

Livable Newton

Coalition for inclusive, sustainable development

Questionnaire for City Council Candidates

1. If you are an incumbent, what are your three most significant accomplishments on the City Council/Board of Aldermen?
2. Do you agree that there is a housing crisis in the Greater Boston area? If so, please explain the key strategies you would implement in Newton to address it.
3. What are the top three issues facing the City and what approach should the City Council take to address them?
4. What role, if any, should the City take in supporting the development of both affordable and market rate multi-family housing? Please explain your answer.
5. Describe your views on the following projects:
 - a. Riverside
 - b. Northland
 - c. Washington St. Vision and Zoning
6. Newton is comprised of 13 “villages.” What is your vision for these “village” centers over the next five years?
7. Do you agree that the City should actively promote economic and racial diversity? What specific steps should the City take?
8. Do you support Green Newton’s [Green Building Principles](#)? Please explain your answer.
9. In 2020, the City will continue its work on Zoning Redesign. What should be the main goals of this effort?
10. What are the most critical transportation issues facing the City and what would be your transportation goals and priorities?
11. What three adjectives would best describe your approach to working with the other members of the City Council, the Mayor and the public?
12. Did you support the proposal to amend the City’s Charter in 2017? Please explain.

Responses to Livable Newton Questionnaire for City Council Candidates

Responses are organized by Ward, then alphabetically by last name. Responses are presented as submitted. The only editing done was to format all responses into one document.

Alison Leary – Ward 1 At Large

If you are an incumbent, what are your three most significant accomplishments on the City Council/Board of Aldermen?

I lead the charge on the phasing out the use of single use plastic bags which was successfully passed in 2016. At the time Newton was the 7th community to take such action. Now more than a 100 communities have passed such laws. I worked on initiatives and policies to get the City to recycle more and throw away less trash. I reconstituted the Solid Waste Commission and worked with the Commission to develop a list of action items that move the City forward on a holistic, cost effective path for managing trash and recycling, including reducing consumption, improving the quality of curbside recycling which saved approximately \$7000/month, as well as encouraging re-use and re-purposing of materials and products.

I have been involved in almost every environmental related initiative from recycling and reuse, municipal aggregation (We now acquire 40% of municipal energy needs from class 1 renewable energy sources). I am proud of my strong progressive voting record.

Do you agree that there is a housing crisis in the Greater Boston area? If so, please explain the key strategies you would implement in Newton to address it.

Yes, I agree we are facing a very serious housing crises. I support increasing the supply of housing and increasing density in appropriate locations. We especially need more multifamily housing, as well as infill housing and accessory dwelling units. I am very much in favor of smaller housing units which by definition are more affordable. Most of the housing should be built in areas where people have access to transit or buses and can walk to amenities so they are less reliant on driving personal vehicles. We do not need any more oversized multi-million dollar single family homes.

Key strategies include passing zoning reform, implementing inclusionary zoning (recently improved) and advocating for the Governor's Housing Choice bill.

What are the top three issues facing the City and what approach should the City Council take to address them?

1. Climate change.

Addressing climate change impacts are extremely important. Zoning reform offers important tools to mitigate climate change impacts including increasing the amount of public greenspace, reducing heat island effects and require more efficient building techniques including passive house design. From what I have seen so far both the Riverside and Northland developments are including green design principals and best practices that will be critical to meeting our climate goals.

2. Zoning reform

Zoning reform is integral to meeting climate goals and also important to allow greater density where appropriate while also protecting neighborhood character and historic buildings. It will allow greater predictability, reduce the need for special permits for smaller projects.

3. Improving public transit and the safer streets and sidewalks. *This can be done by advocating for best practices and applying them to all the city's street and sidewalk work. Leveraging private development to maximize public benefits and integrating public safety principals into zoning redesign.*

What role, if any, should the City take in supporting the development of both affordable and market rate multi-family housing? Please explain your answer.

The City has an important role working in partnership with private and nonprofit developers to encourage affordability, good design and excellence in placemaking. The special permit process is an important tool that can maximize public benefits from private developments. One of the ten Priority Actions from the 2016 Newton Leads 2040 Housing Strategy was a recommendation that the City strengthen its Inclusionary Zoning ordinance. This we have done! Councilors also have an important role in facilitating public engagement, building consensus and working with their colleagues in supporting new housing opportunities in their neighborhoods. I am especially excited about the Howard Haywood House planned to be built along Jackson Road which would consist of 55 new one bedroom rental apartments for low and moderate-income seniors and a replacement community center at JFK Circle in Nonantum.

Describe your views on the following projects:

Both Riverside and Northland are currently underutilized parking and vacant lots that are ripe for redevelopment and I believe these projects offer opportunities for economic development, more housing choices and critical environmental and quality of life improvements. I am following these projects closely and have been impressed with what has been presented so far. However, since these items are currently before the Council City Council and because we act in a quasi-judicial manner when deciding special permit/site plan approval petitions I will avoid commenting further on these proposals.

Washington St. Vision and Zoning

I generally support the proposed Washington Street zoning. As a vision plan I think it is a thoughtful document and will serve as an important guide for the city council, city planners, the public and other stakeholders. The corridor feels now like a thru-way for cars, not a welcoming destination for people to walk around. The Washington Street Vision and Zoning offers a tremendous opportunity varied housing opportunities, including smaller and more affordable housing options, promote high quality design, increase public green space, mitigate heat island effects, preserve historic facades and improve safety and walkability

Newton is comprised of 13 “villages.” What is your vision for these “village” centers over the next five years?

Each village has its own special character and sense of identity. It is important to preserve the cultural, historical and special character of each village. I would like to see some thoughtful redevelopment in village centers that would complement the existing built environment and offer more opportunities for public engagement, add trees, improve walkability and add bike lanes where appropriate. In Newton Centre I am advocating for the senior center to be built there. In Nonantum, a new mixed use building is currently being built. In West Newton there are plans for a complete redesign of the village square.

Do you agree that the City should actively promote economic and racial diversity? What specific steps should the City take?

Yes. I believe that zoning reform and offering affordable housing opportunities will be the biggest influencers in building a more just and fair community.

Do you support Green Newton’s [Green Building Principles](#)? Please explain your answer.

Yes I do! It is essential that we have strong building policy if we are to meet our climate Action Plan goals.

In 2020, the City will continue its work on Zoning Redesign. What should be the main goals of this effort?

Rezoning is really more about appropriate placemaking than anything else. Zoning redesign must prioritize high quality design and reflect best practices while preserving and protecting what we love most about our villages, our neighborhoods and our city as a whole. It particularly must include strategies for mitigating climate change and building resilience by mimicking natural systems. The work on our zoning code will also be key to ensuring a clear, predictable process for development and help us plan for the growth we want. It is also an opportunity to discourage teardowns, and overly large homes, expand public open space and implement low impact development.

What are the most critical transportation issues facing the City and what would be your transportation goals and priorities?

Reducing vehicles mile travelled (VMT) would be a high priority for me. By building density in appropriate locations, especially near transit and amenities we can reduce reliance on single occupant vehicles (SOV's) and reduce car trips. By designing and building safer streets and sidewalks we can encourage more walking and biking. We need more bike lanes, especially protected bike lanes. We have the opportunity with the Washington Street corridor redesign to build the first protected bike lanes. Collaborating with the Mayor and State officials is important in order to continue improvements to public transit, including better service, more reliable service and accessible transit stations.

What three adjectives would best describe your approach to working with the other members of the City Council, the Mayor and the public?

Collaborative. Inclusive. Transparent.

Did you support the proposal to amend the City's Charter in 2017? Please explain.

I supported the charter overall though I was skeptical of the elimination of the ward councilor. I was a ward councilor for 2 terms and I am currently an at large councilor. My approach and my view has always been to take a more holistic perspective. What is good for the City as a whole is almost always good for a neighborhood, a ward or a village center. I think it is the person elected and not the office held that is the key factor in how a person approaches the job.

Maria Greenberg – Ward 1 – Ward Only

1. If you are an incumbent, what are your three most significant accomplishments on the City Council/Board of Aldermen?
 1. Voted in support of Haywood House and wrote a letter of support for the project to the ZBA.
 2. To mitigate traffic congestion along California St. I insisted with success that 2 large projects in the area join the Watertown Transportation Management Association. Both of these petitioners joined. And I've worked with our City's Transportation Dept to have the City join the Watertown TMA. Last week the Mayor announced that the City has become a member.
 3. I worked with the Hunnewell Hill Neighborhood Task Force and our Transportation Dept to implement traffic calming measures on Washington St from the Brighton line to the Mass Pike rotary.
2. Do you agree that there is a housing crisis in the Greater Boston area? If so, please explain the key strategies you would implement in Newton to address it.

Yes I agree that there is a housing crisis in our area. I agree with the Mayor's commitment along with 15 Metrowest Mayors to create 185,000 new units by 2030. Key strategies would be Zoning reform, working with petitioners of large developments to provide the maximum number of diverse housing options at all income levels. We must leverage a mix of local, state, federal and private dollars to create affordable ownership and rental housing to meet Newton's housing goals.
3. What are the top three issues facing the City and what approach should the City Council take to address them?
 1. Lack of affordable, accessible housing. See above answer for how to address this issue.
 2. Traffic congestion. The City Council must insist that each development project incorporate a robust transportation management plan into their project which includes eliminating minimum parking ratios, public transit subsidies, and contributions to improve and optimize its surrounding streets infrastructure and traffic signalization.
 3. Climate Crisis. Since our current presidential administration has denied that climate change is real and has rolled back many of Obama's environmental policies that prioritize the reduction of carbon emissions. We as individuals,

cities and states, must do all that we can to combat the Climate Crisis.

Our City has been proactive on this front with its municipal aggregation program, installation of solar panels on city buildings and replacement of many of the city gas fueled vehicles to electric. But key will be the adoption of the Climate Action Plan which will incorporate the Citizens' Climate Action Plan to reach the goal of being carbon neutral by 2050.

4. What role, if any, should the City take in supporting the development of both affordable and market rate multi-family housing? Please explain your answer. Since our City has made a commitment to alleviate the housing crisis we must play a major role in supporting the development of affordable and market rate housing. Through Zoning reform we can allow more multi-family projects to be built by right. We can work with developers through the Special permit process to ensure that their units will represent the right balance of affordable, market rate and diverse types of housing. The City Council can put forth a declaration in support of Gov. Baker's Housing Choice Bill which would allow Massachusetts cities to adopt zoning rules by a simple majority vote of their governing body rather than the required two-thirds supermajority.
5. Describe your views on the following projects:

- a. Riverside
- b. Northland

Both of these projects are currently before Land Use committee of which I am a member. I have been advised by the City's Law Department that it would be legally inappropriate for councilors to comment on these matters given our quasi-judicial role.

- b. Washington St. Vision-

I am excited and optimistic about the Washington st Vision process and look forward to the final plan. Currently we have an unattractive and unsafe accessory roadway that runs along the Pike. There is so much potential there for improvements. For example the things that I eagerly anticipate are:

1. Diverse, affordable housing that is transit oriented
2. Street design that prioritizes safety for pedestrians, cyclists and drivers
3. A tree lined boulevard styled corridor with wide sidewalks
4. Outside gathering and eating places
5. Human scaled village blocks with a variety of building types
6. Opportunities for local businesses to start up and thrive
7. Possible decking over the Pike, reconnecting the severed villages of Newton

Corner and Newtonville.

8. Upgraded public transportation

c. Zoning-

Our current zoning ordinance is antiquated, difficult to understand and unpredictable. Zoning reform aims to rectify these challenges. Our zoning must be forward thinking with the aim of providing our citizens ample, diverse housing, economic opportunities, and resilience to climate change for decades to come.

6. Newton is comprised of 13 “villages.” What is your vision for these “village” centers over the next five years? For those village centers that have public transportation options I envision the creation of more mixed use development, with apartment housing, ground floor retail and subsurface parking. These developments will provide housing at all income levels and will offer growing opportunities for local, small businesses. I foresee vibrant village centers with restaurants that have outdoor dining, gathering places for cultural performances/arts and celebrations and areas of greenspace for recreation and relaxation. All to promote cohesive, successful neighborhoods

7. Do you agree that the City should actively promote economic and racial diversity? What specific steps should the City take?

Yes, the City should definitely promote economic and racial diversity. Again, this is accomplished by providing a more diverse housing stock for all folks from every income level and age. This will offer our city a more balanced, diverse citizenry to combat social and economic imbalances. This is clearly stated as one of the purposes of the new proposed Zoning ordinance-”to promote a welcoming community where people of diverse demographics, origins and income levels will be able to find a home and opportunity for success.”

8. Do you support Green Newton’s [Green Building Principles](#)? Please explain your answer.

Yes, I support Green Building Principles. The Climate Crisis is real and we must all at an individual, local, city and state level work to combat it’s progression. Our City must make it a requirement that large scale development projects use green sustainable building principles in their construction. It is critical for the success and survival of future generations that we move away from the use of fossil fuels to

renewable energy sources.

9. In 2020, the City will continue its work on Zoning Redesign. What should be the main goals of this effort?

Again, to me the main goal of Zoning Redesign is "to promote a welcoming community where people of diverse demographics, origins and income levels will be able to find a home and opportunity for success." We must also aim to allow for dense, walkable, mixed-use development near transit, preserve the existing unique character of Newton villages and require that all construction be done in the most sustainable and efficient ways.

10. What are the most critical transportation issues facing the City and what would be your transportation goals and priorities?

Traffic congestion is the most critical transportation issue facing our City. It is often cited as a major concern from residents. And the fear of increased traffic congestion is regularly cited by residents as the primary reason that the City should refuse the special permits of large scale development. So the City must aim to work with developers to ensure that every possible transportation management option is implemented. In doing so residents will be reassured that this project will provide a wide variety of sustainable transportation options to reduce the impact on traffic congestion and air pollution.

11. What three adjectives would best describe your approach to working with the other members of the City Council, the Mayor and the public?

Collaborative, Respectful, Responsive

12. Did you support the proposal to amend the City's Charter in 2017? Please explain.

No, I did not support the changes to the City's Charter to reduce the size of the City Council primarily because it proposed to remove the Ward councilors leaving all at large councilors on the Council. As the Ward 1 Councilor for the past 2 years I've seen first hand how important it is for our residents to have local representation. A Ward councilor intimately knows the issues and needs of their particular ward and knows how to address these concerns.

Susan Albright – Ward 2 At Large

1. If you are an incumbent, what are your three most significant accomplishments on the City Council/Board of Aldermen?

It is difficult to pick three things but I'll give you one from 12 years ago, one very recent and one from 4 years ago and I'll explain why

1. Off-leash dogs Dogs of leash was an epidemic in Newton. I was charged as a freshman Alderman to organize a task force and solve the problem. I led a task force to the ultimate creation of an ordinance. We took this proposal to public hearing which was extremely contentious. We worked our way around it and ultimately passed the ordinance. Then I realized that we had done it wrong. A citizen group had been charged with figuring out where the off-leash sites should be. We made this decision mainly because the then Commissioner of Parks and Rec refused to take responsibility for the program. When she left it became clear to me that the Parks and Rec Department needed to control the program. So – I brought the task force back together and even though it was recently passed we rewrote the ordinance and got it passed the second time. Now there are 7 sites with an 8th on the way. It is not a perfect program and still a work in progress (mainly because the police union won't let staff from parks and rec give tickets). But we found a problem and came up with a workable solution and made it work

Shortening the winter parking ban – This winter parking ban is a thorn in the side of many who live in Newton who have no place to put cars during the ban. I drove around parts of the city where this is a terrible problem and saw homes where the front yard is paved to solve this problem. This is a horrible solution. I made the case to the Council and many said – “well these people pay less for their homes so why should we care”. Hardly an empathetic stance. I took a two-pronged approach, to shorten the length of the ban and secondly to try to get a pilot area of the city where we could trial no ban. So far – I was successful in shortening the ban. I wanted 6 weeks but I compromised and we got 4 weeks. In the mean time the pilot of no ban is still before the public safety and transportation committee and there is a chance we will pass this pilot this fall. This ban affects a lot of people and I don't see why we can't handle getting cars off the street by emergency messaging. But at least we have shortened the ban.

Austin St - The three councilors in Ward 2 decided that more could be done with the Austin St parking lot. We advocated for housing in that space and finally Mayor Warren agreed to pursue this with an RFP. In the face of tremendous controversy we stuck to our goal and at long last in 2015 the project was approved. This opened the door to housing in village centers.

2. Do you agree that there is a housing crisis in the Greater Boston area? If so, please explain the key strategies you would implement in Newton to address it.

Yes – there is a housing crisis. The Metropolitan Area Planning Council states that we need to create 185,000 housing units by 2030 just to keep pace with job growth. The region attracts many for employment and the production of new housing has not keeping pace with the housing needs. Of course when demand outpaces supply cost of housing goes up – which is exactly what we are seeing all over metropolitan Boston. The City Council has passed two major pieces of legislation to help with affordable housing 1) made it easier to create accessory units (we can do more when we get back to zoning reform) and 2) updated our inclusionary zoning ordinance. By 2020 20% of all new units in a new development over 21 units will have to be affordable, 7.5% at 50%, 7.5% at 80% and 5% at 80-110% - all of these percentages are of area median income. The new inclusionary ordinance also makes a provision to encourage serving those lower than 50% of AMI. Work on our city-wide zoning ordinance was suspended temporarily so that we could work on the Washington St. corridor vision plan and zoning, and the MU3 zone for Riverside. The work in all of these zoning redesigns can make it easier to create multi-family housing in Newton. Currently, there are two projects before the Council, one at Riverside and one at Needham St. If the City Council approves these projects we can increase the supply of affordable housing in Newton by 140 at Needham St and between 88 and 110 units at Riverside.

3. What are the top three issues facing the City and what approach should the City Council take to address them?

Five issues come to mind- hard if not impossible to limit to 3: The high cost and insufficient amount of housing, insufficient transportation, climate change, zoning and the budget.

Housing: The scarcity of housing in Massachusetts is driving up the cost. Newton is losing its economic diversity. Those reluctant to approve new multi-family housing cite the high rent (@ \$3000-4000/month) in the new units as outrageous and in conflict with the goals of providing housing. However, many of these same people purchased their homes 30 - 40 years ago and don't seem to understand that a \$1.1 million home (the median price today in Newton) purchased today with a down payment of over \$200,000 (20%) must pay over \$6000/month. So rent of \$3000 or even \$4000 is a far more reasonable option for many. We need housing for every income level and especially for those in the lowest income – or less than 50% of area median income. An important group that we talk little about is students with disabilities who graduate at 22 from our high schools. Many of these young adults are living at home – and these parents, as they age, are very worried about their children's future housing needs. The longer we prevent new housing the worse the prices become. The MAPC has stated that our region needs 185,000 new housing units by 2030 to keep pace with the jobs created. This housing is important to the economic viability of our city and our region.

Transportation: Our region is suffering from deferred maintenance of our transportation systems. The MBTA needs a tremendous infusion of cash to upgrade and provide sufficient service. I'm glad that MassDOT is seriously looking at improving rail service. We also have a first mile/last mile problem in Newton. While we are fortunate that many live in close proximity to public transportation - there are many more who do not. If we could manage to create an on demand ridesharing service we could increase Newton's ridership on the T.

Climate Change: We must continue and enhance our efforts to mitigate climate change by bringing Newton to carbon neutrality by 2050. We and our neighboring cities and towns (who also need to bring their cities and towns to carbon neutral by 2050) will suffer – more dramatic weather swings; warmer than usual, colder than usual, bigger storms, worse hurricanes and

other stronger storms than expected. There are many other impacts of climate change affecting every sector of our economy.

Zoning: We are long overdue for a zoning overhaul. Our forefathers in the 1940s and 50s imagined a spread out city with large homes. We have found that urban sprawl is detrimental to our climate health. Many of the important reasons for new zoning are found in a separate question.

Budget: Our budget is challenged and challenging. Only slightly less than 9% of our revenue (real estate tax) comes from the commercial sector and so 91% of our revenue comes on the back of residential taxpayers. This is our challenge on the revenue side. We are also challenged on the expenditure side – We have a large obligation on pension and health benefits to retirees that needs to be funded by 2040. Every year we put an increasing percentage of our operating funds into a reserve to satisfy the requirements of these two mandated funds and this will continue until our obligations are met. This means that without new growth from either residential or commercial development, and with our inability to raise taxes more than 2.5% annually, we are able to do less of what we really want to do every year. This is one important reason why we need new development in Newton. As stated in our economic development plan, we will never get to a point where a huge percent of our revenue comes from the commercial sector, but every increase helps tremendously. As I door knock all over this city I find that our residents do not understand this fact. Everyone sees Newton as a very rich and wealthy city and therefore we should be able to do whatever we want. While we do have a lot of wealth we also have a lot of obligations.

4. What role, if any, should the City take in supporting the development of both affordable and market rate multi-family housing? Please explain your answer.

- I don't believe the city should become a provider of housing. We have enough trouble maintaining our existing buildings without taking on more
- By zoning, the council could make it easier to create certain multi-family residences by right
- The City can do more public private partnerships in selective city-owned parcels to partner with a developer to create housing, in the Austin St model.
- We should develop an accelerated process for certain housing projects – Developers of pure affordable housing can't afford the time it takes to carry the cost of the land while the process drags on.

5. Describe your views on the following projects:

d. Riverside

On Counsel advice, councilors act in a judicial role on land use petitions and should not prejudge a petition prior to the conclusion of public hearings; only commenting during public hearings and meetings to preserve the fairness of the process.

e. Northland

On Counsel advice, councilors act in a judicial role on land use petitions and should not prejudge a petition prior to the conclusion of public hearings; only commenting during public hearings and meetings to preserve the fairness of the process.

f. Washington St. Vision and Zoning

The Vision plan received significant input and it is in a good place. ZAP will be discussing it in October and will hopefully pass it in that month. The zoning will take longer. I have had a group comprised of 2 architects from urban design and an architect and planner from the Planning Board has reviewed the proposed Washington st zoning and made recommendations. Staff will be providing an updated proposed zoning ordinance once the plan is approved. I think that the most controversial topics will be dealing with the notion of 10 story buildings – which it feels that Newton is not ready for yet.

6. Newton is comprised of 13 “villages.” What is your vision for these “village” centers over the next five years?

There are clearly 2 kinds of villages in Newton - The bigger ones – Newtonville, Newton Center, Newton Corner and the quieter/smaller ones such as Waban and Newton Highlands. Different guidelines will need to be created for each type. We want to make sure the shops in the villages survive. Hopefully, the added feet on the street in Newtonville, once both projects open will keep Newtonville as a thriving village. On the other hand Newton Highlands seem to be suffering at the moment. We need master planning for these villages because each one is distinctly different. Multi-family housing can and should be added in different ways and varying places depending on the village.

7. Do you agree that the City should actively promote economic and racial diversity? What specific steps should the City take?

We passed the Welcoming City Ordinance, which was a start. However, we want to be able to welcome people to come live here and it is difficult if we have only a small supply of affordable housing.

Next steps include government, business and citizens working together to make it possible for newcomers to make a new life in Newton. Our goal is to create a city where everyone can prosper. The school department does a good job of welcoming new students into our community. I have docketed an item to the Programs and Services Committee, which asks our city departments to tell the Council what we are doing in providing services for economically challenged residents to help them be successful. With respect to increasing our supply of affordable housing – there are several petitions before the city council which together will create over 200 units of affordable housing. While still a drop in the bucket – it is a start.

8. Do you support Green Newton’s [Green Building Principles](#)? Please explain your answer.

On August 26th at a Joint meeting of the Zoning and Planning Committee and the Public Facilities Committee, we had a wonderful presentation from the Mayor’s staff and the Citizens Energy Commission on two excellent Climate Action Plans. As a city we have to keep our focus like a laser on everything we do to insure we are changing

our behavior. The city has already done a lot – including twice changing our street lights to be more efficient, make our buildings operate more efficiently, put solar panels wherever we can. Importantly, as a city we just opted into Newton Power Choice so that at least 60% of our energy payments will support renewable energy (everyone can opt up to 100%). We have to continue to make our streets more pedestrian and friendly. We have to make our villages more walkable – so that Newtonians can live, work and play without a car. We must amend our zoning ordinance to require less parking, parking maximums not parking minimums. The new amended zoning must have development standards for all homes and special standards for special permits to require that developers meet the highest standards for sustainability. We have to provide education and training to Newton citizens on steps needed to mitigate climate change so that when there are options – they will choose the option that leads us to a sustainable environment.

The lions share of the greenhouse gas emissions are caused by the private homes and businesses in Newton and by the cars we drive. The things we need to do to make Newton carbon neutral by 2050 include encouraging and incentivizing our citizens to trade up to electric cars. The city must provide more charging stations. We must encourage and incentivize our citizens to trade up to electric heat and hot water in their homes. We must encourage and incentivize Newton business to do the same with their buildings. We must encourage and incentivize our business to subsidize T passes for their employees. We must create housing, including affordable housing in our village centers in a walkable environment which also has the benefit of keeping our village shops and restaurants strong. We must encourage more citizens to recycle organic waste and keep it out of the waste stream.

In summary, we - as elected officials and as newton citizens- must reflect on everything we are currently doing and rethink it and align ourselves with tools and methods to mitigate climate change.

9. In 2020, the City will continue its work on Zoning Redesign. What should be the main goals of this effort?

- Make it difficult to tear down homes and put one back that is out of character in size with its neighborhood
- Make it easier to create certain multi-family residences by right
- Amend the development standards to mitigate climate change.
- Create special permit rules that require new construction to mitigate climate change by requiring higher standards (such as Passive House) and by requiring the developer to produce renewable power on the roof/site.
- Create a code that is understandable by the average person.
- Create a context-based zoning, also described as form based zoning that mandates an approach to construction in the neighborhoods and in the village centers which maintains the character of Newton.
- The zoning should make it easier for people who have single-family homes to convert them to two-family if that is what they choose, as long as the form of the home doesn't change. There are streets all over the city where there are one and two family homes side by side and one would never know which is which as you walk down the street. This is one simple

way to increase the housing supply in the city without making change to the appearance of neighborhoods.

- We must reduce our parking standards which, if followed would convert far too much open space into parking spaces and lots. This has been a problem of our code for a very

10. What are the most critical transportation issues facing the City and what would be your transportation goals and priorities?

- Continue to press MassDOT to renovate the 3 Worcester line stations in Newton to make them both accessible and to provide more improved service.
- Continue to press MassDOT to electrify the trains on the Worcester line
- Press MassDOT to increase service on the Worcester line beyond what it provides now assuming we have access to both tracks. We need to be able to accommodate more riders on this line.
- One of the biggest problems in Newton is the inability to get around Newton without a car. Other cities have been able to create a jitney service in a public/private partnership. We have not been able to do this. Recently I learned that the Mayor of Memphis is applying a tax on households with more than one car (\$145 – for every car after the first one). The money will go into public transportation. I wrote to the law department to see if we could do this and unfortunately, the answer was NO. We are not allowed by the State to establish our own taxes and I was told that the chance of getting a home rule petition were slim and none.
- Another of the biggest problems with transportation in Newton is the first mile/last mile problem – this is a catch all phrase which means solving the problem of getting all Newton citizens to the T, and includes the following:
 - a. Make our streets and sidewalks more pedestrian friendly
 - b. Make our streets more bike friendly
 - c. Expand ride sharing to Newton – NewMO is a ride-sharing service for seniors perhaps we can expand this on-demand ridesharing service to citizens to get them to the T – and then home again during the rush hours

11. What three adjectives would best describe your approach to working with the other members of the City Council, the Mayor and the public?

Collaborative
Evidence-based
Persuasive

12. Did you support the proposal to amend the City's Charter in 2017? Please explain.

Yes. I agree that the Council should be downsized but the method chosen by the commission of everyone elected at large did not win the hearts and minds of the majority. I had hoped that the Commission might select 8 at large and 4 from the wards (by

combining two wards together). This was not to be. Timing was just not right especially in the face of the controversial housing projects. The most difficult part of a large council is evident in controversial items. One Committee works hard to come to a conclusion on an item. That committee then presents the item to the full council – most of the other members have not paid close attention. This problem could have been solved with a smaller more inclusive council that works together from start to finish in discussing items.

Jake Auchincloss – Ward 2 At Large

1. If you are an incumbent, what are your three most significant accomplishments on the City Council/Board of Aldermen?

- Advent of a ‘parking caucus’ that treats lower parking ratios and demand-based pricing for parking as a critical lever to generating more affordable housing, healthier retail, less emissions, and less traffic
- Supporting mixed-use, smaller-format housing and retail near transit despite pockets of fierce opposition in my ward and elsewhere
- Communicating well with my constituents:
<https://www.facebook.com/JakeAuchincloss/notes/>

2. Do you agree that there is a housing crisis in the Greater Boston area? If so, please explain the key strategies you would implement in Newton to address it.

Yes. The labor market is growing faster than the housing stock. We need to build more housing on under-developed sites. Supply isn’t the only factor in housing prices (there are positive feedback loops between greater density and greater demand, leading to gentrification, that need to be solved with inclusionary zoning) but supply is a big part of housing prices.

Boston and its neighbors need to build more housing, and the state needs to invest in a transportation system that allows commuters to live farther out from Boston, thereby equilibrating land values and letting off some ‘steam’ from the housing market in the inner core.

I’ve written extensively about housing in Newton, including this piece:

<https://www.facebook.com/notes/jake-auchincloss/housing-prices-in-newton/1335485436596185/>

3. What are the top three issues facing the City and what approach should the City Council take to address them?

- Quality of the schools: Get the teachers a better contract, focus the curriculum on excellent pedagogy, and continue to build new facilities
- Housing prices: Expand and diversify the housing stock, especially through multi-family and mixed-use zoning in and near the villages. Continue to work for better transportation at the state and local level, which I’ve written about here:
<https://medium.com/@JakeAuch/5-proven-ways-to-turn-the-tables-on-traffic-and-transit-deaa383ba58b>
- OPEB: Fully stop ‘pay-as-you-go’ and pay for entire post-employment benefits in the yearly operating budget

4. What role, if any, should the City take in supporting the development of both affordable and market rate multi-family housing? Please explain your answer.

Raising the affordable housing requirement to 17.5% for large projects was a balanced and good measure. We should also partner with non-profit developers when possible: for example the senior center could be paired with senior housing. Market-rate housing is also necessary and beneficial for the city, since it soaks up housing demand that would otherwise bid up lower-cost housing stock. However, we want to prevent the overbuilt single-family homes on residential lots, directing developer attention instead to more walkable, multi-family projects in village centers and on their periphery.

5. Describe your views on the following projects:

g. Riverside

I support a walkable development at Riverside that creates more affordable housing and enhances the tax base. As I did for Northland, I will be the most assertive negotiator on the council in ensuring the developer enacts nation-leading traffic-control measures.

h. Northland

Northland offers senior and affordable housing, tax revenues, and upgrades for infrastructure. Traffic is the key issue. As a councilor, I have led from the front on traffic, negotiating stringent measures that require the developer to reduce car trips.

i. Washington St. Vision and Zoning

I generally support the proposed Washington Street zoning. The corridor feels now like a thru-way for cars, not a welcoming destination for people to walk around. This zoning would help change that. However, buildings taller than four to (maybe) six stories seem out of place anywhere in West Newton or Newtonville. We also need a transportation plan to complement the zoning that introduces a green meridian and makes walking, cycling, and buses more comfortable and convenient.

6. Newton is comprised of 13 “villages.” What is your vision for these “village” centers over the next five years?

Oriented away from cars and towards humans. They should be more walkable. One element of walkability is fine-grained retail experience with housing on top. Another is wider sidewalks with more greenery and safer traffic controls for pedestrians. Newton Centre, especially, should be re-considered from both a zoning and transportation dimension.

7. Do you agree that the City should actively promote economic and racial diversity? What specific steps should the City take?

Yes.

- Continue to support the Welcoming City ordinance
- Build more – and more diverse – housing stock so that young families can move in and seniors can stay

- Continue to promote innovative transportation options like Lime Bike and Newton in Motion so that residents can forge connections with one another
- Ensure a school curriculum that lets ELL students prosper in addition to promoting excellence and equity
- More proactively reach out to immigrant residents to help coordinate services, much like the Veteran Services Officer does for veterans
- Sign a fair contract with the teachers so that they know how much we value them

8. Do you support Green Newton's [Green Building Principles](#)? Please explain your answer.

Yes. Building stock is a major contributor to the climate crisis. It's also a lower total cost of ownership, in the medium term.

9. In 2020, the City will continue its work on Zoning Redesign. What should be the main goals of this effort?

To supply more 'missing middle' housing that Greater Boston desperately needs in the village peripheries; to abolish parking minimums, which have been proven to increase the cost of housing and retail while distorting the scale of villages away from human-scale; to improve the walkability of our village centers through thoughtful mixed-use zones with pedestrian and cycling programs; to prevent 'big-box' building by constraining lot forms to within the scale of the residential neighborhood; and to use inclusionary zoning to ensure that less affluent kids get a chance to attend Newton schools.

10. What are the most critical transportation issues facing the City and what would be your transportation goals and priorities?

I consider transportation to be the most overlooked progressive issue and the one on which I strive to lead as a member of land use and the vice-chair of transportation. I have [written in depth about transportation](#). To the extent that we continue to plan & develop around the car, we will continue to exacerbate the climate crisis and our nation-leading traffic problem. We must have the vision and the political courage to recognize our villages as places for people, not throughways for vehicles.

To improve traffic & parking, I have pushed demand-based pricing for parking to a vote this fall. I have also been the most assertive negotiator with developers to reduce their parking counts and direct the saved money to transportation-demand-management measures or affordable housing.

From my website:

Mobility policy & technology is changing, fast. Jake is well prepared to guide local transportation policy:

- Currently director of product for Solaria Labs, the innovation arm of Liberty Mutual Insurance. Jake leads research and development teams focused on new forms of housing & transportation.
- Formerly a municipal policy writer for Harvard Kennedy School
- Degrees in economics & finance with a focus on their application to urban planning

The infrastructure investments & development permits enacted today prefigure mobility in the future. With the city council, the mayor, and his constituents, Jake promotes:

- **Walkability:** Safe, comfortable, interesting, and useful pedestrian experiences for all ages and physical abilities. Jake evaluates both individual projects, like Riverside, and city-led initiatives, like the Washington Street vision plan, through the lens of walkability.
- **People-throughput, not car-throughput:** Buses, light-rail, heavy rail, shuttles, rideshare, cycling, and scooters are all viable alternatives to single-occupancy vehicles. The design of our streets and the structure of our fees should let each modality compete equally to move people comfortably and conveniently.
- **Aggressive transportation-demand-management strictures in special permits:** Developers should be responsible for reducing car-trips in major projects. Jake has helped lead that effort for the Northland project under review, and will do so again on Riverside and future projects.

11. What three adjectives would best describe your approach to working with the other members of the City Council, the Mayor and the public?

Collegial, curious, communicative

12. Did you support the proposal to amend the City's Charter in 2017? Please explain.

Yes. I wrote about it here. I found the *for* argument described here more persuasive.

<https://www.facebook.com/notes/jake-auchincloss/july-update-charter-reform-explained/1146787135466017/>

Bryan Barash – Ward 2 – Ward Only

1. If you are an incumbent, what are your three most significant accomplishments on the City Council/Board of Aldermen?

I am not an incumbent.

2. Do you agree that there is a housing crisis in the Greater Boston area? If so, please explain the key strategies you would implement in Newton to address it.

Yes, I absolutely agree that there is a housing crisis in Greater Boston in general and in Newton in particular. Although market forces largely beyond our control have a tremendous effect on Newton housing prices, there is a lot we can do to ensure there is more affordable housing available.

The city can, and should, build more affordable housing outright, through projects like Haywood House and by taking opportunities to revitalize buildings like the Armory into affordable housing, preferably with at least some deeply affordable units. The city does not have sufficient resources, however, to fix the crisis by itself.

We have an inclusionary zoning ordinance that requires for-profit developers to include permanently affordable units. We should look to strengthen that ordinance, again, by increasing the percentage requirement and including more deeply affordable units as well as workforce housing. We must do so carefully, in a way that is financially feasible, because a critical aspect of housing affordability is that we are not producing enough housing overall. We also must greatly reduce teardowns of (relatively) affordable existing housing, which is being replaced at a rapid rate by far larger and more expensive homes.

3. What are the top three issues facing the City and what approach should the City Council take to address them?

The top three issues facing the city are housing affordability, improving transportation, and preparing for climate change. I see these issues as deeply interrelated, and all falling under long-term planning for a sustainable future.

We must be proactive and not reactive. The City Council should be thinking about what kind of city we want to be and how we get there, and how we manage potential contradictions like wanting to promote housing affordability, but not wanting to be stuck in endless traffic. We can address the housing shortage, transportation needs, and environmental sustainability by adding housing options near shops, amenities, and public transit, combined with improving our public transit options and making Newton a more walkable and bikeable city.

4. What role, if any, should the City take in supporting the development of both affordable and market rate multi-family housing? Please explain your answer.

Housing demand in Newton greatly outpaces supply, and we must increase supply to make a dent in the affordability crisis we face. Newton is, however, largely built

up and we must protect our few remaining green spaces. If, as I believe we do, Newton cares about being a city where a wide range of people can afford to live, we must be proactive about adding multi-family housing. It is the most efficient way to add housing units, particularly more affordable ones, and the most environmentally friendly way as well.

Including legally-designated, permanently affordable units in new multi-family projects directly increases the supply of affordable housing, although we can do more to ensure there are even more deeply affordable options. There is evidence from other cities, including Boston, that adding even high-end market rate units causes prices for pre-existing units to level off, as those who can afford the new market-rate units are no longer competing for older units.

There are many beautiful single-family homes in Newton and that is not going to change. Many residents have concerns that adding additional multi-family housing will lead to overcrowding or, particularly, more traffic congestion. It is the City Council's job to manage growth wisely. We must be thoughtful about which sites in our city are suitable for additional housing. We also must do what we can to improve transportation options -- acting by ourselves, in partnership with the state, or by negotiating improvements with developers -- so that our quality of life remains high.

5. Describe your views on the following projects:

- a. Riverside: City Councilors voting on special permit applications are acting in a quasi-judicial capacity, so I cannot say how I would vote on the project until the application has been given a full hearing and vetting.

More generally speaking, I believe Riverside, with access to both the Green Line and Route 128, would be a good place to add housing and, just as importantly, significant commercial space. Newton faces budget pressures relating to our schools, transportation network, and a new senior center complex. It is imperative that Newton improve its commercial tax base so we have the revenue we need. Most people in Newton seem to agree Riverside is a good site for additional development but disagree on the ideal size.

We do have an obligation to mitigate any potential negative effects of a project like Riverside. To that end, I am encouraged by the proposed new exit and entrance ramps on Route 128 so that cars headed for the Riverside complex from outside Newton would not be adding to traffic on Grove Street. I also am hopeful that, if the project goes forward, there will be a commuter rail connection and improved Green Line service, and would lobby the MBTA heavily for those improvements.

I do firmly believe that we will have better outcomes for Newton if these kinds of projects are reviewed by the City Council rather than through the 40-B process, where local concerns are far less likely to be taken into account.

- b. Northland: With, again, the caveat that I cannot prejudge a special permit application, the Northland site appears to be another place where land can be put to better use than it currently is. Like Riverside, Northland offers the possibility of additional housing and significant commercial space, both of which we need.

Unlike Riverside, Northland is not immediately adjacent to public transportation. Needham Street and Oak Street already have heavy traffic at certain times of day and the site is somewhat removed from the Green Line and the Needham Heights commuter station. Before a project is approved, we must do all we can so traffic in the area won't become much worse. I know that the developer has worked with the City Council and community to address traffic concerns, but I need to study the situation more closely to satisfy myself that the location can handle the project ultimately being voted on.

- c. Washington St. Vision and Zoning: Updating our zoning code is an important process that will take up much of the Council's time in 2020. Washington Street was singled out for a closer review, with significant community input, because it is a special case. I strongly support having a coherent vision for this main thoroughfare, and I like a lot about what I have seen in the Washington Street plan.

I believe that Washington Street could have much better traffic flow, better accommodate bikers and walkers, and be more attractive. But I do have some concerns. Some drafts of the plan propose allowing six-story buildings as of right in certain locations. I would prefer lower limits on what can be built without a special permit. Larger projects should be subject to rigorous City Council review and community input.

I also support beginning similar processes for other key areas in Newton, including our Green Line stations. The responsibility to add housing is one our community must share, and should not be concentrated in just one part of Newton.

- 6. Newton is comprised of 13 "villages." What is your vision for these "village" centers over the next five years?

There is a lot we can do to make our village centers more attractive places to walk and shop, vibrant places where people want to spend time. I am particularly excited about wider sidewalks, and more trees and benches, coming to Walnut Street in the village center near my home, Newtonville.

I support improving pedestrian and bike infrastructure in all of our village centers, improving public transit options as much as possible, thinking proactively about encouraging retail that drives foot traffic, and adding housing and retail space in appropriate locations. I believe new housing must be spread out across the whole city, not confined to one or two villages on the north side. I also want to see green spaces, public plazas, public art, and cultural spaces integrated into our village centers.

- 7. Do you agree that the City should actively promote economic and racial diversity? What specific steps should the City take?

I do believe the City should actively promote economic and racial diversity. I have a deep personal commitment to diversity that comes from my life experiences -

including my Jewish heritage, service on the Newton Human Rights Commission, work for LGBTQ+ rights and service on the board of the Bay State Stonewall Democrats, and work on gender equality in the State Senate. I consider Newton an inclusive and welcoming city, a place that does not want to close itself off to people of any race or background. I also believe that our community benefits from having a diverse population.

We have to listen to communities of color, and work within organizations like FORJ and the Newton Human Rights Commission to build understanding. We need to pass ordinances like the Welcoming City Ordinance, which I was a leader in calling for as a member of the Newton Democratic City Committee.

We also must grapple with our past. We know that exclusionary zoning has been used as a tool of racial segregation and that past housing practices prevented people of color from owning homes. Like virtually every community in the nation, Newton is in large part a product of racially discriminatory policies, from redlining to the Mass Pike destroying a historically African-American neighborhood.

We also need to seriously consider how our housing policies affect diversity. If we are unsuccessful in making more housing affordable, we will not be an economically diverse city, the kind of place where our teachers and firefighters can afford to live as well as work. We also, because of the persistent wealth gap between white people and people of color, will be less likely to be racially diverse. We know that multi-family housing production statistically improves the diversity of communities. We should use the data we have to encourage housing production that is likely to increase economic and racial diversity.

8. Do you support Green Newton's [Green Building Principles](#)? Please explain your answer.

I strongly support the Green Building Principles and I am proud of having participated in Green Newton's work over the past several years. Climate change is real, it is already happening, and it poses an existential threat not only to Newton but to all of human society. For the sake of ourselves and generations to come, we must act with urgency and with no further delay. I hope to see Newton reach net zero carbon emissions by 2045, and to reach that goal we need to get serious about reducing building-related emissions, which account for nearly 40% of total emissions.

Adopting the "passive house" standard is the best way to reduce emissions related to building operations. More recently, I have learned about the need to reduce "embodied carbon," the emissions related to the process of constructing buildings as opposed to the buildings' ongoing operations. Embodied carbon long has been overlooked, but accounts for over 10% of total emissions. Reduced reliance on natural gas is another key component. Electricity has become more sustainable, with the growth of renewable electricity sources. Natural gas, obtained through harmful fracking and highly subject to leaks, as I know from participating in Mothers Out Front leak tagging projects. Natural gas is far less environmentally friendly, so we should require new construction to make minimal use of it.

9. In 2020, the City will continue its work on Zoning Redesign. What should be the main

goals of this effort?

Zoning redesign will spell out what we want Newton to look like, starting by taking into account what currently exists. 80% of Newton properties do not conform with current zoning requirements, most because they predate the zoning code. All of these non-conforming properties need a special permit to make any changes, which is costly and inefficient for property owners and the city alike. It is my hope that a revised zoning code will provide far greater clarity for property owners, developers, and concerned citizens about what is allowed.

Our zoning should promote affordability, and thereby economic and racial diversity, by reducing teardowns of existing housing stock to be replaced with larger, more expensive homes, and allowing for additional housing and commercial space to be added in suitable locations so that our villages are vibrant. We must insist that any new buildings be more sustainable to prevent global climate change.

10. What are the most critical transportation issues facing the City and what would be your transportation goals and priorities?

Newton has a lot of room for improvement in transportation. We are starting to repave our roads, which is good, but only the tip of the iceberg. So many intersections are confusing and dangerous for motorists and pedestrians alike. We can improve our traffic signals and markings, sidewalks, and crosswalks. We do not have a single protected bike lane, which is unacceptable. Newton must be a place where those who want to walk or bike can more easily -- and safely -- do so. It's healthy, better for the environment, and will reduce traffic congestion.

It also imperative that we continue to fight for renovation of our badly inadequate commuter rail stations and service, and for improved Green Line service and bus service as well. Making public transit a real option for more people must be a priority.

11. What three adjectives would best describe your approach to working with the other members of the City Council, the Mayor and the public?

Principled, collaborative, and responsive.

I will always start from my own values, which I believe are values most people in Newton share, and I will always advocate strongly for things that are important to me and the people I represent. But it is so important to be willing to listen to a variety of viewpoints, and to work with others to find common ground and get things done. I believe Ward 2's voters want their City Councilor to be an effective problem solver, and someone who is always available and responsive to constituents. That's the kind of councilor I intend to be.

12. Did you support the proposal to amend the City's Charter in 2017? Please explain.

Yes. I served on the Charter Commission and worked to make changes to the City Charter that would improve the functioning of city government.

Many voters want a smaller City Council, but at the same time were concerned about all councilors being elected at large. I supported a compromise proposal that would have had some councilors elected by districts. That proposal failed, by a 5-4 vote, but I believed that the final proposed charter -- which contained far more than just the changes to the City Council's composition -- would on balance represent forward progress for the city. I campaigned for its passage.

The voters decided to retain the existing system, and I look forward to participating in the ongoing conversation about how our city government should be structured. My desire to help ensure the current structure functions at its best was a major factor in my decision to run this year.

Emily Norton – Ward 2 – Ward Only

1. If you are an incumbent, what are your three most significant accomplishments on the City Council/Board of Aldermen?

- Bringing the concept of Newton Power Choice [“municipal aggregation”] to Newton. As a result, Newton is now powered by the highest proportion of renewable energy than any other city or town in Massachusetts.
- Changing the name from “alderman” to “city councilor” so that women are no longer referred to as men.
- Passage of the accessory apartment ordinance. When I was elected, the accessory apartment subcommittee was holding meetings but not progressing. I joined the subcommittee, then organized a meeting with the Newton Housing Authority, affordable housing advocates, and several city councilors, including Lisle Baker and Amy Sangiolo, in order to start hammering out a compromise ordinance. The end result did not have everything I wanted – special permits are still required for detached structures such as garages and carriage houses, for example – but it was significant progress toward the creation of more affordable housing.

2. Do you agree that there is a housing crisis in the Greater Boston area? If so, please explain the key strategies you would implement in Newton to address it.

Housing in the Greater Boston area is expensive. I do not believe Newton on its own can do much about that. There is an argument that building more housing in Newton will bring the price of housing in the entire region down. I do not believe that to be the case. Our proximity to Boston and the reputation of our schools create a high demand for housing in Newton, and we draw residents from literally all over the world. So any new housing built in Newton is going to be expensive, unless the government steps in to subsidize it. I believe to help address housing affordability for the region we should be improving our public transportation system so that people could live in the more affordable cities and towns and have a reasonable commute to Boston. Right now people are forced to choose between cheaper housing and a long commute, or more expensive housing and less time commuting.

3. What are the top three issues facing the City and what approach should the City Council take to address them?

Development – I believe private sector developers are playing too much of a role shaping the future of our City. I would like to see us working more closely with nonprofit housing developers in order to maximize affordability of new housing, and also make current residents feel like their views are being listened to. I think it is a pity that the Metrowest Collaborative proposal for Austin Street was not chosen as it offered more affordable units (25) than what has been built. Alternatively the Austin Street lot could have been used for the site for a new Senior Center.

Environment – Newton can and should be doing much more to be a leader when it comes to environmental sustainability. I have docketed an ordinance that would require Newton to reach zero carbon by 2050 – not just the city but also residents and businesses and institutions. I am also pursuing banning new gas hookups. I support implementing the recommendations of the Newton Energy Commission in their 2019 climate action report which would go a long way toward helping residents and businesses transition to clean energy heating and transportation. I would also like to see us invest in climate resiliency by requiring more green infrastructure such as permeable pavers, rain gardens, bioswales and trees. In general we need to do more to protect our existing tree canopy as well as expand it. I would like to see us ban more plastic, such as plastic water bottles, and also offer curbside pickup of organic materials and textiles. I am also looking into home rule petitions that would impose a small gas tax, and put a fee on teardowns, as it is

environmentally harmful and wasteful to tear down usable structures.

Transportation – traffic in Newton is abominable and getting worse every year. The City Council should be actively pressuring the MBTA to improve the frequency and accessibility of the 3 commuter rail stops in Newton. In August I organized a forum for the advocacy group Transit Matters to present about their vision for a truly “regional rail” system. They noted that the 3 Newton stops are the only ones without platforms on both sides of the tracks, and that doublesided platforms would allow more frequent service along the entire Worcester line. (MassDOT had recommended only making the stations handicap accessible, but not investing further to improve frequency) Transit Matters also noted that as the current plan for the I-90 project is a narrower Mass Pike for several years, improving/increasing service along our commuter rail line - which is only possible by adding platforms to both sides -- would benefit all commuters west of Boston, by allowing more people to commute via train instead of car. (They claimed it would benefit 1/3 of the state's population!) The most surprising point: because it would mitigate the impact of the I-90 project, the cost of upgrading the Newton stops could be eligible for Federal Highway Administration funding. We should also be advocating for more frequent bus service, and more capacity on the Green Line. Better public transportation options would allow people to leave their cars at home more often or be car-free.

4. What role, if any, should the City take in supporting the development of both affordable and market rate multi-family housing? Please explain your answer.

I do not believe there is a need to promote more market rate housing, multif-family or otherwise, as it is quite expensive and Newton is not lacking for expensive housing. I believe the City should do more to work with nonprofit developers to promote affordable multi-family housing. I met with a nonprofit development group recently and one thing they said is that the city could do a lot simply by setting aside a fund that could be tapped by nonprofit developers to allow them to move quickly when a property becomes available -- they are competing against the private sector which moves more quickly. I am working with our Assessors Dept to look at adding a surcharge to the sale of homes that go for more than \$2M, similar to what Somerville and Boston are considering, with the proceeds going into an affordable housing fund. We also could follow Cambridge's lead and proactively reach out to property owners to encourage them to sell to nonprofits.

The most prominent model right now in Newton to create more affordable housing is to require a proportion of units in large new developments to be affordable. There are a few limitations in this model. First, the vast majority of the units are exorbitant. The average rent posted at the time of this writing in the Austin St development for a one bedroom is \$3200 a month. The average two bedroom is \$4600/month. We are told these units will be great for downsizing seniors, yet virtually no seniors I know, and that includes my mother who lives in Newton, could afford 3K or 4K a month - or 40K to \$50K a year. Even if you sell your home for a million dollars, you may run out of money before you die. That is not peace of mind. And they're not going to be able to qualify for the affordable units, if they have any savings. At Austin St, if we had chosen the Metrowest project, we would have 25 units of affordable housing there. Instead, we have 23.

In survey after survey most people in Newtonville have said they prefer developments of no more than 3-4 stories, and to include small local retail, bike lanes, and beautification - trees, benches, open space.

5. Describe your views on the following projects:

a. Riverside

Would not be appropriate for me to comment before the vote.

b. Northland

Would not be appropriate for me to comment before the vote.

c. Washington St. Vision and Zoning

These elements I really like about the Washington Street vision document:

- Prioritization of trees, recognition of their lifesaving qualities
- Requiring historic façade to be maintained
- Incubator space, co-working space
- Setting aside a portion of every development to support incorporating the arts into capital improvements
- Recognizing that “existing buildings represent a significant carbon investment via raw materials. Growing data shows that preserving existing buildings has fewer environmental impacts than demolishing buildings and starting new”
- “Consider requiring minimum notification periods for the commercial lease termination of small businesses”
- That it recognizes the value of naturally affordable housing, rather than focusing only on new construction. “The plan therefore encourages the adoption of policies that result in quality affordable housing, both naturally-occurring and deed-restricted.”
- Trees/plantings between the Mass Pike and Washington St to protect from pollution
- Protected bike lanes
- Opening up Cheesecake Brook in West Newton to make it healthier and more accessible.

Re the recommendation to “allow fourplexes, small apt buildings, and small mixed use buildings to be permitted by right throughout the Washington St area” -- I would want to ensure that these new units are actually affordable, and not just more dense exorbitant housing.

I don’t agree with the proposal to allow ten stories at the Whole Foods site as I think that is too high.

6. Newton is comprised of 13 “villages.” What is your vision for these “village” centers over the next five years?

The village centers have changed a lot since I was a kid growing up in Newton. There used to be numerous small local stores selling items ranging from the mundane (hardware stores) to specialty boutiques. There were movie theatres in multiple villages. Now with the onslaught from Amazon, increasingly all we see are things that one must physically walk into - food, fitness, salons. Online shopping is not going away, so I think we have to adjust and accept the reality of the type of tenants that can thrive in our village centers. Many of our village centers could be beautified with trees, benches, and more attractive lighting, and I’m excited that Newtonville is getting such a facelift, as well as wider sidewalks, starting in 2020. I think we also need to install EV charging, to both meet growing demand and also help incentivize the switch to EVs. I would also like to see more public art in our village centers, as well as spray fountains, because the latter are fun for families with small children and offer needed cooling in our increasingly hot summers. And speaking of hot summers I would also like to see more “climate resilience” measures such as permeable pavers, rain gardens, bioswales and increased tree canopy. Climate change is bringing more intense rain to the Northeast, including Newton, and these measures will help protect people and property from flooding, mitigate heat island effect, and also reduce stormwater pollution and thus improve water quality in the Charles River.

7. Do you agree that the City should actively promote economic and racial diversity? What specific steps should the City take?

I believe the City should take steps to make residents of all backgrounds feel welcome. In terms of economic diversity I think this is especially important in our schools. For this reason I have expressed concern to the School Committee at budget time, and even voted against the school budget, due to policies which I believe make children of less means feel unwelcome. For example we charge very high activity fees, for sports or music or drama. While we tell families that these fees can be waived, it is embarrassing to have to admit you cannot afford these fees, especially as kids get older and they see that their peers are not having to ask for this special dispensation. Another example is the numerous expensive trips that NPS offers. I have seen examples from my own children's experience where students who could afford the trips got to go (to Washington DC or New York City) and those who could not afford it stayed home. I believe the activity fees should be eliminated, and that school trips should be truly accessible to all or they should not be offered.

If individuals and families of all backgrounds feel welcome in Newton, then more people of diverse backgrounds will want to move here. In terms of promoting racial diversity, again what happens in our schools is very important. I believe the City Council should support the School Committee and the school administration to work quickly to address any race-related conflicts or incidents that arise, so that all students feel that the school and wider community support them. We have seen numerous instances of this happening over the last few years and I believe NPS is getting better at addressing them. This is also the case for our police department. I have spoken with residents who have experienced racial bias from the Newton Police Department, and I know that our Chief takes it very seriously and is addressing it. When residents see their concerns taken seriously, that again helps send the message that everyone is welcome here and that discrimination of any form will not be tolerated -- and I believe that will foster more diversity as people will a choice of where to live will be more inclined to choose Newton.

In terms of promoting more economic diversity, the City should safeguard the existing affordable housing we have, especially the existing rental stock. I would support levying a teardown fee in order to discourage teardowns of existing homes in good condition, even if it required a home rule petition to do so. We should also insist that units in new developments placed on the Subsidized Housing Inventory (SHI) be made permanently affordable. In the past this was not done and as a result ~40% of our existing SHI units will revert to market rate units over the next ~20 years. We should also work with nonprofit housing developers to help them identify and access properties to purchase, including large homes that could be converted to rooming houses.

I believe the City took an important step with our Welcoming City ordinance to send a strong message that individuals of all backgrounds, and regardless of immigration status, should feel welcome in Newton, and I was proud to have been a leader on that effort. I also organized a "Lights for Liberty" vigil at Newton City Hall in July that was attended by hundreds of people including US Rep Joe Kennedy, in order to demonstrate opposition to the Trump Administration's detention of immigrants and refugees. These are the kinds of steps that Newton can take to show our residents of all backgrounds that we want everyone to feel welcome in our city and in our country.

8. Do you support Green Newton's [Green Building Principles](#)? Please explain your answer.

I strongly support Green Newton's Green Building Principles. We have an opportunity especially with new construction and large renovations to require projects to minimize fossil fuel energy in electricity, heating and transportation. Natural gas used to be considered a

“bridge fuel” but now we know that when the full lifecycle is taken into account, it is as bad as coal. And we know from the Merrimack Valley explosions that it is very unsafe. I am grateful to Green Newton for drafting these principles. I am also working with several other councilors on an ordinance modeled on Berkeley that would prohibit new gas connections. There is no time to lose, and Newton is a leader community, so we really should be pushing the limit on sustainability building design and construction.

9. In 2020, the City will continue its work on Zoning Redesign. What should be the main goals of this effort?

I would like to see us foster climate resilience, alternative living such as co-housing which can reduce loneliness, especially among the elderly, and smaller units, so that even new market rate units are more affordable.

10. What are the most critical transportation issues facing the City and what would be your transportation goals and priorities?

Most critical transportation issue is helping people reduce greenhouse gas emissions from transportation, while maintaining mobility.

- Accessible and double-platformed commuter rail stops;
- EV charging in every village center and school;
- EV ride and drives to help advance EV adoption;
- More cycle tracks where feasible;
- Local option gas tax [home rule petition] with revenues going to ;
- Forcing developers to offer reduced-fare MBTA passes forever (Washington Place is offering this on temporary basis)
- Expand NewMo to go outside Newton
- Persuade private shuttles such as hospitals and universities to let the public onto their Shuttles

11. What three adjectives would best describe your approach to working with the other members of the City Council, the Mayor and the public?

Persistent, collegial, informed.

12. Did you support the proposal to amend the City’s Charter in 2017? Please explain.

I led the successful effort to oppose the Charter Commission’s effort to reduce the size of the City Council because their plan would have eliminated the ward councilor seat. I believe that would have reduced accountability, because with all at-large seats someone could vote in a way that her ward opposes, in fact lose the vote of the ward, yet still easily win re-election simply because of the size of the City. At-large races are also more expensive and thus favor the wealthy and/or politically connected. Around the country more and more communities are moving away from an all at-large system and toward more ward or district representation. I believe most residents would like to see a smaller City Council, but they clearly do not want to do it in the way the Charter Commission proposed.

Andrea Kelley – Ward 3 At Large

1. If you are an incumbent, what are your three most significant accomplishments on the City Council/Board of Aldermen?

1. consistently follow my core values on all votes
2. docketed an item to review and update the historic landmarking ordinance which is being used to block development and housing
3. strive towards climate resiliency and environmental sustainability in all arenas

2. Do you agree that there is a housing crisis in the Greater Boston area? If so, please explain the key strategies you would implement in Newton to address it.

Yes absolutely I agree there is a housing crisis in the region, and Newton has a part of that. We just updated the inclusionary housing ordinance which reflects both an increased % of affordability balanced with financial feasibility for development success, and I support that. The City should partner more with for and non-profit developers to create affordable housing. The re-constituted Housing Partnership, along with the Fair Housing Committee and City Councilors together can advocate for more low income housing at the 30% and 50% AMI levels, and explore how the City can become a more active generator of such housing. Increasing mixed use developments that will offer commercial tax revenue and employment opportunities along with housing, in village centers, near transportation options, will be key.

3. What are the top three issues facing the City and what approach should the City Council take to address them?

1. development, including housing: continue to be pro-active, planning ahead, making zoning changes
2. climate change/resiliency: adopt a merged version of the Citizen's Climate Action Plan along with the Mayor's 5 year plan, add conditions to Special Permits that require environmentally sustainable construction and mitigations such as Passive House, rain gardens, re-use of gray water, etc.
3. uncivil discourse around contentious issues: set a tone of this at City Hall for all meetings, get additional training and support for how to manage/run meetings

4. What role, if any, should the City take in supporting the development of both affordable and market rate multi-family housing? Please explain your answer.

It's hard if not impossible to say what the City Council made up of 24 people with varying views as whole can do, aside from follow the ordinances, policies and laws before us. We can docket items to change or amend the ordinances to make multi-family housing more do-able. As individual Councilors, there are many ways we can help increase affordable and market rate multi family housing. Urging a more active role for the City through augmenting the Newton Housing Authority's role in creating more housing, and a deeper look into creating a housing trust are things we should do also.

5. Describe your views on the following projects:

- a. Riverside: a site ripe for change and improvement, as ideal a location as exists in Newton for mixed use development. There are many advantages to the plan as proposed: additional housing, employment opportunities, connections to the Charles River and greenways, tax

revenue from commercial. A critical mass of development is necessary for the project to be successful.

- b. Northland: there are a lot of positive things on paper with this proposal: undergrounding parking and utility lines, much needed housing of various sizes and types across income levels, improvement and daylighting of the brook, new public open spaces, commercial and retail uses. I do not oppose the density or heights but have yet to be convinced that the traffic and transportation issues are resolved.
- c. Washington St. Vision and Zoning: the process was thoughtful, open, transparent and will provide a much needed “vision” for how change can happen along this corridor according to our goals not merely reacting to each separate development proposal that may come along. I hope this is finalized and vote on favorably within this current term.

6. Newton is comprised of 13 “villages.” What is your vision for these “village” centers over the next five years? It is true and not trite to say that each village center is different than the others and has it’s own unique qualities and problems that need to be addressed individually. Generally “character” and traffic are two driving factors that need to be addressed in each village. Questions to be addressed for each village center include: is there access to public transit, how walkable is it, are there job opportunities for residents, what parking is available or needed, what schools and religious institutions exist. Sustainability and walkability should be a goal for each village center.

7. Do you agree that the City should actively promote economic and racial diversity? What specific steps should the City take?

Yes. Programs and policies that promote both economic and racial diversity for employment and housing should be created and implemented.

8. Do you support Green Newton’s [Green Building Principles](#)? Please explain your answer.

Green Newton’s four recommended principles for green buildings practices and policies are spot on. I am committed to supporting and learning more about all aspects of environmental sustainability and justice. This field is changing constantly, for instance some of us on the City Council have been learning more about Passive House (included in #1 principle) as a standard to use and require on projects of appropriate sizes. The Citizen’s Energy Commission Climate Action Plan gives us a terrific draft for a 30 year plan to combat climate change, which I view as very compatible to the work of Green Newton. I will be a voting member on the state’s building code (International Building Code) building code to be adopted by the Massachusetts Board of Building Regulations and plan to use that role as one way to support these recommended measures.

9. In 2020, the City will continue its work on Zoning Redesign. What should be the main goals of this effort?

Clarity and consistency within the zoning ordinance, identify the types of areas that are most conducive for new mixed uses and to improve tired, depressed sites, align zoning tools with identified city goals

10. What are the most critical transportation issues facing the City and what would be your transportation goals and priorities?

The lack of intra-city transit options, all the MBTA services are suboptimum, unconnected and unprotected bike lanes all need improvement and prioritization.

11. What three adjectives would best describe your approach to working with the other members of the City Council, the Mayor and the public?

Thorough, balanced, civil.

12. Did you support the proposal to amend the City's Charter in 2017? Please explain.

Yes I supported the failed charter changes, particularly the reduction of the size of the City Council.

Carolina Ventura – Ward 3 – Ward Only

1. If you are an incumbent, what are your three most significant accomplishments on the City Council/Board of Aldermen?

I am not the incumbent Ward 3 Councilor. The incumbent is not running for reelection.

2. Do you agree that there is a housing crisis in the Greater Boston area? If so, please explain the key strategies you would implement in Newton to address it.

There is certainly a housing crisis in the Greater Boston area, and especially in Newton, where affordable housing is difficult if not impossible to find. Affordable housing is an initial step to promoting economic and racial diversity. It is also unacceptable that our educators and first responders cannot afford to live in the city that they so tirelessly serve. Older adults who want to downsize and continue to make Newton their home also have severely limited options.

The Council must continue to ensure that new projects include as many affordable units as possible. That said, we should be using all of the tools at our disposal to tackle this issue. Relying solely on private developers will not create sufficient affordable housing in Newton. The City itself should innovate, problem solve, and seek to invest in its own solutions.

3. What are the top three issues facing the City and what approach should the City Council take to address them?

Besides **affordable housing, managing development** is an issue at the top of my list. Simply trying to block change at every possible opportunity is not a practical or responsible solution—development and growth will come whether we want it or not. It is up to the City Council to push developers in order to enact change that benefits the community while keeping Newton the wonderful place that it is. Of course, no developer gets a blank check. If a proposal is inconsistent with our values or detrimental to our neighborhoods, I would never support it.

As a successful negotiator and consensus builder with many years of training and experience, I will be able to reach the best outcome for a proposed project. Issues I will consider are building footprint, height, integration with the neighborhood, parking, impact on traffic, green space, and economic development.

If elected, one of the first issues I would like to tackle is **transportation**. It has an impact on every aspect of our lives—the environment, safety, economic development, and much more. Modernizing our transportation systems means constructing streets and sidewalks that offer a variety of options while considering flow of traffic, ease of use, and, above all else, safety. In addition, the condition of far too many of our roads and sidewalks is simply unacceptable. I will work to make the proper investments in our infrastructure to improve safety throughout the city. I will also work tirelessly with our partners in state government to make every commuter rail and MBTA station fully accessible. The complete lack of accessibility to these stations is an embarrassment to Newton and the MBTA.

4. What role, if any, should the City take in supporting the development of both affordable and market rate multi-family housing? Please explain your answer.

The City must take a leading role. Please refer to my answer to Question 2.

5. Describe your views on the following projects:

- a. Riverside
- b. Northland
- c. Washington St. Vision and Zoning

I am concerned about size and location when it comes to Northland. The Needham Street area is already heavily congested, and the Northland development is simply too big. The proposed shuttle for residents of the complex will not ease traffic flow significantly.

Riverside is a more appropriate location: a large underutilized hardscape, adjacent to a highway and on public transportation. The challenge at Riverside is to mitigate traffic concerns along Grove Street and other smaller thoroughfares.

The Washington Street Vision is a commendable attempt to be proactive about growth and development. I love that through this process, we have been able to bring the community together to create a cohesive, thoughtful concept for our future. That said, they are portions of the Vision that I do not support and that will require further consideration, including the Vision's current concept for the area around Exit 16.

6. Newton is comprised of 13 "villages." What is your vision for these "village" centers over the next five years?

Greater Boston, Newton, and each of its 13 villages all have role the play in resolving our housing crisis. In the next five years, I would like to see more abundant, diverse, and affordable housing options distributed throughout our city.

In West Newton Square specifically, my vision includes an upgraded and accessible commuter rail station and improved traffic flow and walkability. We've made a start with dedicated bike lanes, but they need to connect and be better protected. Accessibility remains a major issue. Curb cuts are not yet universal and most sidewalks are not ADA accessible.

7. Do you agree that the City should actively promote economic and racial diversity? What specific steps should the City take?

As I replied in my answer to Question 2, affordable housing is an initial step to promoting economic and racial diversity. The City Council and School Committee should also enact a zero-tolerance policy toward racist acts and words. Moral

leadership is an issue, both nationally and locally, and our City Council has a role to play on that front as well.

8. Do you support Green Newton's [Green Building Principles](#)? Please explain your answer.

Newton should definitely be moving in the direction of the Green Building Principles with every new construction. We should be driving development, not the other way around, and the City Council must hold developers to these standards.

9. In 2020, the City will continue its work on Zoning Redesign. What should be the main goals of this effort?

Zoning is where balance happens in terms of building size, height, setback, etc. As councilor for Ward 3, on the already highly developed north side of the city, I will advocate for equity of density. The zoning and building codes must also be streamlined to make it easier to open a small business in Newton.

10. What are the most critical transportation issues facing the City and what would be your transportation goals and priorities?

Transportation affects virtually everybody and should be the foundation of our approach to housing and affordability. As I said in my answer to Question 3, improving traffic flow and upgrading the commuter rail stations are among my first priorities. But transportation is a regional problem that does not stop at the border of Newton. There is a lot our city can do, but we cannot change transportation in the Greater Boston area by ourselves.

11. What three adjectives would best describe your approach to working with the other members of the City Council, the Mayor and the public?

I am a trained **negotiator** and a proven **consensus builder**, skills that will be invaluable in working with colleagues on the City Council, the Mayor, and developers. I will also be a fearless and hard-working **advocate** for my constituents.

12. Did you support the proposal to amend the City's Charter in 2017? Please explain.

I agree that the City Council, as it is currently configured, is too large. However, I do believe that the role of the ward councilor is critical. For that reason, I opposed the elimination of the ward seat as it was proposed in the amended charter.

Deborah Crossley – Ward 5 At Large

1. If you are an incumbent, what are your three most significant accomplishments on the City Council/Board of Aldermen?

I am in my fifth term on the City Council, starting in 2010.

1. Advancing a range of energy efficiency and renewable energy efforts: In 2010, Brought the Green Communities program to Newton and guided the first DOER grant to rehabilitate the Lower Falls Community Center to reduce its energy consumption over 70%; On the land use committee I continually raising the bar on special permit projects to be more energy and resource efficient; Shepherded the adoption of three rounds of municipal solar PV projects; Shepherded the ultimate adoption in 2017 of Sustainable building standards for municipal buildings; Served on the Newton Power Choice working Group; Advancing the Climate Action Plan – and initiating early action items in the ZO.

2. Standing up for important well-conceived mixed use and special needs housing projects, and Standing up to oppose using precious resources to buy down density.

3. Advancing strategic plans to rehabilitate city buildings and infrastructure. Most significantly, I led (with then Councilor Fuller) the effort to develop and implement the first strategic plan to rehabilitate city water, sewer and storm water systems, earning the city over 13 million dollars in MWRA grants (75%) and no interest loans (25%) so far (6.5 years in).

2. Do you agree that there is a housing crisis in the Greater Boston area? If so, please explain the key strategies you would implement in Newton to address it.

Yes.

Master plan and rezone the city per the vision in the Comprehensive Plan.

Allow multifamily housing by right. Expand accessory apartment ordinance passed in 2017 (which was a huge step forward) to include accessory structures by right.

Support denser housing and mixed use development near transit, infrastructure, services.

Please see Q #3.1 and #4

3. What are the top three issues facing the City and what approach should the City Council take to address them?

1. An unprecedented shortage of decent, safe and diverse housing types that are affordable to a wide range of incomes. We must continue to engage in master planning processes for significant sections of the city and rezone to achieve that vision by making clear to developers what we want in our rules. If we do not, I believe the lack of housing can eventually cripple our economic security, diverse social fabric and environmental stability. How we develop this housing – and that we do it - is core to our ability to mitigate against the impacts of climate change, to grow and prosper, maintain a healthy, happy and welcoming community. See zoning reform Q#9.

2. Insufficient public transit and alternative modes of transportation where we need it, further congesting our roadways and making life miserable for commuters. See #10.

3. The quickening pace of climate change that we are racing against time to avert. So far, despite being a municipality that has accomplished many measures to reduce our energy use,

increase efficiency and install solar power – our city remains primarily dependent upon the dirty fossil fuel-based energy sources that have caused this crisis, and in many cases – which threaten our safety (leaky gas lines). There is great opportunity to reduce inefficiency in our buildings (use 64%) and transportation sectors, and serving energy needs using clean energy sources – and prepare for the worst

4. What role, if any, should the City take in supporting the development of both affordable and market rate multi-family housing? Please explain your answer.

The city administration and city council can take supportive roles in a number of ways. We should strive to collaborate with non-profit developers as well as private developers – and use the expertise we recently seated in the Housing Partnership to help guide us. Our inclusionary housing ordinance recently adopted – is good – and may generate some funds over time that can be used to support very low income housing. The City should NOT be the developer, but can offer property and partner with developer (aka Austin St.), such as the opportunity for affordable housing the Armory presents. The City can survey all of its other parcels to see if there could be another opportunity to offer land. From the housing division of the Planning Department, the city can be pro-active (this has been done before) in seeking the development it wants through the non-profit sector, advertising the CDBG and HOME funds it stewards and casting a wide net to see what proposals come in.

In general, zoning must become clear and context based to help direct efforts from the outset. The Washington St. Vision plan and related zoning, if adopted, will go a long way toward determining wonderful outcomes along that corridor. This has already happened in that the developer of a 40B mixed use project along Cheesecake Brook was guided by the Vision Plan under consideration. We should do the same for the Needham Street corridor (a deeper dive), the Route 9 corridor – and several of our more robust village centers along transit routes.

Just this past weekend I was talking to a group of housing experts and thinking out loud about how to organize an effort that might be able to help us understand how to combine available resources to help facilitate housing for the very low income and homeless folks. I think such an effort could be seated in the Housing Partnership – working with the city and Housing Authority to generate ideas.

5. Describe your views on the following projects:

- j. **Riverside** –Newton’s singular opportunity to make a large contribution to housing, economic and environmental needs in a true transit-oriented development. The current proposal is far better than the first one of eight years ago, even at the recently reduced density. We must not squander this opportunity a second time.
- k. **Northland** – Outstanding project on many levels – beautiful site plan offering many amenities as it carefully knits together the fabric of the historic Upper Falls village, the Greenway and properties along all of its borders. The plan offers a rich variety of outdoor spaces, parks, playgrounds, plazas, as well as restaurants and retail shops ... where the existing and new community can walk and gather for a variety of activities. An easily accessible transit hub is designed to allow folks can work while they wait for the very robust shuttle service to the T - about a mile away..

The project has committed to a superior stormwater management system which will greatly improve water quality flow toward the Charles, durable construction, highly efficient building design standards, all electric HVAC systems and appliances, ample EV charging stations and a robust shared ride service to the T.

1. **Washington St. Vision and Zoning** – Outstanding effort; major accomplishment – if we pass it. This plan and the zoning that will facilitate its realization – can positively transform this part of town - provide much needed new diverse and affordable housing options, support a thoughtful design for multimodal transit along the corridor that the city is also working to achieve, regenerate active village centers, and create a network of wonderful parks, plazas and public ways places that Newton citizens can enjoy for generations.

6. Newton is comprised of 13 “villages.” What is your vision for these “village” centers over the next five years?
 Our villages are varied, requiring varied approaches. Several are very small and remote, with little room to grow. Several are near public transit and commercial corridors, especially W.Newton, Newtonville and Newton Corner along Washington Street and Upper Falls and Newton Highlands, along Needham Street. Adjacent to these centers it is appropriate to allow a higher intensity of uses - mixed use development so as to capitalize on existing infrastructure. Increased ridership would also provide economically feasible opportunity for expanded shared ride and public transit services.

7. Do you agree that the City should actively promote economic and racial diversity? What specific steps should the City take?
 Of course –As city leaders we can articulate this ideal – but then we need to ‘walk the walk’. Doing this is about providing the mix of housing needed to provide opportunity. The region is short some 185,000 units of housing to accommodate a growing workforce and Newton has so far contributed little to this need. In addition, there is little momentum to providing housing that is affordable to a wide range of incomes, especially low and very low income working families. I pushed to re-establish the Newton Housing Partnership, eliminated by the previous mayor, which Mayor Fuller made good on. I see the NHP role as guiding the city on where and how we can develop low income housing.

8. Do you support Green Newton’s [Green Building Principles](#)? Please explain your answer.
 Yes, they are very well crafted and should help guide our decision making in the special permit granting process, as well as for a number of specific reforms to our zoning ordinances to further regulate new construction and substantial renovations. In fact, I have worked closely with the Green Building Standards committee of Green Newton to incorporate specific language using their principles, to help inform the special permit criteria Council uses to evaluate projects over a certain size. I docketed (with Councilor Albright) a proposal to clarify and expand criterion (#5) requiring petitioners to “demonstrate a significant contribution to the conservation of energy and natural resources” by using the GN principles and reducing the size threshold triggering compliance. I am as well deeply involved in advancing a citywide Climate Action Plan. See #1.1, 3.3 above

9. In 2020, the City will continue its work on Zoning Redesign. What should be the main goals of this effort?
 There are many changes needed in order to achieve the broad vision articulated in the Comprehensive Plan, which is to create a framework for a built environment which clearly guides developers – and makes it possible for that environment to support the diverse, inclusive and environmentally sustainable community we want. A Newton for everyone. –

Here are a few specifics:

Housing: Locate by-right multifamily housing. Map concentrations of mixed use and multifamily at higher densities near public transit. Further expand by-right accessory apartments to include detached structures meeting certain dimensional standards.

Development standards: Require solar PV or other renewable energy generation. Require solar and/or green and/ or white and or blue (water retention) roofs. Offer incentives for energy efficient construction, require advanced storm water management practices and clarify grading requirements;

Parking: Eliminate parking minimums; include parking maximums.

Transit: Incorporate many measures to allow for and require accommodations for multimodal transit, transportation demand management programs for larger developments; map uses accordingly;

Mapping Uses: follow the framework for zoning reform (2012), especially when adjusting the map of allowable uses. Be sensitive to the transitions from business districts and village centers to neighborhoods. Consider proximities to public transit and walkability;

Form based (design) controls: Good design is important – designing contextually. Scale and massing can be more carefully controlled via certain zoning tools. Revise the dimensional standards to preserve the scale of the streetscape such as maximum building widths relative to what exists in a built out neighborhood. In denser areas: villages, mixed use and business, texture at the street level is important to create welcoming gathering places interest and permeability – to make a place engaging

10. What are the most critical transportation issues facing the City and what would be your transportation goals and priorities?

We need a multi-modal fully-integrated transportation plan for Newton.

Inadequate public transit is the most critical issue, along with improving safety for the pedestrian and cyclist.

- Participate in heavy state level advocacy to greatly improve public transportation, including eventually expanding the Green line to Needham, new larger trolley cars and rehabilitated infrastructure (supposedly these are coming!), making fully accessible the three commuter rail stops and all T stops, promoting/ expanding shared ride services.
- continue to incorporate traffic calming measures and redesign of our streets for safer pedestrian and bike travel,
- continue to implement a citywide bike plan, including protected bike lanes where possible, and off street bike travel, such as aqueducts and the Charles River;

11. What three adjectives would best describe your approach to working with the other members of the City Council, the Mayor and the public?

Collaborative, Open-minded, Constructive

12. Did you support the proposal to amend the City's Charter in 2017? Please explain.

Yes. I believe a smaller body could be more effective. I believe that having councilors elected only by residents from within each of the eight wards is not necessary for good constituent service. Ward representation has been known to serve to divide the community in ways that may not well serve the whole.

Council would need to re-structure the work in order to accommodate the change.

To a degree, certain decisions can be left to staff by creating administrative decision making metrics and having a reporting protocol, and possibly an appeals process, when appropriate. In at least one case, a separate quasi professional body could be appointed to decide grants of location for public utilities (a process required by state law), as has been done in Cambridge.

A smaller Council of 9 - 12 would need to meet more regularly as a committee of the whole so that items could be taken up in a more focused in depth way as our separate substantive committees do now. But I believe this structure would allow us to sooner come to consensus – or at least a vote – fully

informed.

I also think that voters would have an easier time keeping track of our work, positions, voting record etc., as a smaller body.

Of course we also need a real independent news source!

Andreae Downs – Ward 5 At Large

1. If you are an incumbent, what are your three most significant accomplishments on the City Council/Board of Aldermen?
 - a. Passing Inclusionary Zoning revisions with a higher percentage of units and affordability.
 - b. Persuading a significant number of my colleagues that parking minimums inflate housing costs, affect the climate/environment and increase traffic
 - c. Getting better transportation demand management in large special permit projects.

2. Do you agree that there is a housing crisis in the Greater Boston area? If so, please explain the key strategies you would implement in Newton to address it.

Yes. We need to add supply at all levels; look to add age-friendly units that allow Newton residents stuck in large homes to downsize; we need to reduce regulatory obstacles at the local level.

3. What are the top three issues facing the City and what approach should the City Council take to address them?
 - a. Climate. We are acting on a Climate Action Plan, but need to implement it yesterday. Climate affects the poor most acutely.
 - b. Our long-term debt. We need to keep funding our retirement liabilities and maintain our capital assets, so we can continue to provide services for our people.
 - c. Adequate, safe, efficient housing stock, and its affordability and placement—needs to be more near transit.
4. What role, if any, should the City take in supporting the development of both affordable and market rate multi-family housing? Please explain your answer.

It is currently complicated, expensive and time-consuming to get through the city process for multi-family housing. We need to change zoning to make it easier. We can also streamline some of our special permit processes, and continue to produce vision documents that give developers guidance on how to win City Council approval. I would like, personally, to take most special permits out of the political process and leave only very large projects up for Council review (change zoning). It is worth exploring how much the City can do to expedite and even direct funding toward affordable housing projects.

5. Describe your views on the following projects:
 - m. Riverside—an excellent opportunity to transform a parking lot into a car-light, transit-rich housing and commercial development that can enhance livability in

the western reaches of Newton and perhaps also add to the City's tax base.

- n. Northland—a wonderful, very green development proposal that will add needed housing, transportation assets and green space to a windswept corner of Newton.
 - o. Washington St. Vision and Zoning: THIS IS NOT A PROJECT. Zoning is a PLAN for the next 10-30 years. If the vision and plan we are currently discussing is passed, this corridor can begin to develop to look like the rest of Newton—with homes, trees, connectivity, parks and more. In fact, with protected bike (mobility) lanes and enhanced bus stops, train stops and more, this corridor can be even better connected and more pleasant than many streets in Newton. With the zoning changes, we can add new growth, new housing and more commercial tax base to our city in traditional village center-type areas. I hope that it these will help this side of the city to better build community through casual encounters on foot, bike, motorized wheelchair, skateboard, etc. If we mix the uses and add transportation demand management, we can also reduce internal single-occupancy vehicle trips in Newton (those from outside are harder to control).
6. Newton is comprised of 13 “villages.” What is your vision for these “village” centers over the next five years?
- I'd like to see them fill in the gaps created in the 1930s-70s in favor of 1-story “renter” structures and parking lots to create community gathering spaces, parks, shops, homes and more. And I'd like to see improved transit connecting them to the rest of the area.
7. Do you agree that the City should actively promote economic and racial diversity? What specific steps should the City take?
- Yes. Lower the cost of needed items (housing, transportation, after school).
Promote opportunities to connect.
Be publicly welcoming.
8. Do you support Green Newton's [Green Building Principles](#)? Please explain your answer.
- Yes. If we are going to lower our carbon emissions to zero by 2050, we will need to be pulling on every lever to get there. Buildings constitute the bulk of our emissions as measured in the Citizens Climate Action Plan. All new buildings should be as efficient as possible, and we should encourage if not outright regulate them to operate without fossil fuels entirely.
9. In 2020, the City will continue its work on Zoning Redesign. What should be the main goals of this effort?
- a. Getting it done
 - b. Smaller, more efficient housing units (4,000 sq feet is obscene for one family)
 - c. Less parking, more people
 - d. Linking larger developments and quality of life improvements, similar to items now part of the Washington St. Vision.
10. What are the most critical transportation issues facing the City and what would be your transportation goals and priorities?

Access to jobs, goods and services is the primary function of transportation. Some of this access can be provided with good land use and planning. Some will need people to move around—preferably in a low-carbon manner (walking, telecommuting, biking, carpooling, transit). I have been advocating for better transit for years. We also need to improve our streets and sidewalks, and how they connect people to jobs, goods and services (no sidewalk dead ends—better bike connectivity, links to transit for non-car users). Transportation is also an equity issue. We ALL subsidize cars, but only those who can afford one benefit. We need to help the neediest to meet their access needs.

My priorities for immediate improvements:

- access to schools
- access to transit and village centers
- access to parks
- create a low-stress, calm-street bike (and mobility) network with protection on higher stress streets as needed to connect the network

11. What three adjectives would best describe your approach to working with the other members of the City Council, the Mayor and the public?
Collaborative, respectful, empathic
12. Did you support the proposal to amend the City's Charter in 2017? Please explain.
Yes. It is confusing to have 17 city council and 9 school committee races every 2 years. I have wanted to reduce the City Council/BoA for decades. And I voted to update the Charter to reflect current state law and best practices in 2018.

Bill Humphrey – Ward 5 – Ward Only

1. If you are an incumbent, what are your three most significant accomplishments on the City Council/Board of Aldermen?

n/a

2. Do you agree that there is a housing crisis in the Greater Boston area? If so, please explain the key strategies you would implement in Newton to address it.

Yes. We need to undertake zoning reform with specific affordability objectives in mind and we need to concentrate housing density around transit hubs.

3. What are the top three issues facing the City and what approach should the City Council take to address them?

Climate change, the affordable housing crisis, and maintaining sufficient funding for services and employees even during economic downturns.

We need to accelerate our climate action timetables. We need to continue our zoning reform process. We need to identify fair sources of revenue so that we do not over-burden low- and fixed-income residents in a very wealthy city but can still maintain our critical services and education system.

4. What role, if any, should the City take in supporting the development of both affordable and market rate multi-family housing? Please explain your answer.

While our inclusionary zoning ordinance helps with some affordable housing and market-rate housing development by private corporations, we also need to come up with a much more streamlined process for approving low-income non-profit housing developments, because lengthy delays become cost-prohibitive for the lowest-income projects.

5. Describe your views on the following projects:

p. Riverside – *It would be an exciting opportunity to develop transit-oriented housing development with a restored waterfront. I'm somewhat disappointed that some of the project has been cut back without clear concessions from the opposing councilors.*

q. Northland – *There are still some elements around sustainability and transportation that I have concerns about, but the negotiations on board order details are still ongoing, and I think the direction of the negotiations so far has been largely very positive, especially compared to the current zoning for the site or other potential alternatives that I think would be much worse than the interesting proposal on the table now. But we'll have to see how it all resolves at the end of the process over the next couple of months.*

r. Washington St. Vision and Zoning – *The Washington St Vision project truly does seek to outline a long-term vision for gradual development of this corridor over a multi-decade period, and that vision seems again like an exciting opportunity to me. It could really help revitalize some retail zones that currently are not very pedestrian-friendly. I think the process for public input has been extensive and great.*

6. Newton is comprised of 13 “villages.” What is your vision for these “village” centers over the next five years?

I would like to see village centers that are economically vibrant and which residents can safely and easily reach on foot or by bicycle (or wheelchair) from anywhere they live in the city. Right now there is too much dependency on having to drive to or through village centers, heavily influenced by lack of safety, and that is bad for businesses and bad for public health and bad for the environment.

7. Do you agree that the City should actively promote economic and racial diversity? What specific steps should the City take?

Like the rest of the Boston region, our city's or state's legacies on racist zoning codes and racist eminent domain actions like the destruction of Newton's Black neighborhood for the Mass Pike construction continue to hang over us as a shadow we have not fully shaken off. We need to make sure our zoning reforms and housing policies take that historic discrimination into consideration.

I have also joined with others in calling for the exploration of possibly creating a municipal bank, which among many other functions might be able to help address some of the institutional discrimination faced by some minorities in seeking home and business loans locally.

8. Do you support Green Newton's [Green Building Principles](#)? Please explain your answer.

Yes, we need to adopt the Green Building Principles into the special permit requirements and wherever else we can give it the force of law at the local level. In particular, I am adamant that no new construction with fossil fuels should be approved given the urgent timeline for complete decarbonization of our energy economy. I also support the objectives of implementing passive house design standards and imposing regulation on the embodied carbon of building materials. And I believe that transportation is inseparable from environmental questions so we need to push for transit connections to new development and try to site that development close to transit when that is possible.

9. In 2020, the City will continue its work on Zoning Redesign. What should be the main goals of this effort?

Affordability and environmental sustainability.

10. What are the most critical transportation issues facing the City and what would be your transportation goals and priorities?

We need to promote cooperation with the state and surrounding municipalities such as Needham and Wellesley to better regionally integrate public transit options for short-distance trips. We need more state resources for expanded longer-distance MBTA service into, out of, and across Newton by various modes. We need to support reforms to parking requirements to aid local businesses in our village centers, increase safe walkability in those centers, and facilitate transit-oriented housing, while decreasing car dependency and making alternatives viable. We need to support substantial expansion of protected bike lanes and bike paths so that any

resident can go anywhere in Newton safely by bicycle, and promote coordination with Needham to extend the new bike path in Upper Falls across the river and to link it up with the other bike paths.

11. What three adjectives would best describe your approach to working with the other members of the City Council, the Mayor and the public?

Activist, detail-oriented, responsive

12. Did you support the proposal to amend the City's Charter in 2017? Please explain.

Yes, like the majority in Ward 5, I voted in favor of the 2017 Charter proposal. I did not necessarily agree with every recommendation, but I thought it was overall the best path forward and I respected the 18 months of careful study by the Commission. The reduction in council seats would help voters better understand who they are voting for in specific elections and it would make meetings more accessible by keeping them shorter. Also, we already have a system where all councilors vote on citywide issues and where they all answer constituent services questions, and so I think it is not clear that there is a true distinction in representation between the ward and citywide officials – both in how the councilors view themselves and in how the average voter considers them.

Alicia Bowman – Ward 6 At Large

1. If you are an incumbent, what are your three most significant accomplishments on the City Council/Board of Aldermen?

I am not a city councilor but I have accomplished many things as an advocate working to improve transportation in Newton to be safer, accessible and sustainable. I co-founded Newton Safe Routes to School twelve years ago, bringing together parents from schools across Newton and city officials to work collaboratively to promote walkable schools. In the rebuilding of Zervas and Cabot I worked hard to persuade the city to create a more walkable design. I have been a member of the Mayor's Transportation Advisory group for eight years, supporting changes in policies, planning and practices that create safer and more walkable communities for seniors, children and everyone in between. As President of Bike Newton, I have increased the focus on biking in Newton for pleasure and transportation, building this important community group to 1,800 members, twenty-five rides a year and increased advocacy for better designed streets and work on key projects such as the Riverside Greenway.

2. Do you agree that there is a housing crisis in the Greater Boston area? If so, please explain the key strategies you would implement in Newton to address it.

*There is a housing crisis in the Greater Boston area as evidenced by several key statistics. **Cost Burden:** 40% of residents pay more than 1/3 of their income on housing and the area consistently ranks close to the top for the most expensive rent and high sales prices for homes. **Low Inventory:** Inventory of rental units available is less than 4% (6% is considered healthy), leaving many people unable to find apartments that meet their housing needs. Low inventory of homes for sale is forcing people to move further from work. Longer commutes are contributing to the region's transportation crisis and climate crisis. **Job Growth:** The economy is growing faster than the housing supply. For every 2.5 new jobs, only one unit of housing is being built. Employers consistently list housing for employees as being their biggest challenge in finding and retaining employees. **Changing Demographics:** Population mix includes a large millennial population and fast-growing population of seniors. Many in these two groups are looking for housing in walkable village centers close to amenities and transit that allows them to be less dependent on driving.*

My key strategies for addressing the housing crisis in Newton are:

- a. Update zoning to enable a greater diversity of housing (multi-family, micro units, shared compact housing)*
- b. Build more housing in and adjacent to village centers*
- c. Incent development of more housing for underserved groups including seniors,*

those with limited mobility and very low-income families.

d. Eliminate parking minimums as excess parking reduces the amount of housing that can be built.

e. Look to cities like Vancouver B.C. and Arlington VA that are both adding housing and reducing driving for best practices

3. What are the top three issues facing the City and what approach should the City Council take to address them?

The top three issues facing the city are housing, transportation and climate change. My suggested approach for dealing with these issues is to first understand how they are related. Second is to set measurable goals for addressing the issues. Third is to develop actions that would help achieve these goals, prioritizing actions that have largest improvements over the shortest time horizon since all of these issues are at critical levels. This work should be a collaborative effort of city officials, City Councilors and residents and be used to update the Comprehensive Plan to make it actionable.

4. What role, if any, should the City take in supporting the development of both affordable and market rate multi-family housing? Please explain your answer.

Mayor Fuller signed onto the Metro Mayors Coalition housing pact that sets a goal of 185,000 new units in the 15 communities by 2030. It is good that communities agree housing is a regional issue and that communities across the region must be part of the solution. To meet this goal, Newton will need to change how housing is created. Zoning reform should include a greater number of housing types (especially smaller units) and locations for where housing can be built by right saving the often-lengthy process of special permits. For larger projects, the city should continue with mixed use development in village centers and explore density bonuses for more affordable units. Looking at options to build affordable units on public land such as parking lots, evaluating options of partnerships with non-profits. The creation of additional market rate housing should eventually help to stabilize rents, but in the meantime will help with economic development and climate goals.

5. Describe your views on the following projects:

s. Riverside – This site could have a great mixed use, transit-oriented development in a unique setting given it is the end of the green line and directly adjacent to the Charles River recreational area. Its close proximity to the Auburndale commuter rail and the Brandeis commuter rail could make this even more transit oriented, especially IF the MBTA uses current tracts to provide train service from Riverside to Auburndale and IF the Riverside Greenway project is

completed connecting Lower Falls to Riverside to Auburndale with river paths and quiet streets. It is also an opportunity to create a small village center that would be an asset to both people living and working at Riverside and provide key amenities to the abutting neighborhoods of Auburndale and Lower Falls. But it is critical that the site be designed to minimize vehicle trips and promote transit, biking and walking trips.

- t. *Northland - This is a large site and thus provides a great opportunity to provide much needed housing and increases in commercial development, which is important to funding the city budget. Housing along Needham St. should also support the existing businesses in the area. Northland has also agreed to adopt many green building principles including several buildings that will be built to the highest energy standard, passive house. But like Riverside, it is critical that the site be designed to minimize vehicle trips and promote transit, biking and walking trips. The plans discussed so far with the shuttle to the T and reduced parking are a positive first step. Determining how this site could be directly linked to the green line would be a great next step.*
 - u. *Washington St. Vision and Zoning- This was an ambitious program from the Mayor and the Planning Department and an exercise that I believe was worth the time and money spent on it. The work done here will not only inform what should happen on Washington St. but it also presents design principles that will be helpful in visioning elsewhere in Newton. It is also an improvement over waiting for developers to propose a project for the city to react to. One of the more provocative big ideas, two 10 story buildings – one in West Newton over the Pike and one by Craft Street – has created community concerns. But it does present what I think is a very important concept, thinking outside the established norms to see what can be gained.*
6. Newton is comprised of 13 “villages.” What is your vision for these “village” centers over the next five years?

Because our village centers vary greatly from each other in terms of current amenities, access to transportation and identifiable locations to add additional housing and businesses, each village needs its own vision. There should be a priority in our more established village centers, to create housing that meets the demand from many seniors and millennials to live close to walkable village centers with plenty of amenities. Other villages may need longer range plans that include increased access to transit and key amenities.

7. Do you agree that the City should actively promote economic and racial diversity? What specific steps should the City take?

The city absolutely should be promoting economic and racial diversity. The city should assess (if they haven't done so already) what is needed make Newton more affordable to a broader range of residents. Affordable housing is likely the biggest and most important issue to tackle. However, things such as enabling people to live without a car or with only one car in the family, can save families up to \$10,000 a year. Achieving that will require improving non-car transportation options that support people getting to work, running errands and enabling students to get safely to school and participate in activities just like their other Newton friends. Support services such as increased access to low cost child care and for the very low income, food assistance and programs aimed at helping people improve their financial status are important as well. Enabling broader participation of low-income residents in the city decision making processes that impact them should also be a goal. The typical public processes of the City Council and city departments can be burdensome to low income people including having the time or child care so that they can attend meetings, access to a computer to remain updated and even getting to City Hall if they don't have a car. They are also facing issues that are very different from others in the community and may not wish to share their experiences especially in a public forum.

Promoting racial diversity will be less straight forward but equally important. As a community, we must recognize that systemic and institutional racism and bias exists, that it has a negative impact on policies, outcomes and who even lives in Newton and that we have a responsibility as a community to address it. Until we do so, our community will not be as welcoming and diverse as it should be. I am encouraged by the work of the Newton Public Schools including the training they have held for staff and families "Courageous Conversations About Race" and the diversity and anti-bias curriculum for middle school and high school students. FORJ, families organizing for racial justice has been leading the charge on educating families in the community and empowering students to bring about justice. The Human Rights Commission does important work on this as well. I think a broader communication of the work done by these groups and continued workshops on this very important topic is key.

8. Do you support Green Newton's [Green Building Principles](#)? Please explain your answer.

Green Newton's Green Building Principles are a straight forward and easy to understand set of four principles written to make it easier to evaluate proposed building projects and help guide them to better, greener designs. These principles have already been used to help define the planning process for Northland. This project now includes at least three buildings being built to the highest standards (passive house) and transportation plans aimed at reducing vehicle trips. The

GBP also address the need to move to buildings to be 100% carbon neutral by being 100% electric with electricity be 100% renewable. I worked with a small group of people to create a companion document Green Transportation Principles that are currently being reviewed by Green Newton.

<https://docs.google.com/document/d/1iuZUXysm1ztV1cWaUiSy8HgqToFX7yx3bhuiHp7L4F4/edit?usp=sharing>

9. In 2020, the City will continue its work on Zoning Redesign. What should be the main goals of this effort?

Zoning can be an effective tool for encouraging greener buildings, enlivening village centers, delivering more transit-oriented housing, creating more open space and making Newton a more diverse community. Specific goals for the new zoning should be to increase housing, create a broader range of housing options to meet changing needs, expand housing close to public transportation and amenities to reduce need for driving and encourage greener buildings and creation of open space. Zoning should support strategic plans on housing, transportation, economic development and climate action. Lastly, zoning should be simplified so that the building process is more predictable and the special permitting process is freed up to focus on critical projects.

10. What are the most critical transportation issues facing the City and what would be your transportation goals and priorities?

The transportation issues facing Newton and really the entire region stem from the fact that our transportation system is highly focused on driving. Our built-out communities mean there is little ability to increase roadway capacity to meet driving demands and transportation is increasingly a social justice issue. Without significant changes in our transportation system things are likely to get much worse. The Greater Boston region has the worst rush hour congestion in the country and one of the largest percent of supercommuters - people who are spending more than 90 minutes each way to get to work. These supercommuters are increasingly lower wage workers whose longer commutes mean they are spending more money on transportation and have less time either to work or be with family. Retiring baby boomers are driving more miles than prior retired generations and driving more miles than they drove while working. Driving is also a major contributor to greenhouse gases - 30% and the only sector of CO2 emissions that is growing. Driving is also linked to other dangerous air pollutants. We cannot reach critical climate goals without reducing driving by at least 15%. With smart investment in transit and bike infrastructure and better policies to incent non-vehicle travel this reduction can be achieved.

My transportation goals are to reduce driving and improve non-vehicle

transportation to be accessible, convenient, pleasant and safe. Specific priorities would include:

- a. Create more housing in village centers and near transit.*
- b. Address major pedestrian safety concerns created by highways, especially at Newton Corner and along Route 9.*
- c. Build out a low stress network for bicyclists, scooters, adaptive bicycles and wheelchairs that utilizes protected, separated mobility lanes on major streets, matched with quieter neighborhood streets and open spaces that don't require as much infrastructure improvement.*
- d. Advocate for major improvements in public transportation including frequency of buses and upgrading the commuter rail to be fully ADA compliant at all stations and electrified to enable frequent, all-day service and ideally connecting Riverside to Auburndale enabling even faster access to downtown outlying green line stations.*

11. What three adjectives would best describe your approach to working with the other members of the City Council, the Mayor and the public?

Passionate, persistent and collaborative

12. Did you support the proposal to amend the City's Charter in 2017? Please explain.

The Charter Commission's work involved significant research, thoughtful discussion of options and the critical consensus building to reach final recommendations. I specifically supported the proposed changes to the City Council. Our current City Council model is cumbersome given the sheer number of councilors. Ward councilors mean voters can only vote for 71% of the councilors that make 100% of the decisions for them. We need to adapt our city to meet the challenges ahead. This requires more strategic and less reactive government. Alternatives to reduce the council and maintain ward only representation would mean individual voting power would slip even further.

I also feel strongly that our need for representation goes beyond what ward or village we live in. Our need for representation is about who we are and our needs at the moment and into the future. Older residents, people struggling financially, someone with young children, a person with a disability, etc. have different needs and need champions on the council. By making all 12 seats voted on at large (thus accountable to all voters), 1 from each ward and 4 that could live anywhere in the city may give us the best chance to see these voices heard more clearly. And certainly, with a smaller council there will be more accountability and more strategic decisions will be possible. A stronger, better functioning council is what Newton needs now as it is facing many important decisions in the coming years.

Vicki Danberg– Ward 6 At Large

1. If you are an incumbent, what are your three most significant accomplishments on the City Council/Board of Aldermen?

I have accomplished many thing over the years. Three things I am proud of are my lead on passing the sustainable products ordinance, the winter sidewalk clearing ordinance and my strong support of the accessory apartment ordinance, making it easier for residents to add small units in their homes to add needed naturally affordable housing stock and to provide income and companionship for those who will benefit from it.

2. Do you agree that there is a housing crisis in the Greater Boston area? Yes, I certainly do.

If so, please explain the key strategies you would implement in Newton to address it.

First is the above mentioned accessory apartment ordinance, which provides the ability for many of Newton's larger homes to more easily add additional housing units. Second, I support simplifying the by-right process for housing development to make it easier for smaller developments to happen. The Zoning and Planning Committee, of which I am vice chair, recently established that projects over seven units must provide an affordable unit. Also, I support working closely with developers to create green, multi-use housing near transportation and near our villages, so that reduction of auto use will be encouraged and amenities will be within walking distance. We especially lack housing for our young and older, empty nest population. We have raised the required affordable percentage for larger projects to a 17.1/2% affordable component, which will rise to 20% in five years.

3. What are the top three issues facing the City and what approach should the City Council take to address them?

1. Affordable Housing (see above) 2. Renovation of the remaining schools and public safety buildings (work with the School Committee and School Building Authority on schools, and commit necessary City funds to these projects, as well as, (if needed) examine the possibility of a debt exclusion override to close the funding gap. 3. Continued renovation of the City's roads and infrastructure (water, sewer, storm water). We are several years into a viable plan to which the Mayor has committed significant resources. We need to proceed with this plan.

4. What role, if any, should the City take in supporting the development of both affordable and market rate multi-family housing? Please explain your answer.

With the Zoning and Planning Committee (of which I am vice chair) the City is in

the process of revising Newton's Zoning code for the first time in over 30 years. This affords an opportunity to plan the parameters of our built environment for the next 30-50 years. It is important that we support transit oriented development and mixed housing near our villages, with as great an affordable component as we can achieve.

We must plan for our future and not have to react to it when it is here.

5. Describe your views on the following projects:

v. Riverside

A project a long time in the making on a site overdue for improvement. It has been reduced from its original proposal and now needs more shaping before going to a final vote. I applaud its affordable housing component, its location near public transport, its contribution to Newton and the region's housing need and the amenities it will afford residents of the project and surrounding area.

w. Northland

A vast improvement over what now occupies those 22 acres. I support a substantial project with its large affordable component, underground parking, Passive House component, undergrounding of utilities and adding of an additional option for many existing Newton residents and many who would like to live here and cannot find housing. The project is still in the Land Use process, which will tweak and improve it more.

x. Washington St. Vision and Zoning

I support the Washington St. Vision Plan and believe that the ideas in the plan will lead the way to a greatly improved Washington St. Corridor. I think we ought to find a way to trial the reduction of Washington St. to three lanes, but support a narrowing of the street in general and the addition of designated bike lanes.

6. Newton is comprised of 13 "villages." What is your vision for these "village" centers over the next five years?

I would see and support adding housing in or near villages to reduce car use and make daily needs walkable.

7. Do you agree that the City should actively promote economic and racial diversity? Yes, of course. What specific steps should the City take?

Leadership, as we can see on the national level, plays an important role in setting the tenor for allowable actions regarding people's attitudes toward race and diversity. First, the City must continue to provide strong leadership on these fronts. Programs such as Understanding Our Differences are helpful and must continue. While the City cannot legislate attitudes, it can legislate lawful actions, and must do so.

I would also add ageism to the list. Newton's own Professor Margaret Gullette has

pointed it out as the last frontier on discrimination.

8. Do you support Green Newton's [Green Building Principles](#)? Please explain your answer. *Definitely.*

Newton was the first community in the Commonwealth to pass a Stretch Code stronger than requirements of the state. We must also encourage and ultimately require adherence to Passive House standards in all new construction and substantial renovation.

9. In 2020, the City will continue its work on Zoning Redesign. What should be the main goals of this effort?

Among the many goals should be simplifying the process of creating transit oriented mixed-use development, housing near villages and transportation nodes and making the zoning code readable and easily understandable to all without having to hire an attorney to interpret it.

10. What are the most critical transportation issues facing the City and what would be your transportation goals and priorities?

Newton is fortunate to have the green line and the commuter line traverse it and provide regular public transport to and from Boston. We need to work with our able state reps to lobby for increased and upgraded service on both, as well as enhancing MBTA bus service routes into and around Newton as thousands of people rely on these services for their daily needs.

We also need to encourage travel by bike through a commitment to added bike lanes on all streets capable of handling them. Bike travel needs to be made safe for all.

11. What three adjectives would best describe your approach to working with the other members of the City Council, the Mayor and the public?

Collaborative, Respectful, Responsive.

12. Did you support the proposal to amend the City's Charter in 2017? Please explain.

The Charter Commission worked very hard and came up with an excellent set of recommendations. I support reducing the council in number without increasing the percentage and hence strength of the ward representative component. I believe it is important that all council members focus on the entire City and what is best for all its citizens, not just the ward from which councilors are elected. I agree that it is difficult for the electorate to adequately get to know 24 members every two years.

Brenda Noel – Ward 6 – Ward Only

1. If you are an incumbent, what are your three most significant accomplishments on the City Council/Board of Aldermen?
 - a. Voted for stage 3 solar
 - b. Voted to strengthen Newton's inclusionary zoning policy
 - c. Voted to increase the income threshold for seniors to receive tax relief through our city program.
2. Do you agree that there is a housing crisis in the Greater Boston area? If so, please explain the key strategies you would implement in Newton to address it.
 - a. Housing is a crisis in the greater Boston area, which includes Newton. My key strategy would be to support greater density around transit orientated locations, and push to improve public transit to get folks to reduce the # of car trips they take, (through the special permit process and pushing our state reps to pressure the MBTA to increase and improve service). Through increased transit orientated density we can leverage a greater percentage of affordability, to include not only 80% AMI- but 50% and 30% AMI. (AMI=Area Median Income)
 - b. You can't talk about housing policy without understanding the relationship between housing, transportation and the environment- it is a three-legged stool. Big picture simplification- we increase housing stock by allowing for greater density near transit- including insisting on a percentage of affordability. Transit orientated density in mixed use developments enable folks to work and play near where they live, reducing the number of car trips and positively impacting our city's greenhouse gas emissions. I hope that is specific enough- I could talk about this all day-
3. What are the top three issues facing the City and what approach should the City Council take to address them?

a. Zoning reform

From my recent newsletter:

As I've studied and participated in the Zoning Redesign process through readings, meetings, and conversations, I have come to understand the long history of zoning in the United States and its influence on shaping a community's socioeconomic and racial diversity. I want to share some of this with you to give you context for further discussions and my perspectives.

To provide some context, here is a quick snapshot of Newton's zoning history:

- Newton adopted our first zoning code in 1922, revised it in 1953, and slightly tweaked it in 1987. No major reform has been made in the 66 years since 1953.
- Efforts to update the current zoning code began in 2007 with the

comprehensive plan, and a fully engaged initiative began in 2015.

- The current “built environment” in Newton is 85-95% non-conforming. What this means is that the vast majority of changes – from big (major development) to small (new mudroom) -- require a special permit.
- Input from the residents has been sought throughout the zoning redesign process, in large initiatives like Hello Washington Street and smaller settings, such as Ward specific zoning reform meetings held throughout the city.

According to the Newton Zoning Redesign website, "The goal [of zoning redesign] is to create an easily understood ordinance that preserves what is best about Newton and is, at the same time, forward thinking."

And herein lies the rub: what is “best about Newton” and what is “forward thinking”?

History of Zoning and Social Engineering

In the late 1800s, before zoning codes existed, people would regulate what they did or did not like in their neighborhood by filing a “nuisance law.” If someone didn't like how their neighbor was using their property, they could bring them to trial and let a judge decide what to do about it.

The introduction of zoning in the early 1900s launched a revolution in American land use regulation and planning. Beginning with height regulations in Washington, D.C., in 1899, efforts to control the type and intensity of land use spread to many cities. In 1908, Los Angeles adopted the nation's first citywide "use" zoning ordinance to protect its expanding residential areas from industrial nuisances. New York City's zoning ordinance happened around this time as well.

Early U.S. Zoning Institutionalized Racism and Classism

As quickly as zoning ordinances were established, they began to be used as a way to institutionalize racism and classism in the United States. Baltimore enacted the first racial zoning ordinance in 1910; within several years, the practice was widespread in the region. The racial zoning movement received a sharp reversal in 1917, when the U.S. Supreme Court declared a Louisville, Kentucky, racial zoning ordinance unconstitutional.

“The U.S. Supreme Court struck down race-based zoning in 1917, but nine years later, found it constitutional for a Cleveland suburb to ban apartment buildings. The idea that you could legislate out not just gritty industrial facilities but also renters spread rapidly. In concert with racism in real estate, police departments, and housing finance, single-family zoning proved

as effective at segregating northern neighborhoods (and their schools) as Jim Crow laws had in the South.”

“Minneapolis Confronts Its History of Housing Segregation“ Slate,
12/7/2018

The tendency of planning historians to focus on land use regulations principally as a way to shape the built environment and to stabilize land values can obscure equally important (and less publicized) social objectives in America's early planning movement.

"What began as a means of improving the blighted physical environment in which people lived and worked," writes Yale Rabin, the late urban planner and affordable housing activist, became "a mechanism for protecting property values and excluding the undesirables." [Source]

Minneapolis Eliminates Single-Family Only Zoning

Recently, Minneapolis became the first major U.S. city to end single-family only zoning, described by Slate's Henry Grabar as “a policy that has done as much as any to entrench segregation, high housing costs, and sprawl as the American urban paradigm over the past century.” The process Minneapolis has engaged in is noteworthy, and the city's understanding of the intersection between racism and zoning is to be commended. Read more about it in Slate.

The Future of Newton

The current zoning redesign in Newton begins with a Pattern Book. The Pattern Book, which shows land use and development patterns at a parcel-by-parcel level, as a “snapshot in time” from late 2016. The Pattern Book is intended to create areas that more or less conform to the existing structures and zoning variances created over time by not having a zoning policy that contains the flexibility to adapt to the current needs of our City. On the one hand this approach makes sense: creating density in areas that are already dense and creating moderate density in areas that are currently largely single-family homes.

On the other hand, the Pattern Book informs the current draft zoning proposal, which gives increased density to the City's North Side neighborhoods -- those that are historically lower-income and generally have limited public transportation options – and less density to the South Side neighborhoods – historically wealthier areas that generally have access to the MBTA Green Line.

In my opinion, starting with the Pattern Book, this “redesign” calcifies into code and design what has already been established through a well-intended yet subjective special permit process, as the result of an outdated zoning

code.

Seemingly Neutral Zoning Policies Have Disparate Impacts

As mentioned, the history of racial segregation and economic stratification in this country is one that concentrates and embeds wealth and access in "neutral-on-its-face" policies like zoning preferences for detached single-family houses and setback regulations.

These subtle, generally unintentional, biases often present as harmless euphemisms like preserving the "character of the neighborhood" or a change that "just doesn't feel right" and results in stifling the very tools we need as a city to truly make good on our commitment to inclusivity and diversity.

I want to be very clear: I have every intention of promoting and supporting a zoning policy that encourages diversity in our community. This means opening our doors to the less wealthy, the elderly, the disabled, younger families, and people of all cultures and ethnicities. This is the very definition of What is Best about Newton and Forward-thinking.

If we are seeking economic diversity in our city, housing options must include:

- smaller units that people want and can afford;
 - rental properties because not everyone can afford or wants to buy;
 - multi-unit houses because not everyone wants the responsibility of a single family or they want to live in a "village" with other people close by.
- Newton's inclusionary zoning and accessory apartment ordinance address some of these needs, but they are not enough. These policies alone cannot remedy the complexity of this challenge.

We need to embrace a zoning redesign plan that acknowledges that zoning is social engineering and plays the most significant role in the future of our city.

b. Climate crisis

The #1 thing we can do is to reduce the number of car trips folks make- I am an advocate for Transit Orientated Development (TOD) I have partnered with Councilor Auchincloss to reduce the number of parking spaces in current development projects before the council, and I have been a strong proponent of the Lime bike program, protected bike lanes and the complete streets program the city is embarking on. In addition, I voted for phase 3 solar initiative and the bag ordinance that recently came before the council. Locally we can make a difference. We must to everything we

can to mitigate the impact of climate change.

c. Housing

See above answer on housing

4. What role, if any, should the City take in supporting the development of both affordable and market rate multi-family housing? Please explain your answer.
 - a. The city has a significant role to play in ensuring we have housing at different levels of affordability. The first metric for the city is to reach the state goal of 10% affordability. City Council can support affordable housing through policy, (by example, the recent passing of the stronger inclusionary zoning ordinance) and pushing developers through the special permit process to increase the # of affordable housing units in each project at different levels of AMI.
5. Describe your views on the following projects:
 - y. Riverside- pending before the council
 - z. Northland- pending before the council
 - aa. Washington St. Vision and Zoning- pending before the council
6. Newton is comprised of 13 “villages.” What is your vision for these “village” centers over the next five years? I long for vibrant village centers where folks can gather. Our village centers should include interesting places to eat and shop as well as green space, public art and a sense of community. Our village centers are struggling with the changing landscape of retail. At the heart of our villages are restaurants and businesses, yet the way we live and shop is changing. Most folks shop online forgoing the local stores and our retail rents are exorbitant, causing our brick and mortar shops to suffer. More and more our commerce is becoming service orientated, which is not necessarily bad, but diminishes the inclination to walk about and window shop. The challenge is complex, and the solution multi-faceted. We need to zone for increased density in our village centers with different price points of affordability, increasing foot traffic and growing a customer base for our retail. We need to continue to be creative with our special permit process to create what has been dubbed an, “inclusionary retail” model, to underwrite unique retail to support and encourage small business owners to thrive in our village centers, attracting people and creating vibrancy.
7. Do you agree that the City should actively promote economic and racial diversity? What specific steps should the City take? Economic and racial diversity comes down to housing. See my answer to zoning. If we want economic and racial diversity in Newton we have to provide an opportunity for people to live here.

8. Do you support Green Newton's [Green Building Principles](#)? Please explain your answer. Yes- I am absolutely thrilled with the Climate Action Plan and excited that we have our first passive house construction written into a pending special permit. We have some of the best minds in the city on climate change mitigation and I am honored to be in a role on the city council where we can insist upon Green Principle design. In many ways we are ahead of the state on this.
9. In 2020, the City will continue its work on Zoning Redesign. What should be the main goals of this effort? – See previous answer
10. What are the most critical transportation issues facing the City and what would be your transportation goals and priorities?

28% of CO2 emissions are from cars in Newton as reported from the Climate Action report. Everyone is concerned about traffic, not only because of the negative impact on the environment but on the negative impact on our quality of life. I envision a “car lite” future for Newton, where folks have real reliable alternatives to getting in their car for every trip they need to make throughout the city. In order for this to work we need to push the MBTA to be reliable, safe and run frequently. We need to make biking safe and accessible. We need vibrant village centers so folks can walk to shop/dine/ and run errands locally. We need to insist that new development projects coming online encourage “car lite” living.

11. What three adjectives would best describe your approach to working with the other members of the City Council, the Mayor and the public?
Collaborative, Principled, Kind
12. Did you support the proposal to amend the City's Charter in 2017? Please explain.
Yes, I think the council needs to be smaller, and I was hopeful that the proposed changes would still ensure constituent voices would be heard.

Becky Grossman – Ward 7 At Large

1. If you are an incumbent, what are your three most significant accomplishments on the City Council/Board of Aldermen?

I'm proud to serve as the Council's representative on the Lincoln Eliot and Newton Early Childhood Program Working Group, partnering with Mayor Fuller's administration to bring renovated, first-class schools to our preschool and Lincoln Eliot Elementary students.

I'm also very proud to have worked collaboratively with my colleagues and the administration on some of the hyper-local, seemingly small projects that have a real impact on quality of life.

For example, a constituent and fellow Ward School parent came to me with concerns about the fence surrounding the tennis courts, which were in horrible disrepair and cutting children's skin when they brushed against sharp holes in the fence. In asking lots of questions, I was able to determine that the courts and the fence were due for a complete overhaul which was delayed due to budgeting issues, and would have cost the City significant money. Working together with Commissioner DeRubeis, the PTO, and the Ward School leadership, we were able to craft a very low-cost plan to fix the fence, resurface the courts, and add other features to the courts such as basketball nets and Four Square, which resulted in a totally transformed community space that is heavily utilized and bringing real joy and enhanced quality of life to the community.

I'm also proud to have held office hours throughout the city, and to have made myself as available as possible to all constituents.

Some other highlights I'm proud to have supported this term include:

- Increasing Newton's green infrastructure through our Solar Phase 3 program, which will increase solar to 40% of our municipal energy use and save the City hundreds of thousands of dollars per year
- Instituting a new ban on polystyrene (Styrofoam) foodware
- Funding for "Complete Streets" improvements in West Newton Square and Newtonville's village center, which will improve safety, function and aesthetics in these critical village centers
- Expanding our Senior Tax Deferral Program by increasing the income cap from \$60,000 to \$86,000, which will help more seniors afford to stay in their homes

I'm also proud to be working on these initiatives currently underway:

- New zoning for Washington Street from West Newton Square to Crafts Street, designing for a more vibrant, welcoming, and green future
- Permitting two-way bike travel on the Commonwealth Avenue Carriage Lane
- Differential parking pricing, which would modernize our parking system through the introduction of variable pricing to actively manage demand and address the parking challenges throughout the City

2. Do you agree that there is a housing crisis in the Greater Boston area? If so, please explain the key strategies you would implement in Newton to address it.

Yes, I absolutely agree that there is a housing crisis in the Greater Boston area. Key strategies would include:

- Zoning reform – we must complete the process of rewriting our zoning code to make it transparent, usable and clear, while being intentional about where in the City we will invite density.
- Increased density in village centers, through zoning for mixed-use development adjacent to public transportation hubs.
- Transportation improvement, through advocating with the MBTA for improvements to the T and the Commuter Rail, adding protected bike lanes to allow for a safe, connected bike path network, and experimenting with expanding shared transit options such as NewMo.

3. What are the top three issues facing the City and what approach should the City Council take to address them?

- Climate change – finalizing our Climate Action Plan and implementing the recommendations as quickly as possible – there is no time to waste!
- Economic inequality – supporting efforts to add to, and diversify, our housing stock in our village centers that are readily accessible to public transit, and supporting the ability of businesses of all sizes to operate in Newton by providing them the lively, accessible, and diverse villages they need to thrive.
- Unfunded pension liability – continuing to work through our funding schedule to fully fund our commitments to our retirees on time. This will require extremely thoughtful and careful budgeting as to the City's priorities in the coming years, as the increased portion of the budget we're going to have to set aside to catch up will eat into the funds we could otherwise be putting toward other priorities.

4. What role, if any, should the City take in supporting the development of both affordable and market rate multi-family housing? Please explain your answer.

The City should be proactively planning to support the development of both affordable and market rate multi-family housing, by rewriting our zoning code to invite and support density in appropriate locations, such as village centers adjacent to public transportation hubs. Additionally, the City should continue to use tools such as our newly updated Inclusionary Zoning ordinance to ensure that new development includes a fair and appropriate share or contribution towards affordable housing. We should continue to monitor how that ordinance is working to make sure we're achieving the desired results.

There may also be opportunities for the City to designate certain property for affordable housing, such as through the acquisition of the Armory property, after careful and complete vetting and full consideration of the options available for such a property.

5. Describe your views on the following projects:

a. Riverside: Unfortunately, because this is a pending special permit proposal before the City Council, it is not appropriate for me to answer this question.

b. Northland: Unfortunately, because this is a pending special permit proposal before the City Council, it is not appropriate for me to answer this question.

c. Washington St. Vision and Zoning: I'm very enthusiastic about the work that is taking place on the Washington Street Vision Plan. I think if done right, Washington Street could be a gem of a place that provides for a wonderful, varied stock of housing, accompanied by a lovely boulevard-type feel, vitality on the street, safe passage for bicyclists, and opportunities for businesses small and large to thrive. I'm also excited to continue the zoning reform work and bring a modern, clear, and logical approach to our zoning code, while being very intentional about the future vision for the city and what we hope to achieve in each village.

6. Newton is comprised of 13 "villages." What is your vision for these "village" centers over the next five years?

My vision is for vibrant, safe, walkable, bikeable, and beautiful spaces that provide a mix of housing opportunities close to public transit, thriving businesses of all sizes that add to residents' quality of life, and places for the community to enjoy our city and each other.

7. Do you agree that the City should actively promote economic and racial diversity? What specific steps should the City take?

Yes! We must build more affordable housing, enhance public and shared transit options to connect residents with economic opportunity, provide a diverse stock of housing close to shared and public transit, and support businesses who want to come to Newton or stay in Newton by ensuring they can afford to be here and hire talent here. And of course, we should continue to support the METCO program.

8. Do you support Green Newton's Green Building Principles? Please explain your answer.

Yes! We have no time to waste in combating the effects of climate change, which are already here with much worse on the way.

9. In 2020, the City will continue its work on Zoning Redesign. What should be the main goals of this effort?

- Modernizing our code so it's transparent and readily understandable
- Making it clear where in the City we welcome density, and in what form
- Proscribing the look and feel we want to achieve through development, such as we're doing in the Washington Street Vision Plan
- Enhancing the vitality, walkability and beauty of our village centers and transitional zones

10. What are the most critical transportation issues facing the City and what would be your transportation goals and priorities?

The most critical transportation issue is the lack of access to reliable, convenient, and frequent public transportation. In my mind, investment in the T and the Commuter Rail is the key to making progress in housing affordability, reducing economic inequality, and combating climate change. If we could make meaningful improvements to the T and Commuter Rail, Newton could much more harmoniously absorb increased density, while at the same time improving quality of life, increasing access to job opportunities, reducing greenhouse gas emissions, and providing opportunities for us to return pavement to green space.

11. What three adjectives would best describe your approach to working with the other members of the City Council, the Mayor and the public?

Collaborative, collegial, and compassionate.

12. Did you support the proposal to amend the City's Charter in 2017? Please explain.

Yes, I did. I believe that the proposed structure of the City Council would have increased leadership and effectiveness in our municipal government. At-large races hold candidates accountable to voters in every ward, which is important since the Council votes on issues that affect the entire City. Also, I liked the addition of term limits on the Mayor and City Council, as it ensures periodic opportunities for new ideas and energy. Newton is a fabulous place to live, but we can improve; I believed passing the new Charter would have helped us get there.

Lisle Baker – Ward 7 – Ward Only

1. If you are an incumbent, what are your three most significant accomplishments on the City Council/Board of Aldermen?
 - Helping the City acquire the 71-acre Newton Commonwealth Golf Course for the City at a net cost of \$375,000 in 1981 financed in part by a key betterment assessment on surrounding properties.
 - Helping the City acquire the historic Durant Kenrick Homestead which has brought Revolutionary era history alive to Newton citizens and students.
 - Helping shape the Covenant Residences affordable housing project on Commonwealth Avenue in a way that earned both neighborhood support and a national award.
2. Do you agree that there is a housing crisis in the Greater Boston area? If so, please explain the key strategies you would implement in Newton to address it.
 - I have seen reports of such a crisis, but also reports that building permits for housing have been unexercised in some cases, which I need to track down and verify. In the meantime, I have supported historic preservation ordinances that help preserve older housing stock from being demolished in favor of larger structures as well as limitations on short-term rentals for investment that takes housing off line for long-term rental or ownership.
3. What are the top three issues facing the City and what approach should the City Council take to address them?

The City Council votes on appropriations and ordinances in a variety of important areas:

 - Continuing to provide good schools and city services,
 - Preserving open space where possible, such as Webster Woods.
 - Shaping land use controls to fit the future that Newton citizens desire.
4. What role, if any, should the City take in supporting the development of both affordable and market rate multi-family housing? Please explain your answer.
 - I was instrumental in helping the City use Community Preservation Funds to support affordable housing in my ward, and also voted for revising the City's inclusionary zoning ordinance to increase the contribution to affordable housing that developers must make.
5. Describe your views on the following projects:

bb. Riverside

- As these projects are still before the Council for decision and have not yet been reported by the Land Use Committee, it is premature to declare a position, as we have been advised by the City Solicitor.

cc. Northland

- See a above

dd. Washington St. Vision and Zoning

- We do not yet have the zoning before us. As for the plan, even though it is not within my Ward, I have contributed to the discussion as well as asked questions along the way. The

final version is not yet before us for action.

6. Newton is comprised of 13 “villages.” What is your vision for these “village” centers over the next five years?
 - Help them continue to be inviting places for citizens to gather and to shop.
7. Do you agree that the City should actively promote economic and racial diversity? What specific steps should the City take?
 - Yes. While it is a small step, one way is to support increasing the compensation for elected officials recently voted by the Council so that holding office will not require a financial sacrifice to serve.
8. Do you support Green Newton’s [Green Building Principles](#)? Please explain your answer.
 - The principles offer some intriguing ideas. The challenge is how to retrofit older structures, like mine, as all-electric and to make that affordable. I am not yet persuaded that eliminating parking requirements is wise as it puts cars onto streets instead.
9. In 2020, the City will continue its work on Zoning Redesign. What should be the main goals of this effort?
 - Assuring that the quality of life that attracted citizens to Newton remains available to newcomers as well.
10. What are the most critical transportation issues facing the City and what would be your transportation goals and priorities?
 - Making sure that streets are properly striped and signed and sidewalks are plowed.
11. What three adjectives would best describe your approach to working with the other members of the City Council, the Mayor and the public?
 - Diligent.
 - Respectful.
 - Responsive.
12. Did you support the proposal to amend the City’s Charter in 2017? Please explain.
 - No. I felt the role of Ward Councilor was important to retain and Newton citizens apparently agreed. At the same time, I chaired the Council Sub-committee that recommended many of the elements in the proposed new Charter.