPPOSED	OPPOSED	We have lost too much commercial space already. We should not allow any more commercial space to be converted to housing. The residents of this town can't afford the higher property taxes that will inevitably follow the addition of more kids in schools, more demand for playing fields, more demand for recreational activities, etc.
137	OPPOSED	SECONDARY	IMPORTANT	I completely understand the goal of providing easy access to public transportation for people who require affordable housing since they may lack the finances for a vehicle. I also think it's important that the housing provided not be just on the commercial district, above businesses, with no real feeling of a neighborhood or outdoor area for the residents to enjoy/their kids to play. Of course it's possible, if such units include terraces and perhaps community roof decks/gardens. But, in a neighborhood with a close walk to a bus stop is probably best.
138	IMPORTANT	SECONDARY	SECONDARY	Greater densification along Mass Ave (and Broadway) makes sense, and should probably not be confined to the commercial districts. There are some large plots - e.g. Muzi dealerships - that could be used for considerable housing density, for instance.
139	IMPORTANT	IMPORTANT	IMPORTANT	These are all great ideas but it's important to keep

#	Along Corridors	In Centers	Near Corridors	Comment (commercial centers and corridors)
				transportation in mind when increasing population in areas far from subway stations. We should work with the MBTA on increasing bus frequency and find methods to speed routes like dedicated bus lanes.
140	OPPOSED	OPPOSED	SECONDARY	Only if multi-family does NOT mean large apartment buildings with no setbacks. We need more green spaces. ily
141	SECONDARY	SECONDARY	SECONDARY	I think we should allow multifamily housing town-wide, not merely in / near commercial corridors.
142	IMPORTANT	SECONDARY	UNSURE	These options could improve walking traffic and business activity in the commercial areas, which would be helpful in keeping our businesses alive and well.
143	SECONDARY	SECONDARY	SECONDARY	More important would be to extend range of commercial use zoning. This is far too big a town to only have 1 real commercial strip. Integrate stores into residential neighborhoods first!
144	OPPOSED	OPPOSED	IMPORTANT	concerned about increased traffic in the already highest traffic areas brought about by housing focused in the commercial districts
145	NEUTRAL	NEUTRAL	SECONDARY	I realize I haven't thought much about this. I more or less assumed the Town would only accept mid-rise apartment construction along the commercial corridors, and I think that would be quite acceptable aesthetically. But I would not be opposed to, say, "garden apartments" or other multi-family options in other locations. I think, given the narrowness of most sidewalks in Arlington - compared to more urban cities - it would be appropriate in Arlington to require some setback along the main commercial corridors - particularly if there are ground floor apartments. But I recognize that lot sizes may not allow that.
146	OPPOSED	OPPOSED	OPPOSED	Again, the residents abutting the commercial districts, and living immediately adjacent to them, are asked to bear the brunt of these initiatives. There are many aspects of living adjacent to a commercial district that require accepting the negative consequences. Unfortunately, the negative consequences have steadily increased over the years - the diminishment of parking spaces for the bus and bike lanes, for ex., have resulted in more vehicles parking and clogging the side streets, as well as large delivery trucks (think Sysco) pulling into side streets and idling for extended periods of time starting early in the morning and throughout the day. Now we are being asked to accept taller buildings blocking light and which will essentially create street tunnels, generic mixed use retail space, and

#	Along Corridors	In Centers	Near Corridors	Comment (commercial centers and corridors)
147	OPPOSED	OPPOSED	UNSURE	increasing construction noise and disruptions. ?
148	SECONDARY	OPPOSED	IMPORTANT	Near, but not necessarily on commercial corridors and not without 1st floor businesses. Look at what Lexington has done: 1st floor commercial not required, but bonus to builders if they include it!
149	NEUTRAL	IMPORTANT	IMPORTANT	What do families need? I love being walkably close to one of our commercial districts and assume others would too but I would rather hear from them if they want to be further in towards residential areas, for example.
150	NEUTRAL	NEUTRAL	NEUTRAL	Again, this is where multifamily housing already exists. And since this cannot be required, another moot point. The Arlington Selectboard and the State have already demonstrated it does not matter what people want or don't want. They will impose their will regardless of what residents prefer. I'm beginning to wonder why residents' opinions are solicited at all.
151	IMPORTANT	NEUTRAL	IMPORTANT	Including multifamily housing in these areas make sense because that means they are typically on the main public transit routes
152	IMPORTANT	IMPORTANT	IMPORTANT	I see no reason to discourage multifamily housing in any of these areas.
153	IMPORTANT	IMPORTANT	IMPORTANT	There should be a multi-pronged approach - along commercial corridors and within residential areas (allowing ADUs for example)
154	OPPOSED	OPPOSED	OPPOSED	Should be centered on Mass.Ave and Broadway. See above for accessibility to reliable transportation
155	IMPORTANT	IMPORTANT	OPPOSED	the retail/commercial space must not be sacrificed to larger housing units. otherwise the commercial corridor will wither and no longer be a commercial corridor
156	NEUTRAL	NEUTRAL	NEUTRAL	My issue with concentrating housing under any of these proposals relates to parking. There is already not enough commercial parking, esp in Capitol sq and the Heights. Allow more multi family housing throughout.
157	OPPOSED	OPPOSED	IMPORTANT	Residential should not replace commercial. We already are lacking commercial in this town - let's not make it worse.
158	UNSURE	UNSURE	UNSURE	These are all already congested areas with limited parking for business much less adding needs of multi family housing which MBTA services do not adequately cover even what exists now!
159	OPPOSED	OPPOSED	OPPOSED	None of these approaches is acceptable. These areas are already too congested. Additional housing should be situated away from these areas - definitely at least away from Mass Ave!

#	Along Corridors	In Centers	Near Corridors	Comment (commercial centers and corridors)
160	OPPOSED	SECONDARY	IMPORTANT	Multi-family housing should not be limited to busy arterial streets--it's harder for families to live on streets with lots of traffic and it exposes people to the harmful effects of pollution from cars and other vehicles.
161	IMPORTANT	OPPOSED	OPPOSED	These areas are exceedingly dense already. I could see adding a floor or two (max three floors) along the corridor itself, but if a new building, with setbacks including trees/grass/benches for livability. Public access would be nice too. I'm against a tight corridor of tall, wooden buildings like the one next to Stop & Shop all up and down this area. Arlington should incentivize ground-floor commercial uses along the commercial corridors in this case.
162	IMPORTANT	IMPORTANT	IMPORTANT	Realistically, Mass ave and Broadway are the only places I can really imagine multi-story apartments being accepted. If those happen also to be where the commercial corridors are, then so be it. If we can incentivize commercial ground floors, we should do that.
163	NEUTRAL	SECONDARY	SECONDARY	I don't really understand the differences between these approaches. Probably good to have a mix of places right in commercial areas and a bit set back (many families with young kids don't want to live on busy streets bc of noise and cars).
164	OPPOSED	OPPOSED	OPPOSED	village-type B1 zoning and historic areas should remain as they are and not be exploited for developer profits
165	IMPORTANT	IMPORTANT	IMPORTANT	FORGET MULTIFAMILY TERMINOLOGY , USE MULTIUNIT!
166	OPPOSED	OPPOSED	SECONDARY	I'd prefer to see distribution of new multi family housing throughout the town (and elementary schools) rather than focusing on building in already busiest areas.
167	NEUTRAL	NEUTRAL	NEUTRAL	This is not directly related, but the town has suffered from the conversion of multifamily housing into condos. Something should be done to encourage owner occupied multifamily housing without the ability to convert to condos.
168	OPPOSED	OPPOSED	OPPOSED	I don't want to sacrifice commercial for residential. I prefer a balanced approach, true mixed use (not token mixed use)
169	SECONDARY	IMPORTANT	OPPOSED	Some of those locations are already two family houses. Not sure we need to further density the neighborhoods; especially given parking constraints and the narrowness of some side streets.
170	IMPORTANT	SECONDARY	IMPORTANT	it will help our commercial centers, which seem to be struggling now

#	Along Corridors	In Centers	Near Corridors	Comment (commercial centers and corridors)
171	SECONDARY	SECONDARY	SECONDARY	Get some tax-paying businesses in that generate more revenue than they demand in services! Sheesh. Even Cambridge has a better commercial tax base than us.
172	IMPORTANT	IMPORTANT	IMPORTANT	However, please be mindful that increased density in currently low density residential areas will harm some residents and may force vulnerable people out of town. People with disabilities involving differences in sensory perception (for example, autism) often cannot function in busy, built-up areas. Instead of being treated with compassion and attempts to work together, those people are usually mocked as oversensitive, faking, or NIMBYs. If part of the goal here is equity, this has to end and these needs have to be taken seriously.
173	OPPOSED	IMPORTANT	OPPOSED	I view Mass Ave and Summer street very differently. Allowing multi families along Mass Ave makes sense but not along Summer.
174	IMPORTANT	IMPORTANT	SECONDARY	The closer new housing is to commercial districts, the better! Again creating a walkable and economically vibrant community is my top priority!
175	NEUTRAL	OPPOSED	NEUTRAL	Parking in the commercial areas of Arlington is already quite tight. What would be the impact of adding a bunch of multi-family housing. Everything should be done in complete moderation.
176	OPPOSED	IMPORTANT	OPPOSED	Remove zoning. Build what ever you like.
177	OPPOSED	OPPOSED	OPPOSED	See earlier responses. We already have lots of multi family housing in all these places. This question feels like a back door way to force abolishing single family housing.
178	IMPORTANT	NEUTRAL	IMPORTANT	Love the idea of building MF right where stores and buses already are. This is a best practice to build community and promote pedestrian behaviour. One caveat: we do not want to create wind and shade tunnels on Mass Ave or elsewhere. There should be height restrictions and there should be guides about building back from the sidewalk to preserve sunlight.
179	OPPOSED	OPPOSED	OPPOSED	I don't want the MBTA density overlay/Communities Act to justify changes to density in Arlington that we ourselves would otherwise democratically determine, like the possible density increases along Mass Ave. In addition, the comment says the survey is asking if we want density applied going back/away from main roads like Mass Ave. I do not want that - and I don't want the MBTA act to justify changes like increased density outside of the half mile radius from Alewife.
180	NEUTRAL	SECONDARY	IMPORTANT	Surely we can find a balance between identifying locations

#	Along Corridors	In Centers	Near Corridors	Comment (commercial centers and corridors)
				that are ideal for people (walkable, accessible to public transit and other amenities) and for businesses (which are limited by zoning?)
181	OPPOSED	OPPOSED	OPPOSED	The town doesn't need more multifamily housing, the town needs to focus on people who are already living and paying taxes in the town.
182	IMPORTANT	IMPORTANT	IMPORTANT	Why is multi-family housing only limited to these three areas? If it is so important, then residential areas should be considered also.
183	IMPORTANT	IMPORTANT	IMPORTANT	The new MBTA zones should also spread farther away from Mass Ave and Broadway. The burden of new development should not be placed only on those who currently happen to live near these corridors. We already are subject to more noise, more shadows from tall buildings, more traffic, etc.
184	UNSURE	UNSURE	UNSURE	Will this be affordable for a teacher, police officer or nurse...are you proposing high end housing that will create a new elite population such as certain neighboring towns have...Will these newcomers really utilize public transportation?
185	SECONDARY	SECONDARY	SECONDARY	Again, MORE affordable housing is most important, wherever it happens. It does seem like semi-industrial and commercial parcels set off from corridors are ripe for multifamily development
186	IMPORTANT	IMPORTANT	IMPORTANT	Get the low-hanging fruit first - development along Mass Ave. Then go for the secondary districts.
187	NEUTRAL	SECONDARY	IMPORTANT	By keeping everything directly along the corridors, there's the chance that districts become commercial-area tunnels of extensive building with sharp delineation between older, smaller buildings and larger behemoths.
188	BLANK	BLANK	BLANK	Multifamily housing by eight everywhere
189	IMPORTANT	NEUTRAL	IMPORTANT	I'm not sure I totally understand these three options - I would like to see a much more open zoning approach that allows for flexibility in many if not all parts of town. The commercial corridor and nearby areas (options 8a and 8c on this survey) are a good spot to incentivize multifamily housing given the access to public transportation and local businesses. However, I wouldn't want the town to continue to LIMIT multifamily housing to such areas.
190	IMPORTANT	IMPORTANT	IMPORTANT	We should encourage mixed use development. Many commercial properties along commercial corridors could be built up to be 5 and 1 mixed use properties. This would increase housing and increase the commercial tax base.
191	OPPOSED	OPPOSED	OPPOSED	I support multifamily housing near Alewife station only.

#	Along Corridors	In Centers	Near Corridors	Comment (commercial centers and corridors)
192	IMPORTANT	NEUTRAL	NEUTRAL	See previous answers: focus on the transportation element, and protect our commercial areas
193	SECONDARY	SECONDARY	SECONDARY	As before: Getting new units is the most important thing. The where is secondary

Q11: Avoid locating new multifamily housing near flood-prone areas

	All responses		These comments	
IMPORTANT	503	52.45%	109	55.33%
SECONDARY	146	15.22%	19	9.64%
NEUTRAL	160	16.68%	25	12.69%
OPPOSED	133	13.87%	38	19.29%
UNSURE	17	1.77%	6	3.05%
BLANK	74		1	
Non-blank	959		197	

#	Response	Comment (avoid flood prone areas)
1	OPPOSED	Building more on a flood plain is a bad idea.
2	OPPOSED	doesn't make sense to invest in flood-zone areas unless great mitigations are taken
3	SECONDARY	assuming it can be done thoughtfully.
4	OPPOSED	Very, very opposed to building in/near flood-prone areas. Given the rate of climate change, it's just stupid.
5	OPPOSED	Why put housing near flood prone areas?
6	IMPORTANT	It's important that we start building more housing now to accommodate the mass of people who want to be able to live in Greater Boston but can't. At the same time, I fear that it will be an equity issue if a large amount of this housing is located in environmentally vulnerable areas. If they are located there, there should at least be a plan to 1.) mitigate potential flood damage and 2.) aid with insurance if and when these areas become uninhabitable.
7	OPPOSED	Anyone with a knowledge of the history of development in Arlington might reasonably see this goal as "Don't build anything on the Mugar land. Ever." It's time to change that paradigm. that wetland is a garbage dump.
8	NEUTRAL	I don't want to endanger residents in flood prone areas, but I also believe that housing on higher levels can be done.
9	NEUTRAL	There is an increased risk of flooding/other issues due to climate change, so build with this in mind.
10	SECONDARY	This shouldn't be a consideration unique to multi family housing. If there is a risk or environmental need, no housing should be there
11	IMPORTANT	I think this is important but that mitigation strategies can be part of the picture, rather than simply excluding them
12	IMPORTANT	save the mugar wetlands!!! and any other ones that are threatened! :-)
13	IMPORTANT	This is a no-brainer. Why would you think putting more people closer to flood-prone areas is a good idea? Multifamily by definition alone would mean more people could be affected should a flood happen.
14	IMPORTANT	STOP BUILDING ON FLOODPLAINS. How dumb can people be? Floodplains are necessary natural features. The ignorant, greedy, blind drive to destroy every open space for short-term profit is mind-boggling.
15	SECONDARY	This is important with the caveat of some logic applied for less at risk areas.

#	Response	Comment (avoid flood prone areas)
		For example, there's already significant businesses, living structures in an area that haven't experienced flooding issues then it's worth considering. The other consideration is if building in the area increases the potential of flooding due to disturbing the natural ecosystem then the risk does not make sense.
16	SECONDARY	This would be relevant for the areas that will overlap with others areas that are seen as favorable - e.g. if areas around the Mystic Lake are not under consideration under the previous questions then they do not come into play. When building is allowed and proposed I expect that the Redevelopment Board will evaluate it for flooding considerations and mitigation strategies should be proposed.
17	OPPOSED	Consider building rain gardens in flood prone areas.
18	NEUTRAL	don't want to rule out the idea in some areas if it is possible to mitigate or make infrastructure changes to accommodate the zone.
19	IMPORTANT	It would be criminal to build anything on a flood zone!!
20	OPPOSED	This doesn't make any sense to me. You are going to forgo the Alweife area, perfect for multifamily homes, just because it floods? Why don't we just engineer the buildings to be less flood-affected such as putting parking on the first floor and residences above?
21	IMPORTANT	Sea level rise is coming and it would be insane to add more housing here.
22	NEUTRAL	Stop allowing paving over back, side and front yards, especially in flood-prone areas (as has been done in many parts of East Arlington).
23	IMPORTANT	we need to preserve our wetlands, that's more of a factor than the floodplain
24	SECONDARY	Additional multifamily housing, especially within walking distance of the Red Line, is imperative to ensuring that young families can actually afford to live in Arlington.
25	IMPORTANT	It is OK to have in flood-prone areas if they are built to withstand floods. This may be possible with large apartment buildings that could be elevated.
26	NEUTRAL	This approach is compatible with building along transit routes.
27	OPPOSED	The flooding is only going to get worse over time, and we're talking about a very long-range plan. Let's not jeopardize the existing housing.
28	IMPORTANT	Avoid expansion of a known problem.
29	NEUTRAL	I am opposed to increasing multifamily housing
30	IMPORTANT	Why would we put people Who need affordable housing in places where their cars or living space might flood? It makes no sense to me and also raises some social/environmental justice concerns.
31	OPPOSED	no a good idea.
32	IMPORTANT	Flooding may get worse. Avoid setting new residents up for failure.
33	SECONDARY	What is actual frequency of flooding in these areas, in past and in future? Future is speculative of course!
34	NEUTRAL	I'm opposed to any additional multifamily housing
35	OPPOSED	Why would anyone want housing in a flood prone area?
36	IMPORTANT	Bulking up the residential load near wetlands could lead to either wetland devastation or damaged basements/properties.
37	NEUTRAL	If designed properly- multi family properties could be flood resistant - you could also require developers to address flood risk

#	Response	Comment (avoid flood prone areas)
38	IMPORTANT	The renovation of the Field behind trader joes at the reservoir seemed like a perfect location for flood storage beneath the field, or at least part of it. Some could have been constructed during the renovation. While costly, it may prove helpful for brook adjacent flood storage to be considered if construction projects are occurring adjacent to areas that can be flooded temporarily without consequences.
39	OPPOSED	New multifamily housing should be built in flood prone areas, with appropriate resilient building adaptations.
40	IMPORTANT	Duh. Flooding is only going to get worse over time.
41	IMPORTANT	place new housing away from flood-prone areas
42	IMPORTANT	Colonial Village Condos is a prime example of housing in flood prone areas with basement condos flooding.
43	IMPORTANT	Climate change will impact us for generations to come. Building in a flood-prone area seems like a terribly short-sighted idea. It also will exacerbate existing issues we have with flooding. We should absolutely not build in protected areas.
44	OPPOSED	Really? With climate change getting worse?
45	IMPORTANT	Having a low impact on our natural resources and wildlife is critical. Additionally, building in areas that would fall victim to flooding and could put taxpayers and new owners of these properties at risk for covering damages isn't ideal.
46	IMPORTANT	Unless you put the structures on stilts or somehow otherwise safely allow movement of water
47	OPPOSED	Just build flood mitigation into the plan. Its been done before
48	IMPORTANT	Who would insure properties built in a flood zone?
49	NEUTRAL	We are going to have to deal with flood-prone housing regardless. This can provide focus and motivation to help do improvements (rain gardens, water features) that can help. Unfortunately, the area close to Alewife (and I live there) is both highly convenient for dense transportation and prone to flooding. The wetlands are really lovely and I'm not in favor of building on them, but encouraging development that must be able to tolerate flooding and doesn't create significantly more impermeable areas would be a way of transforming a problem into an opportunity. Can there be rooftop gardens/green-space to absorb water?
50	NEUTRAL	If there are ways to mitigate flooding that needs to be done for current housing much less more housing.
51	NEUTRAL	I'm not sure I understand the concern— is it preservation of the wetlands or avoiding flooding into new construction? Are these areas currently under consideration for construction? And if so, can we learn from the other housing in that area to determine best practices?
52	OPPOSED	PLEASE DO NOT PUT HOUSING IN WETLANDS
53	NEUTRAL	This would mean that residents would have to be able to afford annual flood insurance-correct?
54	IMPORTANT	It's essential to avoid siting housing near flood-prone areas. Those areas are only going to grow with climate change. We need wetlands. This shouldn't

#	Response	Comment (avoid flood prone areas) even be a question.
55	IMPORTANT	Given that developments have made flooding predictably worse in these already flood-prone areas over the past few decades, it seems exceedingly ill-advised to build anything in these areas. In particular, placing low-income housing in a flood-prone area is a recipe for increasing the gap between low-income populations and those who already enjoy the privilege of living where their property is less likely to be damaged by flooding.
56	IMPORTANT	Introducing any major/new construction in the areas that currently allow floodwaters away from housing would be detrimental to everyone who lives here, now and in the future
57	IMPORTANT	I oppose any edifices that will impinge on untouched land, and when they are flood planes, this is yet another reason not to develop on forested and other natural areas.
58	IMPORTANT	This is an absolute priority!!! The flooding in East Arlington is worsening year to year, with current buffer zones and flood plain projections not adequate to account for future climate change. It is essential not to build in and around any more flood-prone areas. This is a dangerous and exploitative for future residents of those areas who are not warned of the significant costs and hazards of living in an area of flood. We live in such an area and were never warned about flooding, and have paid the price for flood damages. To do this to a low-income population would be abhorrently unethical. Thorndike field is often submerged in water after a routine rain, and local residents agree on the absurdity of building anywhere near the area.
59	IMPORTANT	Avoiding flood-prone areas should be a no-brainer! Climate change is real - look what's happening in California. Floodplains should absolutely be avoided in terms of development! I don't know why long-term sustainable multi-family housing would even be considered in a flood-prone area. That's opposite of the entire point of sustainable housing. If these places are going to last, long-term, and solve the housing crisis in the long term, they CANNOT be built in flood-prone areas. While they may offer a temporary fix, they are not in any way a long-term solution, which will only kick the housing crisis down the road for our children to deal with once these areas flood or are not desirable places to live. If other location options are available, they need to be choices 1, 2, 3, and 4. I don't know why flood-prone areas would even be in the discussion for redevelopment for multi-family housing - it's incredibly myopic to do so and will not solve this issue.
60	IMPORTANT	Look at the projected sea level rise levels for the next 50-100 years. I am a pessimist about assuming moderate/best-case scenarios. Put new housing above worst-case scenario levels.
61	OPPOSED	We also need to preserve open space and habitat for native species
62	OPPOSED	Flooding will only get worse in the future - not good to make it worse with additional housing, concrete, etc
63	IMPORTANT	Not only will housing be built in a flood zone, but an UNDERGROUND GARAGE with the Thorndike Place project will be constructed in a flood zone.

#	Response	Comment (avoid flood prone areas)
64	IMPORTANT	Do not allow housing on the wetlands or close to the wetlands. Maybe enhance the wetlands as a walkable area so we can learn to respect the environment etc
65	IMPORTANT	With extreme weather more common and flooding increasing, it is important to look to the future and avoid putting dense housing in flood risk areas
66	SECONDARY	Proper mitigation
67	IMPORTANT	It is critical to maintain these flood plains unbuilt and untouched.
68	IMPORTANT	Do not locate any housing near flood prone areas. Or areas that flood now or may in the future.
69	IMPORTANT	Yes! No wet feet for anyone!
70	IMPORTANT	In light of what we know about the impact of climate change, development near these areas, is ill advised and will damage existing housing stock. This is especially true of the proposal for Thorndike Place, where the surrounding neighborhood already experiences flood damage during heavy rainstorms.
71	IMPORTANT	I highly support NOT creating new housing in floodprone areas and buffer zones. If this is a Town priority WHY IS THE MUGAR DEVELOPMENT ALLOWED? It is completely irresponsible for the Town, in respect to its current residents, future residents, wildlife, environment, and for climate change reasons. It is very upsetting that this development is being allowed.
72	OPPOSED	Why would an municipality or state even consider this idea! The harm and damage done by building in or near flood prone areas would have a terrible ripple effect on abutting neighborhoods! Stop ruining our green spaces and wetlands!
73	IMPORTANT	As long as all new construction is set up on ten-foot pilings with no critical infrastructure on the ground level.
74	IMPORTANT	As a long-time resident of E. Arlington, I can personally attest to the issues concerning development of additional multi-family housing in flood-prone areas. It has been problematic with the current conditions, that additional development would only worsen. Development across Rte. 2 in Arlington has affected this area already.
75	IMPORTANT	It's not just about flooding, which most hurts some of our poorest residents. It's about worsening already CSO polluted waterways.
76	IMPORTANT	This seems obvious to me... why would we put a large stock of housing units in flood prone areas, especially with climate change and rising water levels. That being said, there are some areas that are both adjacent to Mass Ave and Mill Brook. It may be necessary to do a case-by-case basis for zoning multifamily housing in those areas. Though I think a lot of it near Mill Brook is already zoned industrial, so should not be rezoned residential anyway.
77	IMPORTANT	My house is legally below sea level - more buildings in the area will certainly bring me more floods! https://www.flickr.com/photos/mlcar/sets/72157623681136316/
78	IMPORTANT	Unethical to build in flood-prone areas.
79	OPPOSED	Who is going to pay for flood insurance?
80	UNSURE	follow standard building requirements
81	IMPORTANT	This is SO IMPORTANT! The climate reality that these areas are going to

#	Response	Comment (avoid flood prone areas) experience increased flooding and damage is REAL. Since I live in one of the areas, I'm worried about it. It would be cynical and unethical to build more housing in these locations.
82	IMPORTANT	Emphasis on long-term sustainability is consistent with development on flood plains.
83	IMPORTANT	Any kind of new development in flood-prone areas is just going to be an expense and liability in the future due to climate change.
84	SECONDARY	It would be nice to utilize underdeveloped areas even if they are flood zone. There are ways to mitigate flood when designing buildings.
85	OPPOSED	This question does not address the strain on the environment, existing resources and effects on the town. Would prefer more open space and parks for the 45,000 people that already live here.
86	IMPORTANT	Unless you have reason to believe we should expect *less* flooding and not (potentially catastrophically) more over the coming decades, not avoiding flood-prone areas feels like making things worse on purpose.
87	NEUTRAL	Other properties are already being built on the wetlands so seems a bit late to be worrying about this IDK though.
88	IMPORTANT	Given the likelihood of more and higher flooding in the future, I would want to discourage development in these areas and even consider turning some of it in to green space / wetland / intentional flood buffer zones as a climate adaptation measure.
89	OPPOSED	Overtaxing these areas, which are already prone to natural disaster, by further building in them will mean, in the long run, expense of clean-up and rebuilding, pollution, and trauma to affected families. I would not support building in these areas. We are not smarter than mother nature. We should not overtax her resources.
90	NEUTRAL	So long as any new development takes into account the likelihood of flooding, the effects can be mitigated, with some civil engineering strategies. Like Babcock Ranch in Florida...
91	UNSURE	If it's possible to add MF housing in those areas without making the problems worse, and if it's technologically possible to handle the flooding in such a way as to avoid damage to the housing, then I think it's a good idea. Otherwise, it's probably a bad idea
92	IMPORTANT	We need to preserve our green areas here
93	IMPORTANT	We need to protect the limited wetlands we have and make sure the development does not exarbate the existing flood challenges
94	NEUTRAL	We should develop additional guidelines for approving developments in these areas.
95	IMPORTANT	In fact, low-lying areas shouldn't be built on AT ALL. Put the buildings on the hills, turn low-lying areas and wetlands into nature preserves.
96	IMPORTANT	ESSENTIAL
97	IMPORTANT	NO new building in flood plains!
98	IMPORTANT	We have a problem in that the area near Alewife station is the best area for multifamily housing from a transportation perspective but the worst area for flooding. Also problematic is area north of Mass avenue which is otherwise

#	Response	Comment (avoid flood prone areas) convenient to route 77 frequent bus service.
99	OPPOSED	Depends on how close. New housing of any sort should not be placed too close to the flood-prone areas, and certainly not within it.
100	IMPORTANT	Ignoring issues of the problems building in flood-prone areas just sets us up for more problems in the future, as a Town and for people living in that housing and by contaminating water.
101	IMPORTANT	Obviously it is idiotic to build multifamily in potential flood zones. Who is going to help people who have water / storm damage issues as a result? Already too many people in Arlington have those problems, and there is no help from the town for dealing with them
102	NEUTRAL	This is a stupid question. If we allow _any_ new housing to be built in flood zones, we should allow _all_ new housing to be built in flood zones. If we don't, then we shouldn't. Give all types of housing the same consideration.
103	IMPORTANT	I can't believe this is even an option! No, don't put new multifamily housing near flood-prone areas. How stupid is that???
104	IMPORTANT	I don't know exactly what impact this has but it certainly doesn't sound like a good idea
105	UNSURE	If there is already existing housing in these areas, I imagine it would be fine to locate multi family housing here as well, with appropriate safeguards. If this is undeveloped area due to it being flood-prone, then no.
106	IMPORTANT	This seems like a no-brainer to me. NO housing in these areas and again, strict limits on how much engineering is used to try to avoid floods as that many times pushes things into the next lot, right?
107	OPPOSED	No housing near flood zones. Not other zones either; because that is what you are trying to lead us to.
108	IMPORTANT	VERY VERY IMPORTANT
109	OPPOSED	Aren't flood-prone areas also good areas for Arlington wildlife, which we want to protect?
110	IMPORTANT	Absolutely do not build in the flood zone. We already have a flooding problem. Let's provide our new residents with some value and save future townspeople from the additional burden of maintaining flood prone buildings. This one item is my priority. You can put the district anywhere. Why would you slam people who already have a flooding problem/
111	NEUTRAL	I'd like to see what mitigations would be put into place to minimize the impact of flooding in these zones.
112	OPPOSED	We do not need to pave or build in flood zones. Increasing runoff, and increasing flood risk for residents
113	SECONDARY	I agree with locating future development outside of flood prone areas, but "outside" can be above future flood elevations + a few feet of freeboard.
114	IMPORTANT	We need to consider the impact of flooding/climate change. Low lying areas, or areas near wetlands, will not work well for new housing.
115	IMPORTANT	This seems painfully obvious, and not sure why this question is included.
116	OPPOSED	bad idea ---- have you NOT HEARD about Climate change?????
117	OPPOSED	As someone who lives in a flood zone and is constantly dealing with damages and threats caused by it, I can honestly tell you that building in a flood zone is

#	Response	Comment (avoid flood prone areas)
118	SECONDARY	foolhardy and dangerous given the climate change projections for this area. It's important to focus MBTA Communities zoning on non-flood-zone areas, because flood restrictions could make it difficult to build new housing there in practice, limiting the actual production of new housing. In addition, Arlington has been unable to effectively mitigate current flooding issues so it doesn't make sense to create additional flooding problems before mitigations for current issues are possible.
119	IMPORTANT	Most important! Protect renters. Protect the woodlands.
120	IMPORTANT	There needs to be preservation of our overflow basin to preserve the integrity of our neighborhoods.
121	IMPORTANT	Plenty of structurally sound houses are built in flood plains. Again, seems your question is misleading and is trying to lead the reader to answer "no.. not in my backyard'.
122	IMPORTANT	Restricting building in the flood zone is one of my highest priorities and would over ride my strong desire for housing density.
123	IMPORTANT	This is important both from an environment and equity perspective. Flood planes aren't safe to build on. It's not equitable to put affordable housing in flood prone areas that are likely to get damaged, be costly to repair, and expensive to insure.
124	OPPOSED	Makes no sense
125	IMPORTANT	This is absolutely critical. Multi family housing is often less expensive, and it is a huge environmental justice issue when lower income or more socially vulnerable populations are pushed into risky housing areas or areas where life is more prone to disruption due to climate hazards. It also increases climate risk for others as the floodplain/floodway is important to move/capture/detain flood waters, which otherwise will cause more damage. DO NOT BUILD IN THE FLOODPLAIN.
126	IMPORTANT	Flood plain maps have been shown to be severely out-of-date and out-of-touch with rapid climate change
127	OPPOSED	Bad idea, but theoretically it's supposed to be near Alewife
128	IMPORTANT	Save Mugar Woods.
129	IMPORTANT	At least some of today's floodprone areas will be tomorrow's flooded areas as sea level continues to rise. See Climate Central's interactive Surging Seas Risk Zone Map, https://ss2.climatecentral.org/#12/40.7298/-74.0070?show=satellite&projections=0-K14_RCP85-SLR&level=5&unit=feet&pois=hide
130	IMPORTANT	Wetlands and stormwater management are critical.
131	IMPORTANT	Climate change dictates that we must preserve if not expand wetlands and avoid building in flood prone areas. Building on these areas has been demonstrated elsewhere in the US and even here in MA as being uninsurable not to mention catastrophic to the homeowners. Please avoid it.
132	IMPORTANT	We should avoid locating ALL new construction near flood-prone areas, not just multifamily housing. Only someone with nefarious intent would build new construction in such an area and stick the new homeowner with the resultant problems. If the builder discloses that the area is flood-prone,

#	Response	Comment (avoid flood prone areas) nobody would buy. And if the builder fails to disclose, that's a lawsuit waiting to happen!
133	IMPORTANT	These areas are only going to experience more frequent flooding. We shouldn't encourage more development in flood prone areas, or even in areas adjacent to them.
134	NEUTRAL	So if we consider locations that have access to amenities- like the grocery store and coffee shops , a view of green space like a River or park are the most desirable as places become cities. In the long run the properties need to be built to accommodate the flood plain or the rivers, have views or green spaces or provide green roof space to increase our green space. and reduce our heat islands. Our river side can be an asset even a treasure if we plan and build for the future.
135	IMPORTANT	It seems reasonable to avoid building there so it's not a future problem to deal with when climate change exacerbates floods.
136	OPPOSED	Why on earth would you even consider this? Are you serious?
137	OPPOSED	Did you just ask about being environmental friendly?
138	NEUTRAL	Mugar Woods. You guys a a real genius. Building even more in a flood zone. The Alewife Brook flooded in this last storm. Genius.
139	SECONDARY	If it is necessary to build in flood-prone areas, efforts should be made to minimize the risk of flooding
140	OPPOSED	are you kidding?
141	OPPOSED	We should never encourage new development in flood-prone areas.
142	IMPORTANT	Will get worse with climate change.
143	NEUTRAL	I understand that the effects of nature are constantly changing and becoming more severe. But I think that the overall risk of flooding in our community is low so I don't see this as a critical approach.
144	SECONDARY	Depends a bit on whether the possibility of flooding can be mitigated
145	OPPOSED	Housing can be built near (not in) flood-prone areas. But it should be designed to withstand unusual events - for instance, without basements, with stilts (or just parking on grade level), etc.
146	OPPOSED	I am very opposed to building near flood-prone areas. This building, in flood-prone areas, is especially dangerous in our current and ongoing severe climate crisis.
147	IMPORTANT	Let's not flood the new houses.
148	NEUTRAL	I'd be all for requiring that new housing in flood-prone areas be built with appropriate mitigation - ie, not letting developers foist off the problem onto future homeowners - particularly since climate change is apt to make things worse over the coming decades. But I'm not sure that specifically avoiding multifamily housing near flood-prone areas is a relevant/useful policy?
149	IMPORTANT	With global warming and increased flooding, it is sheer stupidity to build new housing in or near flood-prone areas. (Note that there is a wetland area behind our house on Dothan Street which does not show up on this map.)
150	SECONDARY	I'm concerned about this being an excuse for NIMBYism, esp. in East Arlington
151	IMPORTANT	We shouldn't build in areas we can reasonably expect to be flooded.

#	Response	Comment (avoid flood prone areas)
152	IMPORTANT	parking lots, new dev could risk removing natural flood barriers and make flood risks higher for current residents
153	IMPORTANT	What do the new Massachusetts MBTA Communities requirements say about this?
154	IMPORTANT	Let's be mindful of flooding zones
155	UNSURE	?
156	SECONDARY	Avoid flood-prone areas, especially FEMA designated ones, but perhaps require building with the expectation of flooding: only parking on 1st floor, utilities and services on upper floors or roof, elevated pathways and access.
157	IMPORTANT	I wouldn't want my home in a flood-prone area; why would I subject others to it? May be less of a concern for those living there though.
158	IMPORTANT	This approach is not just "important to include." It should never be an option. Is this under consideration? I am baffled by this questin considering that we already have flooding of homes and businesses in areas of Arlington. Is Arlington looking to spread that misery around?
159	SECONDARY	important consideration - flooding is likely to get worse, risk/benefit analysis
160	SECONDARY	A comment: I had concerns about the Mugar Thorndike development given that it's in a flood zone. But desire to create more affordable housing over-rode my initial opposition.
161	IMPORTANT	I moved to Arlington during the last period of severe flooding and saw the damage it caused especially for residents in my income range and lower who are often occupants of below-ground or ground-level rental or condo units. These are the households less likely to recover financially and materially from flood losses. Affordable housing should not be placed in these areas to meet the town's goals. If this is market-rate housing in which buyers are fully informed off the flooding risk and expected to be insured accordingly, I am less hesitant against allowances for new housing in those areas. However, new housing in flood zones will also contribute to worse flooding, which seems like a bad path to pursue.
162	IMPORTANT	DO NOT put housing in places that flood! that exacerbates inequities!
163	IMPORTANT	It is irresponsible to build multi family housing near flood prone areas. It is our responsibility to think of the big picture instead of quick profits.
164	IMPORTANT	We live in a wetland area not shown on this map (NW corner of town; not noted on this, but it's on our deed). Our house never should have been built (not the first owners) - the water table is too high and all of the houses in our neighborhood have sumps. I wouldn't wish this on anyone, and existing wetlands should remain protected to serve as buffers with increased rainfall due to climate change. I write this after a day of rain and a bit of snow, and the small creek in our backyard has turned into a small lake.
165	OPPOSED	No no no. Absolutely not. Don't you care about the environment? Sustainability? Clean water? Wildlife refuge? Ridiculous.
166	IMPORTANT	Flood risk will only grow in coming decades.
167	IMPORTANT	We already have flooding problems near Alewife, we should definitely avoid flood-prone issues
168	BLANK	I don't trust developers to avoud cutting corners in this regard.

#	Response	Comment (avoid flood prone areas)
169	NEUTRAL	This would depend on what the builder can do to prevent worsening of neighborhood flooding in these locations, and whether they're believable.
170	OPPOSED	Asking for trouble.
171	IMPORTANT	The possibility of building in flood prone areas is ridiculous
172	IMPORTANT	IT IS ONLY GOING TO GET WORSE!!!! WE GOTTA DEAL WITH WHAT WE GOT!
173	IMPORTANT	The 200' buffer has no relevance in terms of flooding, it would make more sense to look at elevation
174	IMPORTANT	It would be crazy to build new housing in areas that are known to flood and likely to flood more often in future. Build on higher ground!
175	NEUTRAL	Only i flood prone areas can be mitigated through appropriate engineered solutions.
176	UNSURE	Seems problematic for a number of reasons.
177	NEUTRAL	I understand environmental concerns about preserving wetlands, but this must be balanced by the environmental concerns of forcing people to live far from jobs and Boston due to insufficient housing supply nearby.
178	IMPORTANT	Arlington floods. Period. Deal with it.
179	OPPOSED	Terrible idea, please do not do this.
180	SECONDARY	It's ideal to avoid these areas, but perhaps there could be ways to mitigate the risk and ensure these spaces are usable.
181	UNSURE	I have no idea what impact any housing has on a flood prone area - not qualified to make any judgement.
182	IMPORTANT	Don't fight mother nature.
183	IMPORTANT	This is absolutely critical
184	IMPORTANT	Important not to build in areas which are going to have more flooding in the future!
185	IMPORTANT	This absolutely should not be allowed.
186	IMPORTANT	We should only comply with the law within the half mile Alewife required radius, but that area is subject to frequent serious flooding and is already above the MBTA goal of 15 units/acre density. Since we've met the actual goal, we should seek ways to technically comply without needing to worsen the flooding and density in east Arlington. We should actively look at how our existing 2020 ADU law could be slightly modified so that we won't have to rezone to 3 family or multiunits - and thus promote climate resiliency as well as not shocking renters and people who spent their life savings to buy homes in a part of town they liked the way it is and expected not to be worsened by the MBTA rule and Town officials.
187	IMPORTANT	Let's not recreate the Seaport, shall well? The fish are going to have some nice condos in 100 years.
188	IMPORTANT	Very important. Preserve wetlands and eliminate high flood risks.
189	SECONDARY	If Arlington builds houses near Thorndike, it hopefully will eliminate the homeless people campsites, which is spreading drug and is destroying the neighborhood. It's nice to build houses but who will pay for repairs after flooding?
190	IMPORTANT	Please don't subject families to flood prone nightmares

#	Response	Comment (avoid flood prone areas)
191	IMPORTANT	This is extremely important to me because of the greater vulnerability of the people likely to live in the multi-family housing and especially the affordable units.
192	NEUTRAL	I think you can design in marginal areas to take occasional flooding into account. Areas that flood frequently should be left alone. It makes no sense to expose residents to health issues from flooding.
193	IMPORTANT	The long-term estimates regarding sea-level rise and its spillover into inland flood zones essentially puts current flood zones into very risky areas for building in the future. Flood zones will not be, and should not be seen as, economically wise build sites.
194	OPPOSED	Good design can mitigate flooding issues
195	SECONDARY	These projects have to be reviewed on a case by case basis depending on how much impervious surface area they involve etc. Better to put new construction outside the flood zones, but there may be projects that can be located near those zones with minimal impact.
196	IMPORTANT	Many flood maps are outdated in this era of changing climate and flooding is likely to get worse. Floods, disproportionately affect, renters financially and poor people financially, we should not put affordable housing in flood zones.
197	IMPORTANT	As climate change leads to more dramatic weather this has to be considered
198	IMPORTANT	I live in a flood zone, and it honestly sucks. Please do not build in flood zones.

Q12: Encourage multifamily housing on existing large parcels

	All responses		These Comments	
IMPORTANT	229	24.13%	38	18.18%
SECONDARY	212	22.34%	37	17.70%
NEUTRAL	273	28.77%	47	22.49%
OPPOSED	191	20.13%	74	35.41%
UNSURE	44	4.64%	13	6.22%
BLANK	84		5	
Non-blank	949		209	

#	Response	Comment (encourage multifamily housing on existing large parcels)
1	BLANK	I find this hard to answer without knowing what is already in those large parcels. Not everything is interchangeable. The problem with the plans is that things are not one size fits all. Scale and design of buildings is also important.
2	SECONDARY	It's a great idea! Although some of these places are far from commercial districts and bus lines.
3	OPPOSED	This map is not a good representation of how dense areas already are. Arlington has distinct neighborhoods with their own micro-climates and typical housing. Are you suggesting that East Arlington, which is already the densest part of Arlington, should become even more dense? Use up even more of its limited open space? How is that fair?
4	OPPOSED	This will change the character of some neighborhoods.
5	OPPOSED	Multifamily homes should not be limited to large parcels.
6	OPPOSED	I think the previous suggestions have a better vision that includes accessibility to commercial spaces in town as well as safe routes to transit and the bikepath. This approach doesn't discern between commercial large parcels and homes. There are quite a few large commercial parcels in town that could be opened up to include housing, but randomly zoning housing just according to lot size ignores other factors that should be considered.
7	OPPOSED	I would rather this be in the commercial corridor..MBTA has poor service in these areas, and they are not close to essentials, like food, pharmacy, etc.
8	UNSURE	I don't have a sense of the implications.
9	OPPOSED	I don't see any reason to limit the location of new multifamily housing to these parcels. The more incorporated into the town, the better.
10	OPPOSED	Do you mean large single family lots or unoccupied parcels? I am apposed to breaking up single family home lots.
11	IMPORTANT	Stop cramming big apts/condos onto single house lots
12	SECONDARY	The most important aspect for me is that we are not pushing multi family and affordable housing into less desirable areas.
13	SECONDARY	Focus on large parcels within the main corridors outlined in the previous questions.
14	SECONDARY	Once again this depends on where multi-family housing might become allowable - if it's a large parcel and not close to transit does that make it desirable to build multi-family housing? Probably not. I am sure a large

#	Response	Comment (encourage multifamily housing on existing large parcels) parcel or a combination of large parcels make sense but not sure it should be focus.
15	OPPOSED	let's think outside the box and work to restrict large parcels to be commercially developed. Businesses bring in revenue. Let's be kinder to tax payers.
16	OPPOSED	Large parcels should be prioritized for new businesses not multi family housing. Large parcels could be used for dog parks that are very much needed.
17	UNSURE	I'm not sure I understand the map and what it is telling me. I don't want to say yes to something I don't understand which could lead to potential unforeseen consequences. With that said, again, I believe that business development needs to be a priority for Arlington. If we look at some of our neighboring cities and towns, they each have more business development then Arlington, therefore they have more options then Arlington. Please consider this. If we prioritize multifamily housing above all else, we will continue to be a cash-strapped residential community with a growing demand for public services and a ever growing burden for homeowners. This is not sustainable and will not lead to a healthy and diverse community.
18	NEUTRAL	This is ok, but not really necessary if the goal of building multi-family housing near commercial centers is included. Would want to prioritize THOSE big parcels.
19	OPPOSED	I am not at all supportive of massive apartment complexes. They are ugly and detract from the homey feel of Arlington (eg Arizona Terrace). Keep the buildings small and spread across the entire town.
20	IMPORTANT	I am opposed to using Poets Corner for this purpose. It should be left as an open space. Arlington is getting too congested and is losing what little open spaces that are left. Reusing already built on space seems a better idea for multi family housing.
21	OPPOSED	Location should be prioritized, not lot size.
22	IMPORTANT	Additional multifamily housing is imperative to ensuring that young families can actually afford to live in Arlington.
23	OPPOSED	Better to preserve open space that still exists instead of building on it. Existing single family parcels can be converted to multifamily throughout the town. Having a more diverse mix of housing through each neighborhood will enrich it.
24	IMPORTANT	Some are not super viable as they have existing development. One seems to be the Boys and Girls Club for example.
25	OPPOSED	I am against increasing the density population of arlington
26	NEUTRAL	My priority is building near transit.
27	BLANK	There are so many rebuilds happening that build out every square inch of available space that I don't see an issue with a 3-family home (like a triple-decker or Chicago style) going into one of these spaces. More community is great. But it seems like developers ruin every good intention, so I'm hesitant in the absence of a more well-developed plan.
28	SECONDARY	Work on attainable goals first.
29	IMPORTANT	I honestly hope that more large parcels can be developed through

#	Response	Comment (encourage multifamily housing on existing large parcels) consolidation
30	UNSURE	Many large parcels are in flood zones
31	OPPOSED	Additional multifamily housing in many of these locations will erode the quality of existing neighborhoods.
32	NEUTRAL	The large parcels on the morning side portion of Arlington have especially poor access to route 2 or 128. Increasing density in that area seems ill advised.
33	IMPORTANT	But mostly if they overlap with business districts.
34	NEUTRAL	it depends on the parcel. Not all the large parcels on the map lend themselves to multifamily buildings. Topography and environmental impact would need to be considered.
35	OPPOSED	Just because there is a large piece of land doesn't mean a large complex would fit in with the neighborhood.
36	OPPOSED	I would rather see large parcels include the preservation of trees, open space, native plants rather than dense multi family. Rather see the multi families where is it already densely populated and minimum contiguous open space exists. Like along the major business corridors.
37	OPPOSED	The Mugar Wetlands and green spaces (e.g., at churches) MUST be preserved.
38	IMPORTANT	This seems both practical and more fair, as it might help spread these zones out beyond just the obvious corridor options.
39	NEUTRAL	The map is not very helpful
40	IMPORTANT	Large parcels are not created equal. Some of those large parcels are wetlands others already have large houses. Ideally, the multi family construction is near relevant infrastructure, both transportation and commercial building multi family away from commercial and transportation infrastructure will just result in more cars entered development or destroying wetlands. Either way it would be bad.
41	IMPORTANT	Important only if "multifamily housing" can accommodate families of four or more people.
42	OPPOSED	Depending on the existing zoning
43	NEUTRAL	It depends on the parcel
44	SECONDARY	I'd like to see affordable housing and senior housing in a style like Russell Place condo/townhouses.
45	SECONDARY	Good idea if parking is available to residents..no overflow onto other areas...once again traffic congestion must be addressed
46	OPPOSED	We need commercial property in where ever possible and to increase the housing density only in places that currently have housing
47	OPPOSED	there is too much congestion in this town. NO more housing
48	OPPOSED	Why do you need to build on every square inch of land? Hasn't the Town been ruined enough. Taxes still go up because the spending g is out of hand. LISTEN TO THE FINANCIAL PEOPLE LIKE CHARLIE FAWCETT . Overrides only show how the Town does not know how to spend their resources wisely. SPEND, SPEND , SPEND is all they know.
49	OPPOSED	Large parcels should be purchased or taken by eminent domain for open space.
50	NEUTRAL	The only large zones near Alewife are exactly on the undeveloped floodplain.

#	Response	Comment (encourage multifamily housing on existing large parcels) Many houses in East Arlington aren't conforming to zoning anyway - and we have to recognize the racial zoning that underlies construction in this area. It is more important to have significant public or commercial spaces than that multifamilies be built on large lots.
51	OPPOSED	It depends on where it is what type of neighborhood it is already in. Also are you expecting someone in a single family home to convert it to multi family or when it is sold in the future a developer can turn it into multi family, what exactly are we talking about here and how do we know it is going to occur.
52	OPPOSED	I would only support this where the parcels align with the other approach eg along transit corridors, in the commercial centers or adjacent to commercial zones.
53	SECONDARY	Sounds logical, but I'm not aware enough of pros and cons
54	BLANK	this needs to be considered parcel by parcel not one approach across the entire town.
55	IMPORTANT	Also - consider allowing minimum lot sizes of less than 6000 square feet for folks willing to build smaller houses or duplexes, etc.
56	BLANK	In general, I approve of this approach, but I don't approve of it when it would be inhibiting the construction of other projects (like parks, mixed-use properties, etc.). If multi family housing is an option available to people with these parcels, so long as the additional supports needed (parking, transportation, school capacity, etc) are all in place, I think it could be a great option. I especially like this approach if the bottom floors are mixed-use space, so that perhaps we could bring in more businesses. (Eg. I'd love a walkable coffee shop/bakery near me, but I don't live near mass Ave.)
57	NEUTRAL	the market realities should encourage this without having to incentivize in regulation. we should encourage or incentivize the construction of multi-family housing on empty or underutilized land, even if that means developers would need to assemble smaller lots into a viable larger lot
58	SECONDARY	Not the Mugar site.
59	IMPORTANT	I think we need more 55+ housing for our residents who are growing older and will need housing when they decide to sell.
60	IMPORTANT	As long as the large parcels are not in flood-prone areas (such as the wetlands near Route 2 and the East Arlington soccer field) and meet other criteria. This would be ideal if it allows the creation of a holistic development and not just squeezing something in next to other buildings.
61	SECONDARY	It's very important to distinguish among large parcels that are advantageous locations for developments, versus parcels like the Mugar property adjacent to Thorndike Field, which is mostly wetlands. That would be a terrible place to build a large building, partly because it would impact the land's ability to absorb rainwater and would thereby worsen flooding in the surrounding neighborhood, and because low-income residents of that development would suffer property damage and difficulty accessing public transit whenever the property floods.
62	SECONDARY	These large parcels cannot sit in empty flood zones
63	OPPOSED	We need to think about the location and whether it is appropriate to build on

#	Response	Comment (encourage multifamily housing on existing large parcels) rather than simply based on historic large parceling approaches. For example, the Mugar wetlands near Thorndike field are absolutely inappropriate to build on because of flooding and environmental concerns. It would be more appropriate to build onto pre-existing housing/buildings or replace existing housing/buildings rather than wipe out more precious green space, trees, and animal habitats.
64	NEUTRAL	The large parcels that are in flood-prone areas (such as the Mugar Wetlands and the areas around Spy Pond) should be avoided. The lot size is a minor consideration compared to the propensity for flooding. With so many other large parcels available, especially along the Mass Ave corridor, which provides instant access to public transportation and easier access to grocery stores, that should be the #1 area for multi-family redevelopment. Not all large parcels are created equally. If a large parcel is in a flood-prone area, its propensity to flood now or in the future should be of paramount importance to remove it from the conversation around affordable and multi-family housing. Clearly, many other more sustainable options exist. Why we would choose to ignore sustainability and force redevelopment onto critically fragile areas when other options exist is beyond me.
65	OPPOSED	Large parcels include some of the few remaining areas in the town of natural, undeveloped land. Developing these will take them away forever. Lexington has been far more aware of this than Arlington. I have been able to walk the many undeveloped areas in Lexington, feeling that I was in New Hampshire or Vermont. Does Arlington want to destroy what little of these areas it has left?
66	SECONDARY	We also need to preserve open space and habitat for native species, and commercial and industrially zoned spaces
67	NEUTRAL	As long as it is not disruptive to the neighborhood "feel"
68	OPPOSED	Some of the depicted lots are currently open/green space; we should not be encouraging the development of such lots.
69	NEUTRAL	See my previous comments regarding multifamily housing without assurances of overpopulation, over taxing infrastructure with more cars on the roads, and building on wetlands. People need space. Not only space for housing, but space to enjoy nature and each other.
70	SECONDARY	Not on or near the wetland or flood plains
71	NEUTRAL	Restricting multi family housing to large parcels can create an isolated housing area not integrated into the neighborhood. Personally I think smaller lots with smaller (but still multi family house) works well for community building
72	SECONDARY	Flood plains are the most important to keep multi family/affordable housing out of. Or those people will have to be relocated when their housing is flooding or moldy.
73	OPPOSED	Do not include on large parcels-- not on existing nor any other.
74	NEUTRAL	Looks like there is overlap with the corridor plans. I don't think large apartment buildings or high rises should be sprinkled throughout. Rather allow more 3 or 4 family homes so that no neighborhood gets too

#	Response	Comment (encourage multifamily housing on existing large parcels) overpowered.
75	OPPOSED	I see the Mugar parcel in red here but it is also in the floodplain in the previous map. We need to protect our open spaces, not develop them. We should only be developing a large parcel that is undeveloped or abandoned yet not currently green space or an environmentally sensitive area. This and the previous question seem at odds. If it is not currently developed the Town needs to consider why - is it a risk to the proposed project and/or neighbors to develop? Is it smart in times of extreme climate change? We need to look toward the future in our developments , not use up every possible space just because it isn't yet developed.
76	SECONDARY	If this approach is vital to meeting the housing goal then I would upgrade it to important to include.
77	OPPOSED	When the large parcel being considered is a natural green space and wet land and if it is and abuts a flood prone area why would building be allowed there is beyond logic and safety!
78	IMPORTANT	Many of the locations on the map are already used for important but non-residential use. Any over-large R1 residential lots should be looked at for rezoning. All of these larger lots should be considered as they are not currently accessible to the public now, so are of little use to the community at large as they stand. If we had acres of undeveloped land, we could be more lenient, but we are very pressed for land and taxes as we go forward.
79	OPPOSED	Choosing a large parcel for multi-family development should also have to take into account the conditions/location of the land. How it relates to abutters, whether it is flood-prone or near wetlands, etc.
80	NEUTRAL	I put neutral because I think some of these parcels have potential for multifamily housing. But only if they satisfy the earlier topics such as along major public transit, pedestrian, and commercial corridors. We SHOULD NOT try to satisfy the MBTA Communities Law by packing a few larger parcels with 20 story buildings. The multifamily housing should likely be distributed across town via the major corridors and adjacent to them. At present, East Arlington handles most of the density (and population) of the town. We should not actively make that asymmetry even worse.
81	SECONDARY	It would be nice if affordable housing was mixed into the existing housing rather than building affordable housing only buildings like over near Thompson. Goal is to make it more integrated into the community.
82	NEUTRAL	At least for the lots I recognize near Turkey Hill, many are that large because there is a lot of ledge or other fairly unbuildable obstacles.
83	NEUTRAL	I think this is a case-by-case basis.
84	OPPOSED	I am opposed to high density area.
85	OPPOSED	It's OK if it is not in a flood zone. I notice that the Mugar property is in red. Development in the wetland will be grievous to the neighborhood not to mention destroy the sound buffer with Rt. 2. Forget about enrollment at Hardy! Large parcel does not automatically mean it's a good site for development.
86	IMPORTANT	I walking around, I wonder about combining small parcels. I never see

#	Response	Comment (encourage multifamily housing on existing large parcels) opportunities, but it seems to be the largest impediment.
87	IMPORTANT	It makes sense to plan a larger development rather than piece meals here and there. This way expanding infrastructure (i.e. widening access roads, adjusting traffic pattern/signal, utility line, additional bus stop) Developing a large parcel can add more units while maintaining the height of the buildings relatively low and "keeping the neighborhood style"
88	OPPOSED	This question does not address impact on town resources which will need upgrading. Who will pay for this? What is effect on resources, infrastructure, quality of life, pollution. Where is the information for these issues?
89	NEUTRAL	I don't really understand why this matters. You can build a three-family building nearly anywhere you can build a two or one family building. Turning 15 two-family homes into three-family homes adds the same number of units as building a single 15-unit building. Both work fine. Indeed, in some respects the first is *less* disruptive.
90	IMPORTANT	We need a long-term vision for Arlington, which includes planning for housing on large parcels, but also for adequate tax revenue - if it's realistic to expect that commercial revenue is a part of that vision, we need a plan for it. We are likely to have to think outside the box if we don't want to compromise our priorities too much. Resistance to change is natural and is very much at the table, and may be the greatest political force - we need to build a future vision our community can get excited about. Otherwise change brings only fear.
91	SECONDARY	Many of these lots seem to be far from any transit or business centers, kind of antithetical to the zoning goals stated thus far. But in places where it makes sense, sure.
92	SECONDARY	I would only encourage building on these parcels if they do not encroach on open space that needs to be reserved for recreation AND if they are not in flood-prone areas.
93	UNSURE	We shouldn't encourage the replacement of businesses with residential property, nor should we be encouraging oversized 2 family houses, but I'm in favor of encouraging properties with 3 or more 1,2 & 3 BR units.
94	OPPOSED	Parcel size should not be the guiding thing. Those are also parcels that may serve other purposes. Not just high density housing
95	IMPORTANT	Large parcels leave room for small-footprint tall buildings and lots of compensatory open green space. Small parcels inhibit building upward because of the "canyon effect". Increasing the total QUANTITY of housing requires building UP, not OUT, because they aren't making more land.
96	SECONDARY	NOT on large parcels directly on Mass. Ave.
97	SECONDARY	This approach must synch up with access to public transportation, safe cycling routes, NEVs or something that will not bring a lot more cars onto residential side streets. I'll agree that 2-family housing should be allowed in every neighborhood, and larger parcels seem to be an obvious target. Every neighborhood should bear the burden of increased housing density
98	IMPORTANT	Again, my concern is that Arlington does not have the space for apartment buildings. Traffic, schools, and quality of life, etc cannot handle a large

#	Response	Comment (encourage multifamily housing on existing large parcels) increase in population. Multi-unit housing with 2-4 units is ideal.
99	SECONDARY	Consideration should be made to how much development will be possible on rezoned lots, but smaller multifamily is possible on relatively small lots and many of the larger lots already have existing commercial or multifamily uses. MBTA zoning should try to avoid unnecessary redevelopment of Arlington's existing multifamily housing stock.
100	OPPOSED	Only large parcels close to transit and sidewalks should be considered. Many parcels shown (e.g., R0 areas along Hutchinson road) are highly inappropriate.
101	NEUTRAL	Purchasing existing homes on "large" parcels only to tear them down to build multifamily homes is wrong. It benefits the developer, not the people who will be living there as there will be less green space generally, and more people who want single family homes will be pushed out. We already have one of the most dense communities in Massachusetts; let's not make it worse.
102	NEUTRAL	The reason I've responded "neutral" is because it looks like the Thorndike area is included. I understand these red areas don't mean actual development projects are planned for each of them, but I want to say in the strongest possible way that I am opposed to this building. The flood, contamination and health effects make building here a very bad idea. Thank you to all Town officials who oppose it.
103	OPPOSED	I'm opposed to this because of one large parcel in East Arl, which should NOT be built on and has been source of much discussion. And most other truly large parcels might contribute to the dreaded "canyon wall". Do you want Arlington to look like those hideous apartment dumps along Rt 2 and bordering Alewife?
104	IMPORTANT	Large parcels should be able to hold larger housing developments, and small parcels should be able to hold small ones. The area has plenty of examples of newer well-designed apartment buildings (6-10 units) on slightly larger (and not even large!) lots.
105	NEUTRAL	a blend of large and small parcels would be better
106	IMPORTANT	This is most important, as long as the units are within walking distance of public transportation.
107	NEUTRAL	What about neighborhoods with two-families and rezoning them to three-families (3rd floor units?)
108	NEUTRAL	I believe it would be best to mix large parcels with smaller (3-family) lots.
109	IMPORTANT	This gets a bit to my question about how much space we are talking about. Thanks for this question and map.
110	OPPOSED	No. No multifam on large parcels. Large parcels should be kept as they are now. No multifam in single fam districts, R1, R2, R0 etc.
111	IMPORTANT	But also people are
112	OPPOSED	Should consider other parcels as well
113	UNSURE	By multifamily housing, I hope you don't mean market-rate, or even housing for people making in excess of 80% AMI. We need to help the most housing vulnerable first, and, in doing, keep the rate of rental inflation low for our area businesses.
114	IMPORTANT	Large parcels can support some of the infrastructure that is currently required

#	Response	Comment (encourage multifamily housing on existing large parcels) of new developments (including what are in my opinion parking requirements that are too onerous).
115	NEUTRAL	Encouraging smaller multiunit apartments. Across the town, rather than large apartments seems preferable concentration of people without greenspace is a nightmare. Ugly and stressful
116	NEUTRAL	I am okay with encouraging development on existing large parcels, but not to the exclusion of encouraging it elsewhere.
117	UNSURE	I think this is a strange approach - to base the location of multi family housing on the location of large parcels. Why don't we just rezone our existing high density areas in E Arlington and along existing commercial corridors to allow reasonably sized multi-family housing - rather than spread it all over town and change the existing character of several neighborhoods.
118	SECONDARY	It makes sense to examine these areas, but again this housing should be spread throughout the town. Existing density of large buildings should be taken into consideration.
119	UNSURE	Since I do not know WHAT is located on these large parcels, I am not able to give an educated opinion. We need large parcels for industrial and/or retail space. We also need residential. WItout knowing how these are zoned and what is currently there, this is impossible to answer
120	UNSURE	I'm neutral because I don't have an understanding of how this would work or what other creative options are available. I would very much like to see more townhouse development that is affordable for moderate income families to buy.
121	IMPORTANT	Concentrate the multi family development into a few larger buildings big enough to have affordable housing mandates, near transit and businesses.
122	OPPOSED	again, we have already provided support ---- what percentage of arlington is already supporting multifamilly housing? it is interesting that no data or comparison with other communities is included or provided
123	OPPOSED	The town must stop destroying the environment for business development and growth.
124	NEUTRAL	Building on large parcels is a great way to create dense housing, but I worry about restricting where multifamily homes can be built unnecessarily.
125	NEUTRAL	We should endeavor to make MBTA communities zoning such that it's practical and feasible to build both on larger and smaller parcels. The Town has relatively few large parcels, and absent some sort of support from the Town to be able to acquire multiple adjacent parcels and join them together we need to expect that much of the new housing will be on smaller parcels, and do what we can to make that feasible.
126	UNSURE	This is fine as long as there is a limited amount of land on which they can be built. We need to maintain our green space!
127	OPPOSED	Many of these parcels are in the flood plain.
128	IMPORTANT	Yes!!!! Throughout Arlington!!!
129	SECONDARY	Not acceptable if the large parcel is on a flood plane
130	OPPOSED	Many of these actually belong to single family home with people living in them!

#	Response	Comment (encourage multifamily housing on existing large parcels)
131	SECONDARY	If this is what land owners want local community can decide
132	NEUTRAL	Ensuring that housing typology supply meets demand is important. Demonstrated preferences for smaller scale multi family in town should be acknowledged. Adding density by reducing parking requirements (and bolstering alternative transportation modes, more walkable full service neighborhoods, etc) can help align supply and demand. Large undeveloped parcels in Arlington often are ecologically important open spaces.
133	IMPORTANT	I'm surprised the town has that many large parcels - good to know. I live in the the densest area of town (E. Arl.), which I love, but also know the word 'density' scares others in less-dense areas of the town.
134	NEUTRAL	I think it is important to encourage development that allows for many smaller sized projects such as 3 to 6 units rather than a few very large projects. The idea of encouraging building in the “missing middle” scale is important because it is more flexible and allows density in Arlington to increase more broadly rather than in a few highly concentrated areas.
135	IMPORTANT	Eliminate single-family-only zoning throughout the town. We are in a housing crisis. BUILD!
136	OPPOSED	This map includes commercial and business parcels. Obviously the Planning Department is using this question to continue its assault on local businesses. The Planning Department is envisioning a town with even fewer businesses than it already has. The result will be a lifeless and weak town where only rich young families can live.
137	SECONDARY	Could parcels be combined?
138	OPPOSED	I feel that this approach disregards the factors that encourage transit friendly multi-family housing- it doesn't account for sidewalks, crosswalks, proximity to town. Presumably seniors are a target group for multi- family housing and some of these lots are not easily accessible. The question also doesn't differentiate between large single family lots or commercial lots. This makes a big difference. There are large commercial lots along the main corridors in town, near reliable bus routes and amenities that should be prioritized if this approach is considered, over changing single family lots. This would limit the impact on residents, while making better use of existing commercial space in town.
139	OPPOSED	Concerns: The goal as stated, "Encourage multifamily housing on existing large parcels," is too broad and doesn't include some necessary guardrails. While many large parcels seem appropriate at rough glance, I worry a lot about the Mugar parcel getting developed (wetlands, high water table, rising sea level, not walkable in terms of Mass. Ave., etc.). Some other large parcels appear to be out of walkable distance to services and amenities and/or adjacent to environmentally sensitive areas. A blanket goal of encouraging development on existing large parcels could have some unfortunate, unintended consequences. This goal needs refinement and nuance.
140	SECONDARY	Provided it is in conformance with the district
141	NEUTRAL	Again, nothing about affordability.
142	SECONDARY	Seems to make sense in many cases, but should be considered holistically

#	Response	Comment (encourage multifamily housing on existing large parcels)
143	NEUTRAL	Why are we targeted large parcels. The overall policy should support multi-family. You shouldn't target specific parcels.
144	OPPOSED	With every succeeding question, this "survey" feels less like a survey and more like a tool to manipulate survey-takers into adopting the viewpoint that Arlington must go way beyond the MBTA Zoning law's mandate. This question has nothing to do with the MBTA Zoning law's mandate. So let me say it once again: Arlington is legally required to make zoning changes covering the area within ONE-HALF MILE of the Alewife T Station, and THAT'S WHAT WE SHOULD DO. PERIOD!
145	OPPOSED	If there is existing a large multifamily on the property, allow them to build higher or build to build higher in the future (also greener or green roof) All existing undeveloped (or parking) large lot into green space- preserve and protect our assets and save them for later when will need them or we have better technology. Allow more density if the parking or greenspace is available. Many 2 families have the capacity to go to three families or even five families, allow them to with the % of low income housing- two to three or five then one unit must be low income or rent control, something like that. Within walking distance of grocery stores- here and in other towns.
146	SECONDARY	There should be more housing options created on smaller parcels too. Not all of the affordable units should be on large parcels only.
147	OPPOSED	You need to leave some spaces for people
148	IMPORTANT	Prioritize areas near Winchester and in SW corner of "Heights". Must include "green" trees, forest, tot-lots, public garden space. Very heights from 3-8 stories. Include neighborhood commercial.
149	NEUTRAL	Your map is confusing as all heck, since it includes large parcels that are already developed and probably aren't going any place. So yes, through this map out to developers and let them figure it out.
150	SECONDARY	I would be cautious about further reducing commercial development by building housing on the few large lots left in Arlington.
151	UNSURE	I'm unsure what is meant by "encourage" in this context. Sure, let's build some multifamily housing on spaces where it will fit - but I think that "encouraging" housing over other uses is a mistake. We have a lot of community needs in Arlington that are not being met and if we encourage more housing over other stuff, we won't get it. Top of mind: office space, daycare facilities, recreation space, a community pool.
152	OPPOSED	This changes the aesthetics of the Town too much.
153	OPPOSED	Too much density turning the town urban
154	OPPOSED	It feels like this group wants to reduce or eliminate open space in this town. That is a recipe for environmental disaster. We need trees for carbon sequestration. We need unpaved grassy areas for water to flow down into the ground. We need the psychological benefits of open green space. Once buildings are built and ground is paved, it's unlikely we will ever get that open space back.
155	SECONDARY	Many of the red parcels are not buildable because of con comm wetlands restrictions. Would be good to see what parcels actually have that much

#	Response	Comment (encourage multifamily housing on existing large parcels) useable space and not just by total size.
156	OPPOSED	It is about increasing our density and the added cost of services and schools.
157	IMPORTANT	Some of the parcels shown are actually sites of private homes w/in neighborhoods. I do not favor taking over those sites or giving them up to large construction projects.
158	IMPORTANT	In principle, these are essentially the only areas that are currently suitable for multifamily housing. Some are away from the main arteries, but even these, with some appropriate limits (height, shadow, etc.) could usefully serve as platforms for multifamily housing.
159	OPPOSED	Wow. You people are unbelievable. Why do you hate Arlington?
160	NEUTRAL	I think it would be vastly better to allow small-to-modest amounts of multifamily development throughout Arlington than to try and carve out a few specific areas for intense multifamily development. (But given the MBTA Communities requirements, we probably need to do the latter to some degree.)
161	UNSURE	Just because a house is on a large lot doesn't mean it should be replaced with multi-family housing. We need to keep the trees we have, not take them all out with new development.
162	OPPOSED	some large parcels are better to be left intact, to avoid increasing density population as new multifamily units cost almost as much as old demolished single-family houses. Only developers are gaining immediate benefit from such conversion of single family lots to multi-family ones.
163	NEUTRAL	I don't know enough about this to have an opinion.
164	NEUTRAL	I assume most of these parcels have something there already - I see my large multi family building marked on this map so I don't see how this is a good strategy for increasing the amount of multi family housing but maybe I don't understand
165	NEUTRAL	I am uninformed about the pros and cons, so don't have an opinion. It seems to me using a parcel that could accommodate more units would be more cost-efficient, particularly with respect to bringing utilities to the site.
166	NEUTRAL	I am neutral as, if this were to occur, I would still want a limit on the number of units. In the single family districts, I would agree with making a large single family into two units, and in two family districts, I would agree to this approach only if the homes were built in the form of a house already existing in the neighborhood, as opposed to an apartment building type structure.
167	OPPOSED	?
168	NEUTRAL	Approach large parcels carefully. Mass Ave? Sure. For example, Walgreens, Stop and Shop, banks opposite high school. Residential areas - maybe, but without negatively impacting its character, i.e. no big apartment buildings and such.
169	NEUTRAL	What's best practice? I assume creating lots of units on one or adjacent parcels is more efficient, but does it stigmatize/make it more difficult for lower-income families to integrate into the community?
170	OPPOSED	There are a number of existing large parcels in the flood zone that should not be developed on.
171	NEUTRAL	I would need a more detailed map to offer an opinion on this.

#	Response	Comment (encourage multifamily housing on existing large parcels)
172	OPPOSED	the map is misleading. There are private lands included in the red areas such as Saint Camillus Church. That land should not be included in a discussion about larger housing units.
173	SECONDARY	I support encouraging larger multifamily housing developments (ie larger apartment buildings, taller buildings) on large parcels -- but I do not want this misinterpreted as a disapproval of multifamily housing projects on smaller parcels. Townhouses, triple-deckers and the like are, in my opinion, very appropriate choices for small-size lots.
174	UNSURE	I am not sure from the map how many of these existing parcels are available for new multi-family housing. The apartment building that I currently live in is already marked in red on this map. What would be accomplished by replacing existing multi-family housing with new multi-family housing, except displacing current residents?
175	OPPOSED	SAVE OPEN SPACE AND GREEN SPACE.
176	NEUTRAL	many of the indicated parcels already have multifamily housing. if they get redeveloped for higher density, the prices of the units (rental or purchase) should not be increased. redelopement must not result in fewer affordable or moderately priced housing units
177	IMPORTANT	Spread it out!
178	OPPOSED	Seems current newly built multiple family housing is underutilized so unclear why even more is needed
179	IMPORTANT	It's a very good idea to look at lot size in considering where to encourage multifamily housing, but this should take into account lots that are smaller than 15,000 square feet--three-family housing, in particular, could be built on smaller lots than this.
180	OPPOSED	In general this approach sounds like it makes a lot of sense. Yet, without strick rules for not cutting trees down on these larger parcels, I must say I am opposed to this approach. The Town does not have strict enough tree protection rules in place to make this a priority. We see time and time again, 40b (1021-1025 Mass Ave, for example) trades mature tree cover for buildings. Until there is clear protections for trees in town well beyond what is within Article 16, this is a troublsome idea.
181	NEUTRAL	I don't think you can generalize. It would depend on each parcel. If the parcel is currently open space, with trees, plants, etc., I think that should be retained. With so many teardowns in our neighborhood, larger trees are taken out and replaced with small bushes, even in wetland areas. Since we've been in the neighborhood for over 30 years, it's noticeable how much hotter it is in the summer as you walk around the neighboring streets. In the few areas where trees are still abundant and overhang the street, it's remarkably cooler than the areas where trees have been removed. Having trees around our house has decreased our need for as much AC in the summer. I think on parcels where there is nothing (I know of some empty paved areas in town), housing could be included there. So it would really depend on the particular parcel.
182	OPPOSED	I am absolutely opposed to the idea of eminent domain, which is what is being indirectly suggested here. Housing already exists on almost every one of

#	Response	Comment (encourage multifamily housing on existing large parcels) these highlighted spaces. So that means the town grabs someone's home, giving a rock bottom amount to the current owner and then selling it to a developer who makes a ton of money and gives kickbacks to the town. And, at least in our neighborhood, the road infrastructure will not support the type of vehicular traffic that large multifamily units would bring.
183	SECONDARY	In addition to existing large parcels, we should encourage multiple smaller parcels to be purchased and combined for larger building projects.
184	OPPOSED	Why tear down existing homes? Will be too crowded. Existing Roads can not accommodate these plans
185	BLANK	It depends on the parcel
186	OPPOSED	I am vehemently opposed to allowing multifamily housing on lots just because they have an acceptable sq footage. Many of these lots are not near public transportation, and zoning like this caters to every developers profit dream, without creating vibrant and walkable density corridors. Also, with this plan, 50% of the land that surrounds our great environmental treasure, the MysticLake, could be used for multifamily housing, when we should be protecting that area from ANY development because of environmental concerns. This is an egregious overview of an ill thought out concept.
187	IMPORTANT	USE "MULTI-UNIT" for these areas!!
188	SECONDARY	If these are lots that are available to be built on, I would support building several smaller scale multi housing units throughout town distributing new families throughout elementary school catchment areas, infrastructure, recreational amenities etc and at higher elevations where possible. It is important to the acceptance of this process and integration of new population to distribute building throughout town rather than burden a certain area or couple of areas with a large new development and the increased congestion and burden on existing resources (schools) that would entail.
189	NEUTRAL	Per previous comment, do not allow multifamily housing to be created that will then be converted to condos. Find a way to require this housing to be owner occupied.
190	NEUTRAL	Perhaps on select parcels where a multi family development fits well in the existing neighborhood character. Current residents do have a reasonable expectation of continuing the quality of life they moved here for. So, perhaps, but carefully curated.
191	OPPOSED	Any remaining large parcels are undeveloped for a reason. Such challenges as wetlands, dumps, etc. Digging these up could be really detrimental to the environment.
192	OPPOSED	I am opposed to this in areas that are currently residential. Multifamily on large parcels along commercial corridors is fine. In residential areas those large parcels are part of the fabric of the neighborhood and provide solace that would be destroyed by huge buildings.
193	OPPOSED	We should not cram every lot we have with high density housing. Allowing some existing two families to become three families makes the most sense
194	OPPOSED	We don't need to start jamming multifamily housing into every space that will hold it. That will just turn Arlington into a completely ugly town.

#	Response	Comment (encourage multifamily housing on existing large parcels)
195	OPPOSED	Small parcels are equally as good at providing multifamily housing
196	IMPORTANT	Eliminate zoning.
197	OPPOSED	We should be finding opportunities to house light industry and generating more significant commercial property taxes.
198	SECONDARY	This is absolutely secondary to considerations about flooding, traffic, and access to amenities. It is a great idea if such parcels allow for community oriented design, incorporating courtyards and play spaces
199	NEUTRAL	We should not use the required MBTA density overlay compliance to rezone parts in Arlington outside of the minimum half mile radius -- and we should seek to comply by adapting our ADU laws, which already essentially allow 4 units on a two family property. Why do we seek to defecate in our nests?
200	NEUTRAL	I'd prefer smaller multifamily units to enormous condo/apartment buildings, personally.
201	OPPOSED	The people who bought the large lots did it for a reason. It increased the value of their and the neighbors' houses. Building multifamily houses there is stealing hard earned money from homeowners, and making the town Cambridge like
202	IMPORTANT	Multi-family housing should absolutely be considered on existing large parcels.
203	IMPORTANT	This is important in order to spread new housing into different neighborhoods, not just along Mass Ave. Three-four unit buildings could easily and appropriately be integrated into current R1 and R2 districts.
204	UNSURE	As long as the population is truly mixed income
205	NEUTRAL	Large developments on large parcels in busy locations makes sense. Large developments in small residential areas don't make sense.
206	NEUTRAL	While I think this makes sense, it would have to be approached while considering the flood zones and abutting open space.
207	SECONDARY	I'm not sure the impact of this - if it makes it more likely that multi-family housing will be built, I support it. If it makes it less likely, I oppose it. If neither, I'm neutral.
208	IMPORTANT	where the large parcels overlap commercial corridors and are near commercial centers
209	SECONDARY	Making use of large parcels is great, but we should not limit multifamily housing to large parcels.
210	OPPOSED	I think it should be allowed, starting in commercial areas, but not encouraged before other options.
211	IMPORTANT	Encourage mixed use development on underutilized parcels in commercial areas, such as along Broadway.
212	SECONDARY	I am ok with multifamily housing on large parcels in the commercial zones, but not ok in residential areas with no commercial activity.
213	OPPOSED	This will probably force large buildings into neighborhoods of single family homes, and the large buildings will be very out of scale and out of place in these neighborhoods.
214	OPPOSED	There are many parcels where multifamily housing can be constructed. If we encourage only construction on large parcels, it restricts where housing can be

#	Response	Comment (encourage multifamily housing on existing large parcels) built. We need more housing.
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Q13: Encourage multifamily housing in all neighborhoods in Arlington

	All responses		These Comments	
IMPORTANT	355	37.45%	81	33.61%
SECONDARY	168	17.72%	30	12.45%
NEUTRAL	135	14.24%	28	11.62%
OPPOSED	269	28.38%	90	37.34%
UNSURE	21	2.22%	12	4.98%
BLANK	85		4	
Non-blank	948		241	

#	Response	Comment (encourage multifamily housing in all neighborhoods)
1	IMPORTANT	Very important so there is a mix of multifamily in the entire town, rather than section where people in multifamily could live. This way the people in multifamily house has access to parks, schools, grocery stores in the entire town and we could have a diverse town. Rather than, more affluent people live in Victorian houses here and working class lives only in this neighborhood.
2	SECONDARY	Again, it's hard to answer this without knowing here and what is already in those places.
3	OPPOSED	Some neighborhoods don't have MBTA and aren't conducive for a large complex
4	UNSURE	Look at the map, especially where open/green space is now. We need to preserve our green space, especially in areas that have very little left. Little Scotland, for example, tends to have smaller houses but most people have some yard.
5	NEUTRAL	other factors such as accessibility, walkability and proximity to town amenities are more important zoning by neighborhood
6	IMPORTANT	If we didn't encourage it everywhere, it won't happen anywhere. Look, I find it very discouraging that we're still "Visioning" while Lexington just approved the zoning changes. We know we have to do this, and it's the right thing to do. Just do it.
7	IMPORTANT	Especially in West Arlington where there is more space.
8	OPPOSED	This approach ignores the fact that there is no reasonable land available.
9	OPPOSED	near transit and shopping is better
10	IMPORTANT	Why would it matter what neighborhoods multifamily housing would occupy? This would be another example of socio-economic elitism again.
11	NEUTRAL	Too vague to make sense of
12	SECONDARY	This would likely arouse considerable opposition in those areas and should be deferred until the previous approach has been applied.
13	OPPOSED	It's important to respect the choices homeowners made when they bought into town. Allowing by right multi family development in all neighborhoods invalidate the sacrifice and choices home owners made.

#	Response	Comment (encourage multifamily housing in all neighborhoods)
14	NEUTRAL	Just make the district cover the whole town
15	OPPOSED	I am strongly opposed to allowing multi family housing by right in all neighborhoods. This is harmful and unfair to existing residents and homeowners who chose to live where they do. Quality of life, noise, car traffic, parking, crowding are very important to the people that live here already. Again we need to prioritize new businesses over multi family housing housing unless we want to continue to drive people on fixed incomes out of their homes. We need to be fair and thoughtful about those who live here, we matter too.
16	NEUTRAL	Not all neighborhoods have the accessibility to public transit and other resources which are important
17	NEUTRAL	If neighborhoods do not have frequent, reliable bus service, I think this goal is less important. UNLESS Arlington is able to push the MBTA to increase service on low-frequency routes. If that were possible, then encouraging multi-family in all neighborhoods would be great.
18	IMPORTANT	Spread out the multifamily housing and then work with the MBTA to bring effective transportation throughout all of Arlington. T service to the Turkey Hill and Morningside neighborhoods is terrible. But if there were more people in those sections, it would make sense to bring more service out there.
19	IMPORTANT	One thing not yet mentioned is the impact of additional dense housing on the public school system. Evenly distributing multi family housing across school districts is important to not cause undue stress on a few schools which could see a large influx of students.
20	OPPOSED	I do not want this in my neighborhood. I don't live next to a multi family home, more do I want one on my street.
21	IMPORTANT	Houses get bigger and more expensive as you go east and uphill. We must share the impact equally and not force it on the people already living in greater density.
22	SECONDARY	Let's share the density. East Arlington is is the most densely populated part of town. Let the burden be shared.
23	OPPOSED	Put them near public transportation! Put them near parks! Not every neighborhood has equal access to those things. You need to have affordable housing. Some people don't have cars. Can you imagine being way up in The Heights as two parents of two children under five who both need to get to work each day and both take kids to daycare without a car, and then need to take their kids outside to play in addition to running errands on the weekends? Or doing that from Little Scotland? No! Think about people who aren't faculty at Harvard or who don't work for a lab or in finance or public relations. Think about people with disabilities without a car. Will they be able to get up and down the hills in the Heights to their home? Please check your privilege. That's bananas. Sure, multi-family homes can be allowed in all districts eventually, but please don't waste time on the first round of this.
24	IMPORTANT	Additional multifamily housing is imperative to ensuring that young families can actually afford to live in Arlington.
25	IMPORTANT	Very important to enable all neighborhoods to benefit from multifamily

#	Response	Comment (encourage multifamily housing in all neighborhoods) housing in the vicinity.
26	NEUTRAL	It depends on what you mean. If you mean 2 and 3 family units then that should be everywhere; if you mean larger buildings then they should be in areas with more public transport and services.
27	OPPOSED	I am against increasing the density population of arlington
28	OPPOSED	Neighborhoods away from the central corridor would require more cars and more traffic. Building near transit would address concerns about traffic and parking.
29	OPPOSED	Stick with walkable, then alewife oriented, then bus route areas please. It would be nice not to introduce another thousand cars into town as we welcome another thousand residents.
30	OPPOSED	This feels counter to other objectives that are far more important so this should be deemphasized if not avoided altogether.
31	IMPORTANT	I would like to see multi family Housing throughout all neighborhoods, with consideration given to fitting into the overall neighborhood character (I.e; buildings of similar heights, a design that blends well (I am already tired of the “modern farmhouse” aesthetic that so many builders are using). And I’d like to see more hyper-local engagement; I.e.; that developers and builders would need to engage wwith potential abutters, early In the planning process to seek and listen to their input and concerns. This could go a long way towards not building resentment or NIMBY attitudes.)
32	UNSURE	Careful, very strong codes would need to be established or there could be very sad consequences
33	IMPORTANT	multi-family housing should be integrated into ALL neighborhoods. We're a small town area wise, and that means many of our neighborhoods are close to transportation and commercial areas. So there is no reason not to spread it throughout the town except to be exclusionary which is what we should avoid!
34	OPPOSED	Neighborhoods should not be destroyed, or have their design sense fatally compromised. E.g., putting a 6 story apartment building in the middle of the Robbins Park neighborhood seems not good.
35	OPPOSED	I live on the east side of the town and I’m fine if it’s condensed to that side. And may be a long mass Avenue up to the heights. If people in traditionally single-family spaces don’t want it then that seems fine. We have plenty of other opportunities on the corridors.
36	OPPOSED	Additional multifamily housing units will drive wealthier families out of Arlington in pursuit of higher quality neighborhoods. The long-term impact will be an erosion of the local tax base and a deterioration of the quality and quantity of services we currently enjoy. In short, pushing for additional multifamily housing will hurt everyone. Including those that this effort aims to help.
37	OPPOSED	I vastly prefer single family housing and think the areas of Arlington more than 1/2 mile from Alewife can't be considered MBTA Communities. We are poorly served by the MBTA and most people use cars as their mode of transit. Increased density will mean more cars.
38	OPPOSED	I am very opposed to this approach. I just see more crime and more traffic

#	Response	Comment (encourage multifamily housing in all neighborhoods) being generated by this forced policy.
39	IMPORTANT	Better to share this across the town than to create a ghetto where more people are packed in.
40	OPPOSED	Large multi unit complexes do not fit in with single, 2 or 3 family neighborhoods.
41	OPPOSED	New multifamily housing should be built where it is most efficient to do so (environmentally, economically, access to transit) not distributed all across town.
42	IMPORTANT	YES! East Arlington shouldn't have to take the hit alone.
43	IMPORTANT	Important only if "multifamily housing" can accommodate families of four or more people.
44	OPPOSED	Specifically, East Arlington is already too dense as it is now (4/2023). Should be more equitably spread out. No more in East Arlington!
45	OPPOSED	We should encourage multifamily housing in less dense neighborhoods. East Arlington is already dense and should not be the exclusive focus of multifamily housing. Let's spread it out across town, which will also serve as a lever to attract more bus routes into those areas and provide more public transport access to all of Arlington
46	OPPOSED	If a neighborhood does not have good access to public transportation, increased multi-family housing will lead to more cars and more traffic.
47	IMPORTANT	Multifamily housing should definitely not happen only in certain neighborhoods.
48	IMPORTANT	I feel it is important that affordable housing units are not relegated to a specific part of town, which could feel stigmatizing or isolating, but are integrated into all neighborhoods to foster a sense of belonging and community.
49	IMPORTANT	It seems that it would be very expensive to build in some neighborhoods and cheaper to build in others. But if you focus on small plots, maybe 3-4 unit buildings on the footprint of a large single family home, you could scatter them throughout all the neighborhoods. That feels like a good approach but I don't know if it is cost effective.
50	NEUTRAL	Some of the neighborhoods are already too crowded as they are considered very desirable due to their flatter parcels which are safer in snow and ice.
51	IMPORTANT	This is important. MF housing should be added to all neighborhoods, even if some neighborhoods resist it more than others.
52	OPPOSED	Should be near public transport. Not all neighborhoods are close to PT.
53	OPPOSED	No
54	OPPOSED	there is too much congestion in this town. NO more housing
55	SECONDARY	As the 77 is the only regular bus, i would recommend development along this route.
56	OPPOSED	A brand new unit has been built near transportation and is a low income building.
57	OPPOSED	The is a heavy-handed government mandate to neuter local communities right to self-government and to destroy the fabric of local neighborhoods. This is another unfunded State government mandate.

#	Response	Comment (encourage multifamily housing in all neighborhoods)
58	OPPOSED	The Arlington Heights, Mount Gilboa/Turkey Hill, Morninside, Arlington Center and East Arlington areas are too large. These are not neighborhoods but sections of the town.
59	IMPORTANT	We should distribute multifamily housing across Arlington and not concentrate it in one area
60	NEUTRAL	I think there are benefits to density - pedestrian population interested in local stores/restaurants/activities & community - that can be lost if the possible areas can be lost. On the other hand, we already have intra-town challenges between those in mostly single-family neighborhoods and those in two-family areas - and putting multifamilies in only one area may make it harder to address needs caused by such. I could see a mixture - where East Arlington, Arlington Center, and Arlington Heights (maybe others on really solid bus lines near commercial) had multi-family focus. We don't want to encourage commercial vitality just in one part of town, after all.
61	UNSURE	Again what is this even yalkng about?
62	OPPOSED	additional development of any kind needs to go where it can fit.
63	IMPORTANT	This is an equity issues. We can't cram all multi-family housing into East Arlington or near the major roads.
64	IMPORTANT	I think that we would want exceptions to this, like historical districts, or some of those very tiny areas like Poet's Corner and such, but I love the idea of the entire town having spaces open for multi-family housing because not only does it make our entire town feel more welcoming, it also helps with things like school enrollment, park usage, etc.
65	BLANK	access to transit is paramount - in our case that may mean access to bus lines along Mass Ave and Broadway - that said excluding predominantly single family neighborhoods from requiring or allowing multi-family seems unfair and shortsighted
66	IMPORTANT	Yes, this is a good principle. It seems separate to an extent from the MBTA communities issue because some of the areas where this could be done are not necessarily the most transit-friendly. But the truth is lots of people have cars and want to keep them...
67	SECONDARY	I think we'd first need to improve transit access and hyperlocal retail opportunities in all the neighborhoods, before it would be possible to build affordable units that would fully benefit their residents. In other words, if one needs to own a car to live somewhere, that place isn't truly affordable.
68	SECONDARY	I think it makes sense to spread the new housing around and not concentrate it specific areas
69	NEUTRAL	I think it is more important to determine where is most appropriate to build on considering green space, natural habitats, and attempting to build on, expand, or replace existing building/housing space to be more efficient.
70	IMPORTANT	There are areas of each district which abut public transportation. Post-pandemic, not everyone needs to be able to walk to Alewife to work. With many people working from home, or going into the office a few days per week, additional housing can be spread out geographically to give people a variety of neighborhoods to choose to live in. And many of these districts run

#	Response	Comment (encourage multifamily housing in all neighborhoods) alongside Mass Ave, the best place to build new mixed-use multi-family housing.
71	OPPOSED	Arlington is already crowded and rush hour traffic is terrible, particularly on the routes connecting Rte. 2 to Mass. Ave., especially Park Ave., Pleasant St. and Lake St. Please don't construct large multi-family buildings near these areas, or in (mostly) quiet residential areas! We have enough to handle with large planes constantly roaring low overhead due to new flight patterns at Logan. The best place to build new multi-family dwellings would be on or near Mass. Ave, towards the center of town or the Heights, with parking spots equipped with electric car chargers for residents. This would aggravate Mass. Ave. traffic but I don't see a better alternative. This wouldn't be so bad if the town hadn't decided to cut the two full traffic lanes in each direction on Mass. Ave. a couple of years ago. I think that should be reverted to the way it was before.
72	IMPORTANT	I love that no Arlington district is all housing of the same kind.
73	UNSURE	I like making multi family more "normal" by spreading them out throughout the town
74	SECONDARY	I think some neighborhoods are more suitable than others due to walkability and transit access. I am sure there would be strong NIMBY pushback in areas like Jason Heights.
75	SECONDARY	It's a shame we can't drain the ponds and lakes and build there. /sarcasm
76	UNSURE	Looks like there is large seats of land in Morning side and the Heights that could be used that are not on the wetlands or flood plains
77	SECONDARY	As long as the multi family housing does not significantly disrupt existing infrastructure and parking/traffic capacity, there is no reason not to have small multi family homes in any neighborhood
78	IMPORTANT	This is very important, multi family housing can be integrated thoughtfully with no I'll consequence
79	OPPOSED	No multifam housing in any areas.
80	IMPORTANT	I think this is the best approach as it can distribute density throughout town.
81	IMPORTANT	I approve of multi family housing in any neighborhood that is 2-3 family. Larger multi-family units seem to be better for for the commercial districts, along Mass Ave for example, in mixed use buildings. I do not support large apartment complexes in the same neighborhood that is currently just single/two-three family housing.
82	SECONDARY	I like the idea of stopping the NIMBY principal in its tracks. Requiring every neighborhood to include some multifamily units to contribute to meeting the housing goal would shift the argument in any given neighborhood to where to do so, rather than whether to do so. Looking at the map, it would seem that there is some public transportation near all of the neighborhoods. If this approach is included, it would make sense to locate units near public transportation lines and to encourage mixed use buildings in locations outside of commercial districts, changing the zoning if necessary. If this approach is vital to meeting the housing goal then I would upgrade it to important to include.

#	Response	Comment (encourage multifamily housing in all neighborhoods)
83	OPPOSED	NO! NO! A THOUSAND TIMES "NO"!! Why? There is no earthly reason to build in areas with sensitive natural considerations!
84	NEUTRAL	The approaches near commercial and transportation corridors, using larger land holdings, mixed use, and preserving any existing green spaces should be used first.
85	NEUTRAL	I once again must put neutral because the question is inherently vague. By distributing the multifamily housing along the major corridors of Arlington, it will mostly satisfy topic 11 anyway. "Neighborhoods" is inherently vague and fuzzy. We don't need to ensure every vaguely defined neighborhood here has proportionate multifamily zoning. But generally distributing the multifamily housing across Arlington via the major transit and commercial corridors will do that.
86	IMPORTANT	we don't want a single neighborhood to bear all the burden
87	SECONDARY	So much of Morningside or Arlmont Village feels so isolated from anything walkable that I would feel bad for someone living there.
88	OPPOSED	Neighborhoods that are more centrally located and transit accessible should have more multifamily housing than others.
89	SECONDARY	Walkability/proximity to transit are really important criteria, and unfortunately not all Arlington neighborhoods are equally proximate. There are some obvious communities, like Kelwyn Manor, that have very low density zoning relative to their proximity to transit. Parts of Morningside, on the other hand, may not be as good of places to start if the town is trying to prioritize sustainable development.
90	UNSURE	Are we talking about 2-family housing or an apartment block with 10 units? Question is impossible to answer as written
91	OPPOSED	I would not have moved into Arlington knowing this was in the future plans of the town.
92	UNSURE	It seems fair to do, but I'm not sure what it would entail.
93	IMPORTANT	The negative impacts have to be shared by all.
94	OPPOSED	This housing MUST be near reliable public transit that consistently runs every 30 minutes or less. Most neighborhoods won't be.
95	SECONDARY	I think there is too much geographic/geological variety. One should be cautious.
96	OPPOSED	Why would anyone would do this?!
97	NEUTRAL	Not sure. Surprised to find out Arlington doesn't have enough space for development near Alewife. But access to public transit would be important.
98	OPPOSED	Please provide information on strain on infrastructure, resources, costs (effect on taxes), pollution, quality of life. None of this is considered in this survey. It is therefore flawed.
99	IMPORTANT	Multifamily housing isn't weird or special. It's housing. Sure, you may not want to build a 20 unit behemoth next to a bunch of single-family homes, but there's no reason not to allow three or four-family homes almost anywhere.
100	SECONDARY	I think this approach is likely to seed the greatest long-term inclusion and cohesion in Arlington, but I expect it will meet with significant resistance in neighborhoods currently zoned as R-1. We need to have direct conversations

#	Response	Comment (encourage multifamily housing in all neighborhoods) about the extent to which zoning that separates housing types has contributed to segregation and racial wealth gaps. But we also need to be honest about the tensions between treating all neighborhoods equally and other principles covered in this survey, like prioritizing development near transit and community assets.
101	IMPORTANT	I completely agree that the whole zone should not be in East Arlington and I suspect that there are good places for such zones in almost all neighborhoods. However I don't know enough about some neighborhoods, especially the smaller ones, to say that they should definitely have apartment buildings. (Two-to-three family homes, sure!)
102	IMPORTANT	We should be encouraging people to live in whatever part of the town they most gravitate toward and in places where these multifamily homes would make the most sense to construct/renovate.
103	SECONDARY	Some neighborhoods are already too dense or dense enough
104	IMPORTANT	We already have two- and three-family houses all over town that were built before the current zoning law. Adding a few dozen more multi-family units around town doesn't seem like a big ask. And given the enormous size of the typical single family tear down project these days, I'm not sure anyone would notice two families being built...
105	IMPORTANT	Not in favor of 4 BR 2 family houses, but MF housing belongs in all neighborhoods.
106	IMPORTANT	yes, new residents should have access to select housing in all of Arlington communities.
107	OPPOSED	It should be based on other factors
108	SECONDARY	There has to be a logic to developments in any given neighborhood. Putting a 6 story apartment building on a street with only small Capes doesn't make sense but adding a 2-3 family town home might.
109	NEUTRAL	MULTIFAMILY HOUSING REQUIRES PUBLIC TRANSIT. Wherever you allow more people, you must also get a COMMITMENT from the MBTA and the State for FREQUENT, RELIABLE, ALL-DAY-EVERYDAY bus service that connects to the Red Line or Green Line.
110	IMPORTANT	I'll agree that 2-family housing should be allowed in every neighborhood. Every neighborhood should bear the burden of increased housing density.
111	IMPORTANT	This is the fairest idea. If all neighborhoods participate, the increase in traffic, noise, etc will be less noticeable. Population density will increase a bit everywhere instead of being clustered in just a few locations. It will also spread children living in affordable housing across all the elementary schools.
112	OPPOSED	While I think we should spread out the multifamily development zones, some neighborhoods in town are generally far from transit and are not very walkable. The focus on siting near transit and near commercial areas is more important.
113	IMPORTANT	I think Arlington has done a remarkable job according creating a dynamic of nicer neighborhoods and poorer neighborhoods. I hope that by including some multifamily homes throughout Arlington, they can contribute that sense of community throughout the town.

#	Response	Comment (encourage multifamily housing in all neighborhoods)
114	OPPOSED	I am opposed to multifamily housing in Morningside, which has almost no transit access or sidewalks.
115	OPPOSED	Again: This will mean developers will tear down existing homes to build and then sell multi-family homes at a much greater cost. This will mean less green space, more density, less privacy, and generally a less desirable town for maintaining families, etc.
116	IMPORTANT	I will be very unhappy if certain areas, including the historic preservation district in Jason Heights and along Pleasant St., are excluded from building multifamily housing. Having lots of money doesn't mean you get to not care about everyone else.
117	OPPOSED	If you do this, we will soon no longer be living in a town, but in a city. And I do not think anyone in Arlington govt is sincere about helping the poor/disadvantaged
118	IMPORTANT	If we can't comply and build near the T, we need to allow building in all of our neighborhoods. Allow for small business to round out our neighborhoods, build modern roads that allow _people_ (not cars) to get to the T, and Arlington will continue to thrive.
119	IMPORTANT	I see no reason to restrict multifamily housing to one neighborhood. It feels exclusionary.
120	IMPORTANT	YES! It should be everywhere!
121	IMPORTANT	segregating people by income is a very bad idea. It pits people against each other. Mixed income neighborhoods are the only way.
122	OPPOSED	There is already enough of multi family housing and zoning for it in Arlington
123	OPPOSED	No multifam anywhere. There is developable land near Alewife. You are also interpreting the MBTA Comm act incorrectly!
124	IMPORTANT	If it includes affordable housing even in two families
125	IMPORTANT	Should build where it's most advantageous to residents but that doesn't always mean in commercial areas.
126	NEUTRAL	I do not support proposals for consolidation in E Arlington with a NIMBY approach in other neighborhoods. I do believe it should be spread out. That said, we need a focus on true affordable housing [60% AMI or lower], not market rate in any neighborhood-- and yes, it should be in the neighborhoods which will fight the most to keep true affordable housing out [60% AMI or lower] because they are racists. No mixed use, no 1 out of every 6 houses, all true affordable housing units. Or else we are not doing our job for the community or for the most vulnerable.
127	UNSURE	I look at Arlington as a collection of transportation corridors.
128	IMPORTANT	I am in favor of a townwide development - not "ghettozing" low income housing
129	OPPOSED	We should aim to allow multifamily housing where or near where it already exists. If we allowed multi-family (which you qualify as 3 units) housing in E Arlington and along existing commercial corridors could we meet the requirements?
130	NEUTRAL	I'd prefer to focus on areas with existing businesses and transit, rather than putting multi-family housing in our more monolithic car-oriented districts.

#	Response	Comment (encourage multifamily housing in all neighborhoods)
131	IMPORTANT	This would make sense, but again the priority should be not to lose industrial/retail spaces and to make the new housing near public transit. Also, to make it easier for disabled folks, to put housing near flatter areas to make transport easier. So I guess my priority would be to put new housing within 1/2 mile of buses.
132	IMPORTANT	This allows for a more inclusive approach.
133	OPPOSED	A few larger developments, close to transit and businesses, in neighborhoods already zoned for multi family. Avoid single family residential areas.
134	IMPORTANT	Yes! This is so important. Multifamily housing should be built in all neighborhoods, to create growth and equitable communities throughout town.
135	IMPORTANT	Arlington has some significant economic segregation that contributes to lack of racial and other diversity in much of the Town. We should try to ensure that multifamily development is possible in each school district so that future generations of children can benefit from the advantages of diverse educational environments, and also to correct for the historical injustices that directly and indirectly excluded minorities and working class people from much of Arlington.
136	SECONDARY	Focusing multi-family zones along main roads will provide most neighborhoods with access to these type of homes
137	UNSURE	Yes!!! I wholeheartedly support this. We all should absolutely not simply assume that multi-family housing is bad or inferior to single family housing... or their inhabitants.
138	NEUTRAL	Some of the areas are really expensive neighborhoods so houses built there would probably be fancy and expensive too which would negate the affordable aspect
139	OPPOSED	I would like Arlington to not look like Cambridge or Somerville. We are a nice suburb; not a city. Schools are already bursting at the seams in some neighborhoods. We can not add multi family housing and purposefully increase the density; adding more kids. If you add multi family housing anywhere, do it in the areas by Alewife in East Arlington where it already looks more like Cambridge than the rest of Arlington.
140	NEUTRAL	Encourage but not mandate
141	IMPORTANT	Design and zoning is key here. Neighborhood character is important, so care should be given to what the multi family housing looks like. But a two family house that looks like a single family house is nice in every neighborhood!!
142	IMPORTANT	Shouldn't be in just one area if it has to be done
143	IMPORTANT	This is important in order to promote equity.
144	BLANK	I don't think that just a few neighborhoods should bear the brunt of this. We experienced in the past how one elementary school was considered inferior because it had more kids from poorer families.
145	OPPOSED	If Arlington does not have enough developable land within a half mile, that should exempt the town. WHERE are these units going to go?? This is already a densely populated town.
146	IMPORTANT	Eliminate single-family-only zoning throughout the town. We are in a housing crisis. BUILD!

#	Response	Comment (encourage multifamily housing in all neighborhoods)
147	IMPORTANT	Affordable housing should be diffuse, included in every neighborhood, to allow for integration rather than ghettoization
148	OPPOSED	Please keep all development away from green spaces and on the main roads.
149	OPPOSED	I think it's much more important to pursue a coherent strategy than distribution across all neighborhoods.
150	OPPOSED	Specific factors and research should be used to encourage multifamily housing in Arlington - such as accessibility, proximity to town amenities, safe crossings, and encouraging a vibrant community center. Randomizing it seems to undo the careful consideration of other questions proposed.
151	IMPORTANT	This is interesting and it conflicts with my earlier answers that assumed multi-family housing should be/need to be concentrated along and adjacent to commercial/business corridors and with reasonable access to public transportation. Encouraging multifamily housing in all neighborhoods in Arlington offers a future reuse of some very large single-family homes that could be subdivided into 4-6 comfortably-sized units and also moderate-sized single family homes that could be subdivided into 2-3 units. In addition, developers could choose to replace a smaller single family home on a larger lot with multi-family. To some extent, these outcomes would be welcome. It's also very important to provide adequate tree canopy and biodiversity support - so design greater density to include pocket gardens, parks, etc. There is research that shows the importance of access to even small natural areas for mental health and wellbeing as well as for native wildlife protection. All are part of being resilient climate to change.
152	IMPORTANT	Absolutely! This is key to a well integrated and fair Arlington. Someone can live in a single family if they want but they have to pay for it.
153	OPPOSED	This is a whole rezoning of the town. Folks purchased houses in specific neighborhood with specific zoning features. To just reclassify the whole town as two family etc would cause all the small starter homes to be purchased and torn down as replaced by condos that would be more expensive. We rejected this to Town Meeting in 2022. .
154	OPPOSED	Unless the multifamily housing is mostly affordable (60% AMI or less), it's going to foster displacement.
155	NEUTRAL	I believe "appropriate" density makes sense in all areas but likely should take a more incremental approach to move from low, moderate, and high density. If it is a neighborhood of single families, moving to 2-4 family is a no-brainer and larger on major thoroughfares or where the appropriate transitions can occur. Multi-family definition is vague....
156	SECONDARY	It'd be great to have multifamily housing options spread out across neighborhoods in Arlington, but also locating multifamily housing near transit corridors is important for travel, more so than ensuring that each neighborhood has multifamily housing - particularly considering lot size of developable land in some neighborhoods and pre-existing structures in those location will limit development (even if it was zoned by right).
157	NEUTRAL	This map demonstrates that we should not be the target for this policy. Arlington is highly developed already. What does encourage mean here?

#	Response	Comment (encourage multifamily housing in all neighborhoods) Allow? Require?
158	OPPOSED	<p>You waited until NOW, at the very end of this "survey" to inform us that your department has ALREADY decided that there's not enough developable land within 1/2 mile of the Alewife T Station to satisfy the MBTA Zoning law's requirements???? SERIOUSLY???? You couldn't have bothered to mention that up-front? In fact, Arlington has NO developable land anywhere in town, and hasn't had for over half a century! When I moved to Arlington in the 1970s, everybody in town understood that Arlington was already completely built out back then! And no new land has been created in Arlington in millions of years. So, if there was no developable land 50 years ago, there certainly isn't any today. But the lack of developable land is a red herring! None of the proposed density solutions depend on the existence of "developable land". They all depend on changing zoning to allow existing houses to be torn down in order to build much larger buildings. So, have the DHCD look again! Surely you can find one or two blocks within 1/2 mile of Alewife Station that can be rezoned to allow Arlington to have its own replica of the World Trade Center! That should provide all the density the MBTA mandate requires, and then some! And since you earlier were suggesting building in a flood plain, why not place it right in the middle of Alewife Brook? Or better still, since the Arlington border in East Arlington runs just a little bit south of Route 2, why not just change the zoning to allow the construction of a high-rise over Route 2, much like the Sheraton over the Mass. Pike in Newton Corner? That would be entirely within Arlington; it could be built tall enough to accommodate as much density as you like; and best of all, it's only about 1/10th of a mile from the Alewife T Station. If your intention all along was to tell us that your department has already decided that the entire town has to submit to the MBTA Zoning law's mandate, it would have been far less offensive to announce up-front that the decision has already been made!</p>
159	NEUTRAL	<p>Ultimately suburbs are unsustainable and we need to change Arlington but it's got to be in ways that don't just move more people into car dependency, I can't endorse this abstractly without a strong climate plan for a non-car centered, affordable option that preserves green space.</p>
160	OPPOSED	<p>While all school districts should have multifamily housing, we want a diverse economic base. Historic buildings and the large old houses with large lot should also be preserved.</p>
161	SECONDARY	<p>I think it would be good to have multi family options in all neighborhoods. This provides more affordable options in all neighborhoods. Otherwise, certain neighborhoods could become even more of a wealthy enclave, exacerbating inequality within the town.</p>
162	OPPOSED	<p>Not every neighborhood has the space, room in schools, transportation access, etc.</p>
163	SECONDARY	<p>Housing should be prioritized in transit-oriented, walkable locations</p>
164	IMPORTANT	<p>With all the racist and homophobic issues that the town has been having, I think it's important not to ghettoize by income.</p>

#	Response	Comment (encourage multifamily housing in all neighborhoods)
165	IMPORTANT	This is perhaps the most important. Encourage multifamily housing in ALL neighborhoods in Arlington.
166	OPPOSED	I don't want to encourage multifamily housing in all neighborhoods. They are very different character. Don't we want to have them evolve naturally?
167	OPPOSED	If you ask me should we redline neighborhoods to protect others I'd say no. But I think the question is confusing and has too many parameters and consequences.
168	IMPORTANT	flexibility matters
169	SECONDARY	All regions of Arlington should allow multi-family, but it should specifically be encouraged along MBTA routes.
170	UNSURE	We should allow three family development by right in east Arlington near Alewife to meet our MBTA Communities obligation.
171	OPPOSED	zoning laws are a contract - homeowners invest in their homes, just as much as the developers invest - it is a double cross when the state forces zoning changes that can case a shadow over someone's nest-egg, and decrease its value - - - or otherwise decrease the quality of life in a town. To call this racist or archaic is horrid of you. why do you expect people to vote yes on the next override when you treat us in this way?
172	OPPOSED	Opposed to this
173	NEUTRAL	East Arlington already bears the brunt of density in this town. I do not support anything that would increase density in East Arlington beyond the minimum required to comply with the MBTA density laws. We can't afford to increase density in this town without incurring higher costs like schools, which proponents of density conveniently ignore at every possible opportunity;.
174	SECONDARY	Accessible via walking or public transport.
175	OPPOSED	Should be accessible to public transit.
176	OPPOSED	Consider our heat map of arlington. Try to locate multi family housing on our commercial corridors where there are already heat islands rather than by increasing density in neighborhoods that have more trees and green spaces that help keep our town cool.
177	OPPOSED	Enough housing in our dense community is enough.
178	IMPORTANT	I feel strongly that the multifamily units be spread throughout the town. If all clumped together I think there's a greater chance for unfair stigma.
179	SECONDARY	Good to diversify locations. But important not to destroy/ break up neighborhoods. And housing should fit aesthetically within neighborhoods.
180	IMPORTANT	There is scope for multifamily housing in all areas, but it may need to be more restrained in areas that are largely single-family residential. Many teardowns are almost multi-family residences, and the inclusion of granny flats will also change neighborhoods. It would be inappropriate to agree to multifamily housing as long as it is not in my back yard. But this gives more importance to issues related to height, shadow, setbacks, and the like.
181	OPPOSED	Move to Somerville or Cambridge or Brighton. Send a postcard...let us how great it is.
182	NEUTRAL	We should allow multifamily housing anywhere in town, but specifically encourage it near transit stations and bus routes.

#	Response	Comment (encourage multifamily housing in all neighborhoods)
183	OPPOSED	Build only in neighborhoods where there is less density not in densely populated areas.
184	NEUTRAL	There's a small typo in this description: "whereas another approaches could..."
185	IMPORTANT	I think this is critically important, both for equity and for actually developing enough multifamily housing. Some of the shown neighborhoods seem too large as useful units for this - I think the divisions of "an area which should have multifamily housing in it" should be much smaller than them.
186	UNSURE	Some neighborhoods are more conducive to multi-family than others, as indicated by the previous goals listed.
187	OPPOSED	I'd only support multi-family housing along Mass Ave, but not everywhere in Arlington.
188	SECONDARY	With caveat that most Arlington neighborhoods are completely built up, so adding lots of multifamily housing would require teardowns. We should be hesitant about that.
189	NEUTRAL	I haven't thought about this enough to have an opinion. Arlington is not that large in acreage. Looking at this map, it seems to me there are some neighborhoods where it would be impractical to site multi-family housing: Kelwyn Manor comes to mind; maybe Jason Heights. I have never set foot in "Poet's Corner" or "Little Scotland." If the thought is that multifamily housing would permit some long time residents to grown old in their same neighborhood, or to allow young people to stay near but not in the family home, then dispersed options would make sense. We no longer have boarding houses or residential hotels that fill this niche - everybody has to be independent! OTOH, multifamily development on one of the larger parcels would create its own new neighborhood, would it not? Add a pocket park, a convenience store, a coffee shop, a new bus stop, and voila!
190	IMPORTANT	We should avoid ghettoisation
191	IMPORTANT	?
192	SECONDARY	Definitely a good idea to distribute multifamily housing in various neighborhoods, keeping in mind the specific type of neighborhood.
193	OPPOSED	This has the potential of dramatically altering the historic character of some neighborhoods.
194	IMPORTANT	Please diversify Arlington socio-economically!
195	NEUTRAL	I'm confused. I thought the state was requiring all communities within a half mile of public transit to allow multifamily by right, but DHCD has determined Arlington does not have sufficient developable land to meet that requirement, but they are requiring it regardless? Did they decide since we do not have the land in that proximity to Alewife, that they will require that housing be built by right anywhere in Arlington? I thought the point of the mandate was to build housing within walking distance to Alewife, thereby reducing reliance on cars? I am apparently misinformed.
196	OPPOSED	Multifamily housing must be near MBTA
197	SECONDARY	east arlington is far more urban than the rest of arlington. I think multifamily housing is important to consider everywhere, but most of east arlington is set up this way anyway (the center too). Therefore, much less pushback on this

#	Response	Comment (encourage multifamily housing in all neighborhoods) approach
198	IMPORTANT	Absolutely all neighborhoods of Arlington should be encouraged to build multifamily housing. It is nonsensical to suggest that certain neighborhoods should be allowed exemptions, especially when the neighborhoods that most vocally oppose multifamily housing also have the highest concentration of larger parcels and underutilized space. It is also quite hypocritical to brag about Arlington's inclusivity, diversity, etc. while simultaneously shouting down any attempts to build housing that supports the growth of said inclusivity and diversity.
199	OPPOSED	Our schools cannot handle more residents - already underperforming on many levels (special education unavailable to those who need it, afterschool offerings for working parents, class sizes, etc) and understaffed. Expand the schools first - then build new housing once we can absorb an influx of new neighbors and children attending APS.
200	IMPORTANT	This would push diversity and an anti-snob attitude across town!
201	IMPORTANT	Within more residential areas allow for 2 family or ADU by right - but not higher than that
202	OPPOSED	Needs to be on Rt. 77 or near Alewife
203	BLANK	I am interest in affordable housing not multifamily housing. Retaining smaller houses rather than replacing a small house with a oversized and expensive 2-family unit is preferable.
204	SECONDARY	Where possible, density should be increased slowly in any given neighborhood. For example single family neighborhoods can add parcels that allow duplexes by right, but larger units required for the MBTA program should go in areas that are more dense already (for example by allowing triplexes in places that currently have duplexes).
205	OPPOSED	We need to save our single-family neighborhoods. We should continue to have neighborhoods which are single-family only for the benefit of those who don't want to live around the noise and congestion caused by density.
206	OPPOSED	This map seems to highlight the lack of real green spaces in the Town - development too dense!
207	IMPORTANT	Housing should be situated in less congested areas.
208	OPPOSED	I do not think there is a need to evenly distribute multi family. Multi family is an MBTA communities initiative - meaning, to me, MBTA access. This goal would disadvantage somem families living in a multi family building to have MBTA access
209	OPPOSED	We're in the Turkey Hill area (well, "Lower Turkey Hill"). Very small houses, with many sideways on the lots, and a few larger houses built after teardowns of smaller houses. As noted, we have no sidewalks in the area, and encouraging more housing here with more cars (again, very unreliable 67 bus is all we have, and a large chunk of us don't work in places reached by the T), would make it impossible to walk our streets safely. We have a lot of young kids in strollers and on bikes, plus older folks including us who walk a lot. The area here was full of small cottages when we moved here, and the current things going in are already out-of-scale with the size of our streets and ability

#	Response	Comment (encourage multifamily housing in all neighborhoods) to navigate safely, particularly at dusk and night, with no sidewalks.
210	OPPOSED	Large multifamily buildings are not supportable in most of the neighborhoods in Arlington. Opposed.
211	NEUTRAL	I think the town needs to be sensitive to the willingness of different neighborhoods to accommodate larger housing developments. I think East Arlington (where I live) and Arlington Center are obvious candidates for more larger apartment buildings. They might not be as good a fit in other neighborhoods.
212	OPPOSED	Results in disruptions to existing neighborhoods
213	SECONDARY	For purposes of balance and making use of open space, I like the idea of putting multifamily housing in usually single family zones that have a lot of space. I live in East Arlington where there is already multifamily housing. I would like more but I understand ppl who want other areas of town to build their "fair share" of housing. Unfortunately the single family areas aren't usually that accessible to the MBTA or bus and require a car, which defeats the purpose a bit of the law. Also I know it's a much harder sell for many Arlington residents to try and put multifamily housing in single family zones. It would be great, but honestly at this point I would take more multifamily housing anywhere.
214	IMPORTANT	If Arlington does it, it has to do it in Maroningside and Jason Heights too, not just in East Arlington and Arlington Center.
215	OPPOSED	Already too much
216	OPPOSED	MOST HOUSE LOTS ARE WAY TOO SMALL FOR THIS!!! SAVE NEIGHBORHOODS ; THEY ARE & HAVE BEEN THE LIFEblood OF THIS TOWN!! DO NOT DESTROY THEM BY OVERBUILDING!!!
217	IMPORTANT	This should be a key consideration for multiple reasons mentioned above.
218	OPPOSED	Housing should not be forced into neighborhoods that are already over-developed.
219	OPPOSED	Some neighborhoods are largely composed of many non-conforming small lots. Multi family housing should not be permitted at all in these areas. In addition, it can be reasonably argued that Arlington's current density easily meets the MBTA overlay guidelines. Although not asked here, I am not opposed to foregoing the small carrots (1 to a few million dollars) in state aid and simply refusing to comply until a large number of surrounding towns increase their density to levels comparable to ours.
220	IMPORTANT	The harmful effects of the decision to reject the expansion of the Red Line decades ago continues to reverberate today. It affects everything about the quality of life in Arlington, including the issues raised in this survey. One can only hope that the organizations involved in that opposition are not influential here.
221	OPPOSED	If people bought a single family home in good faith, paid good money, then you can't just go and switch it around on them.
222	OPPOSED	Development should be concentrated in areas that are the most developed already.
223	OPPOSED	The town just voted against allowing multi family homes across Arlington.

#	Response	Comment (encourage multifamily housing in all neighborhoods) Most residents would like to preserve single family zoned areas.
224	IMPORTANT	This is so important to ensuring there is plenty of housing and each neighborhood is vibrant and dense enough to create a walkable place to live for all.
225	OPPOSED	This approach would run the risk of ruining the character of many of Arlington's neighborhoods (in my opinion).
226	IMPORTANT	Eliminate R1. Make them R2.
227	OPPOSED	The labels on this map offend me. Kelwyn Manor is part of East Arlington. Arlmont is part of the Heights. This feels like gerrymandering for purposes of forcing certain housing policies.
228	IMPORTANT	I have a comment about this survey. I don't understand how it is constructed. You are asking whether approaches should be primary or secondary yet you don't tell us all the choices in the beginning so that we can compare and then correctly prioritize what we think is important. This makes it very difficult for me to prioritize what I think is important and is frustrating.
229	BLANK	Sure, wherever there are nice areas
230	OPPOSED	People chose to live in our town because of the affordability and the diversity of housing types and what that offers to a diverse group of people - single, couples, families. We should preserve our existing diverse zones, so that people can stay in Arlington if they choose to move from apartment buildings to single or two-family houses or vice-versa. If we allow multifamily in all zones, we also wreck our affordability - the experiments across the country, including in Minneapolis show this in addition to destroying what we like about our town - that little bit of urban and little bit of suburban.
231	NEUTRAL	Please see my comment from earlier - multi-family housing should blend with the existing architecture and neighborhoods as much as possible. I believe we can build multi-family housing everywhere, but it depends on how it's designed and constructed. Also, as long as relatively few business are located in Arlington, people with in-person jobs are going to have to commute, and it makes sense to cluster more people around public transit and closer to the industrial hubs in Cambridge, Watertown, etc.
232	OPPOSED	When people like crime, drugs and crowds, they prefer Medford, Somerville, Cambridge. People are living in Arlington because it's a nice family oriented town. Why to make it another trashy city like place?
233	IMPORTANT	Definitely !
234	UNSURE	I am not in favor of huge concentrations of multifamily housing...This is a town, not a city,,We all pay for services and could be burdened by higher taxes
235	IMPORTANT	East Arlington and Arlington Center are already densely developed with multifamily. Let's spread the wealth to some of the single-family neighborhoods.
236	SECONDARY	I imagine there are some places where it is more feasible...
237	OPPOSED	multifamily development should be based on proximity to commercial centers rather than "equally spread" throughout neighborhoods
238	IMPORTANT	We need more housing supply throughout the town. Adding more duplexes,

#	Response	Comment (encourage multifamily housing in all neighborhoods) townhouses, or triple deckers in any neighborhood would be great and would not detract from the residential appearance of the neighborhoods. Larger multi-unit projects may fit better in neighborhoods that include areas with larger parcels available or on/near public transportation routes, but we need multiple strategies to produce more housing.
239	NEUTRAL	Multi family should be allowed everywhere, but it does not need to be encouraged everywhere. Encourage mixed use in commercial areas and corridors, while allowing multi family by right everywhere.
240	OPPOSED	I support multifamily housing only in East Arlington and Kelwyn Manor.
241	OPPOSED	Again, some neighborhoods are not suitable if we want to encourage public transportation
242	SECONDARY	The more we get used to having multi family housing in our neighborhoods the more we're going to welcome new neighbors. That said there may be some neighborhoods that are far from transportation open space and commercial opportunities. Those neighborhoods may not be good for multi family housing.
243	OPPOSED	No thanks.
244	IMPORTANT	Housing everywhere.