

Town of Yarmouth

Per M.G.L.: All town and school boards, committees, commissions, and authorities shall post a notice of every meeting at least 48 hours prior to such meeting, excluding Saturdays, Sundays, and legal holidays. Notice shall contain a listing of topics/agenda that the chair reasonably anticipates will be discussed at the meeting.

Notice of Meeting

Name of committee, board, etc:	Community Housing Committee
Date:	October 24, 2016
Time:	4:00 pm ***NOTE TIME***
Place:	Hearing Room Town Offices

Agenda (Topics to be discussed):

- 1) COMMITTEE BUSINESS
 - a) Chairman's Report
 - b) Correspondence

- 2) NEW BUSINESS
 - a) Proposal to create an Affordable Accessory Apartment at 214 Old Main Street, South Yarmouth, MA Review of proposal and possible vote to approve and recommend proposal to Town Boards and Committees.
 - b) Proposal to redevelop the Cavalier Motel (881 Route 28, South Yarmouth) as a Low Income Housing Tax Credit development with affordable housing units. Review of proposal and possible vote to approve and recommend proposal to Town Boards and Committees

- 3) NEXT MEETING
- 4) ADJOURN

All exhibits are available for public review in the Department of Community Development, Yarmouth Town Offices, 1146 Route 28, South Yarmouth, MA.

Posted By (Name):	Mary Waygan	Signature:	<i>Mary Waygan</i>
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YARMOUTH TOWN CLERK

16OCT20PM8:30 REC

90

**Town of Yarmouth
Community Housing Committee Information Request
Local Action Units & Non-Comp Permit Units**

Project Information:

Date: 10-4-16
Project Sponsor: Ken Doyle Phone: 5089445959
Mailing Address: 214 OLD MAIN ST S. YARMOUTH MA 02664

Property Owner: Ken Doyle Phone: 5089445959
Project Site: _____ Map: 60 Lot: 243
Project Address: 214 OLD MAIN ST S. YARMOUTH MA 02664

Lottery Adimistrator: _____

Monitoring Agent: _____

Review Type: Formal Informal
Project Type: Rental Homeownership
Lottery Type: Local Preference Homeownership Condominium

Project Summary:

Lot Size (acreage) .63 # One Bedroom Units 1
Affordable Dwelling Units 1 # Two Bedroom Units _____
#Market Rate Dwelling Units: _____ # Three Bedroom Units _____
Dwelling Units Total _____
Dwelling Units per Acre: _____ (Zoning Bylaw Sec 404.8.2 & 404.9.1 allows for 16 units per acre)
Affordable Dwelling Units per Acre: _____

Does each unit in the property have the following?

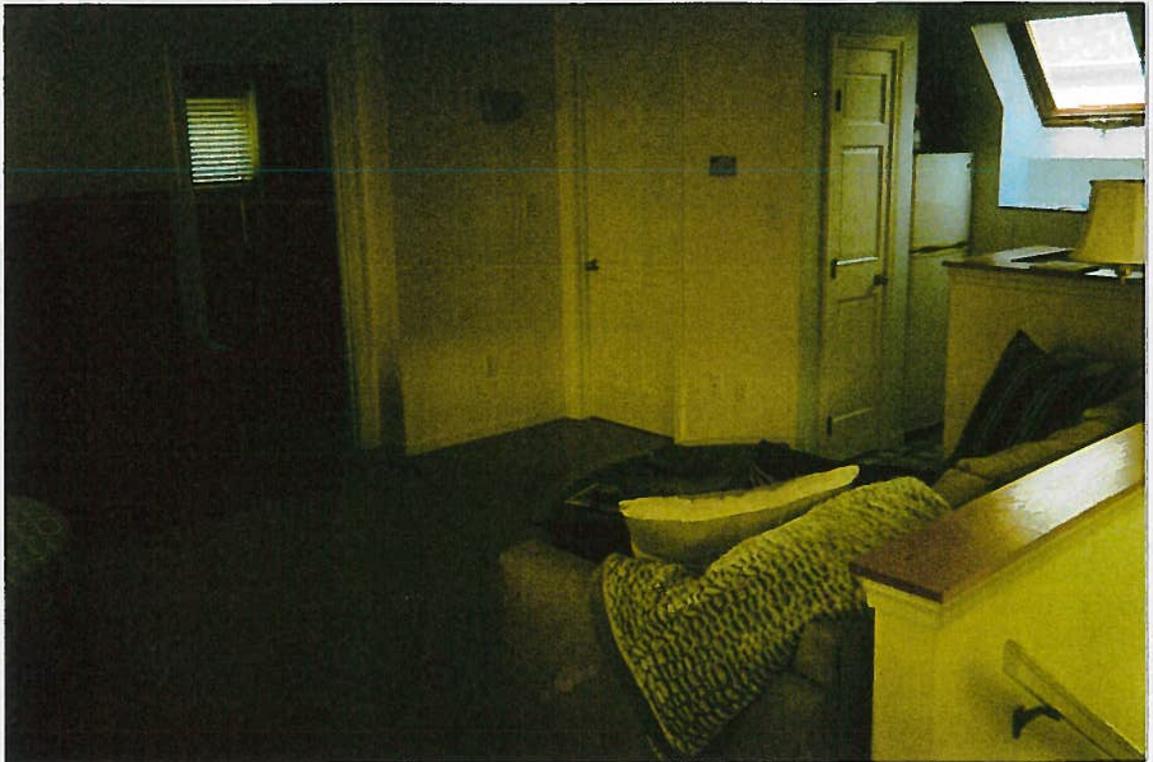
Bathroom Yes No Living area Yes No
Bedroom(s) Yes No Kitchen Yes No
Space and plumbing hook ups for a washer and dryer unless or common laundry facilities _____ Yes No
Are there any proposed limits on occupancy (ie. are you looking to limit a small studio to one-person)? Yes No
limit to one-person occupy

Project Description:

Convert an existing in-law apartment to an affordable accessory apartment. Will be rented fully furnished

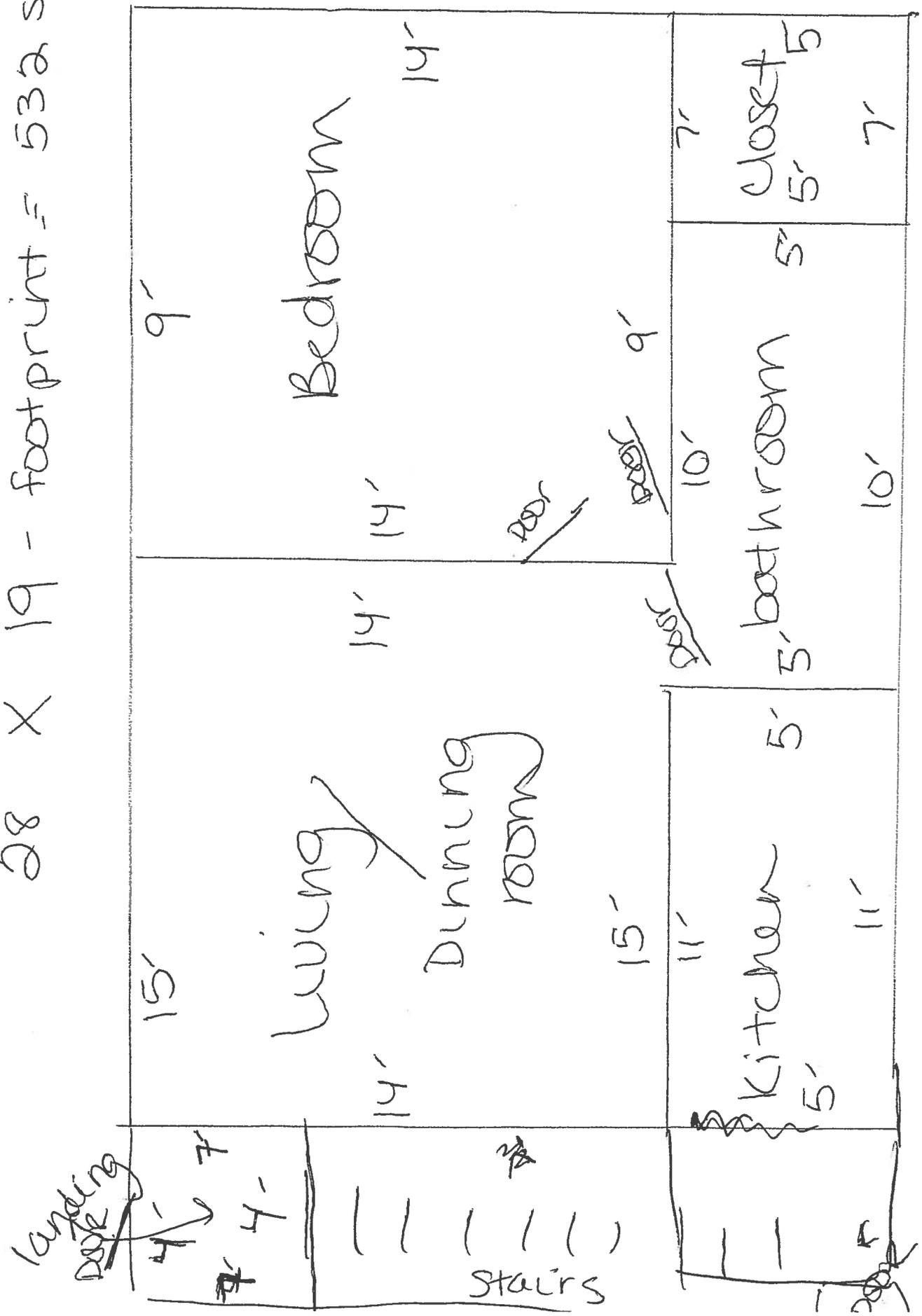








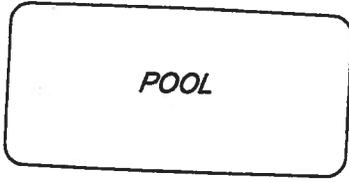
28 X 19 - footprint = 532 sq ft



N54°40'06"E 154.90'

WAY
(16.5' WIDE)

LOT 1
27,549± S.F.



POOL

EXISTING
2 STORY
EGRESS

GARAGE
WITH
APARTMENT
OVERHEAD

PARKING

DRIVEWAY

#214
EXISTING
2 STORY
DWELLING

45.6'

65.9'

PORCH

DRIVEWAY

EXISTING
GRASS
PARKING

EXISTING FENCE LINE

24.5'

S30°54'10"E 161.77'

.50'

S55°12'05"W 118.68'

S62°52'25"W 42.10'

OLD MAIN STREET (MAIN ST.)
PUBLIC-VARIABLE WIDTH



TOWN OF YARMOUTH

1146 ROUTE 28, SOUTH YARMOUTH, MASSACHUSETTS 02664- 4451
Telephone (508) 398-2231 Ext. 1275, Fax (508) 398-2365

DEPARTMENT
OF
COMMUNITY
DEVELOPMENT

MEMORANDUM

TO: Peter Johnson-Staub, Chairman
Affordable Housing Trust

FROM: Nate Small, Chairman *NS/mew*
Community Housing Committee

SUBJECT: Cavalier Motel Redevelopment by Dakota Partners

DATE: September 13, 2016

CC: Steve Kominski, Dakota Partners

On August 8, 2016 the Community Housing Committee met to hear a presentation by Dakota Partners to redevelop the former Cavalier Motel into an affordable rental housing neighborhood with 82 units. We also heard from the public; some expressed concern with the proposal and some were supportive. We hope that local residents keep engaged as their questions and comments help to improve the plan.

The Committee found that the proposal would provide affordable rental units that would qualify for inclusion in the Town's affordable housing inventory. The Committee recommends the proposal upon the following conditions:

1. All affordable units are restricted in perpetuity;
2. There are market rate or moderate income units introduced into the development so that the development is mixed-income;
3. There is greenspace, a community building and a playground within the development;
4. There is local preference to the units for people who live or work in Yarmouth, or have school children in our school system;
5. There is storage for residents and the property management company;
6. There is high quality architecture, site design, and landscaping, to meet the Town's Architectural and Site Design Standards; and
7. The elevations, floor plans and final site plans are submitted to the Committee for review.

NS/mew

*Please note, proposal
is now 69 unit.*

May

Review is: Conceptual Formal Binding (404 Motels/R.O.A.D. Project) Non-binding (All other commercial projects)
 Review is by: Planning Board Design Review Committee

If this is a conceptual review, a formal review will be required before Site Plan Review.

DESIGN REVIEW COMMENT SHEET

Meeting Date: October 18, 2016 Map: 41 Lot: 48
 Applicant: Dakota Partners, Inc. (Roberto Arista) Zone(s): B2, HMOD1, VCOD VC3
 Site Location: 881 Route 28, South Yarmouth

Persons Present:

DCR Members Present	Yarmouth Town Staff Present	Applicant/Representatives
Jack McCormack <i>JMK</i>	Kathy Williams, Town Planner	Steve Kominski, Dakota
<i>CB</i> Charlie Adams <i>CAV</i>		Roberto Arista, Dakota
Chris Vincent <i>CV</i>		Kieran Healy, BSC Group
Sara Jane Porter <i>SJP</i>		Brian Yergatian, BSC Group
		Jai Singh Khalsa, Khalsa Design
		Marc Daigle, Dakota <i>MD</i>

GUESTS: See attached Sign-In Sheet for Guests

DRC Review Started at: 3:40 PM Hearing Room, Town Hall 1146 Route 28, South Yarmouth MA
 DRC Review ended at: 5:00 PM

Project Summary

The Applicant proposes to raze the motel facilities at 881 Route 28 (former Cavalier Motor Lodge) and replace with 69 units of Residential Housing (15.8 units/acre), a Community Building, Wastewater Treatment Facility, 104 parking spaces, utilities, landscaping and site amenities; utilizing the provisions of Zoning Bylaw Section 404 – Motel bylaw (HMOD1). All HMOD1 projects require mandatory compliance with the Architectural and Site Design Standards, unless relief is granted by the Planning Board.

Introduction: Jack McCormack, DRC member, gave a brief introduction, outlining the meeting format and the specific purview of the DRC.

Presentation: A presentation of the project was given by the project proponent, Dakota Partners, and their design professionals. The design professionals were introduced.

An overview of the Architectural design plans was presented by Jai Singh Khalsa of Khalsa Design as shown in the Architectural Plans dated October 11, 2016, including two buildings of 2 stories fronting on the streets with a third building of 3 stories abutting the Bass River Motel. Community space with fitness area and bathrooms are still included in the project. All parking is surface parking with no underground. There is a unit mix of one, two and three bedroom units ranging in size from 711st to 1260 sf. There will be no elevators. The entire project will be constructed in a single phase, with modular construction compressing the construction period. Mr. Khalsa gave an overview of the elevations and massing of the two story building. Examples of board and batten siding were shown. The renderings of the site from various locations along Route 28 were reviewed. The three story building elevations were reviewed along with the proposed siding materials, all similar to the three story reviewed previously by the DRC. Elevations of the Community Building and WWTF were also reviewed. Building material colors were reviewed in the blue/gray family. Dakota agreed to utilize architectural asphalt shingles. Decorative light fixtures will be located at the entrances and for site lighting which are down-cast lighting. An alternate treatment for the two-story was presented that eliminated the board and batten material and replaced it with shingles and clapboard siding.

Kieran Healy gave an overview of the reduced project of 69 units, located only on the former Cavalier Site. Mr. Healy briefly reviewed the site plan and outlined the access points, bus area, septic in central grass area, and discussed grass

pavers required for fire truck access which will read as grass. In lot trees are included in the parking areas. Dumpster area was identified which will be fenced. Revised Landscape Plan, dated October 18, 2016 which shows additional buffer trees to remain and proposed site lighting was distributed at the DRC meeting.

DRC Questions & Discussion: DRC members asked questions and had a general discussion on the project design elements.

- Jack McCormack asked about the siding material and the board and batten panels which come in sheets. Shingles and clapboards proposed are in vinyl, but do come in a cement fiber material. Cement fiber shingles are larger than traditional shingles, whereas the vinyl are similar to traditional shingles.
- Chris Vincent asked about the proposed three tap shingle style versus architectural style. Dakota indicated they would utilize architectural shingles which were the preference of the DRC.
- Sara Jane Porter asked about vinyl material. Mr. Khalsa felt it is a superior material and lower maintenance. Sara Jane Porter asked about local locations of vinyl siding, which will be provided. She inquired about the board and batten material also.

Written Comments: The attached written comment from Dick Martin, DRC member who could not be present, was read at the DRC meeting.

Brian Yergatian responded to these comments by reviewing the revised Landscape Plan for the project and noting that the buffer trees have been designed to meet the zoning bylaw with trees every 20' and a hedge to hide the cars from Route 28. There are a number of trees to be saved and protected in the buffer areas (approximately 30 oak trees) along Ocean, Banister and up the eastern property line.

Public Comments: Public comment was then solicited as it pertains to the purview of the DRC. Attorney David Reid, representing 87 households, provided the following comments:

- Designs should be traditional Cape Cod designs, traditional to the area and the meet the vision for the Town. His clients do not believe this design does.
- Most pictures are from Route 28, but not the only frontage. The property also fronts on Ocean and Banister which are residential roads. This project will impact the residential neighborhood behind it. These buildings are approximately 200' long, and question whether there are similar sized buildings in Town.
- The breaks and setbacks require a minimum of 6' and preferable 10'. These plans only incorporate 5' setbacks and after each setback goes right back to existing façade, so does not break up the facade.
- Parking lots are to be broken up, but the southeast parking spaces are very close to the residential neighborhood, Even the landscape, and fencing doesn't break up the large parking areas.
- Lighting on 18' tall poles put the light fixture above the second floor, not a residential grade fixture adjoining a residential neighborhood.
- Trash collection be incorporated into the design of the building, only have one trash disposal area. This would have noise impacts to the abutters.
- Building size say should be broken down into 5,000 sf or less. Each of these buildings are greater than 11,000 sf.
- Standards also require varied roof lines. Some architectural features, but look at ridge or gutter line, it is the same. Doesn't really change the roof line. It's a large box building. Do not believe this complies with the design standards.
- Third floors are required to be jogged in and not same.
- Do not believe this design meets the standards, is not appropriate for the site and should not be approved.

DRC Review of Design Strategies: After public comment, each member gave their overall view of the project prior to getting into the Siting and Building Strategies as outlined below.

- Charlie Adams is in favor of the project which has been reviewed by DRC three times. The project has been reduced and the architect has done a reasonable job in complying with requests. He is in favor of the changes.
- Sara Jane Porte also noted the numerous reviews. She indicated that although it is a big building, it works architecturally. Traditional is a matter of opinion. She approved of the project as well.
- Chris Vincent approves of it as well, and is located right next door to Lighthouse Landing which is similar in size. He felt it was a well designed project and very nice architecturally. These buildings are a lot better than other existing buildings in town which may be viewed as traditional. Thinks its attractive building and is in support.
- Jack McCormack noted that being in B2, could have far less attractive uses. The developer has responded to requests and he is in support of the building.

All plans submitted as part of this application, including superseding plans submitted at the October 18, 2016 DRC Meeting are part of this decision and are attached to this determination.

Review Comments In Relation To The Design Standards

SITING STRATEGIES

Sect. 1, Streetscape N/A Meets Standards, or Discrepancies:

Buildings are located along the roadways to help define the streetscape. There is a street oriented entrance with porch for the building fronting on Route 28. Landscaping is used along all public ways to enhance the street edge, and shield parking located to the side of buildings. The streetscape has been further enhanced by a new concrete sidewalk along Route 28 and a portion of Ocean Avenue. See additional comments under Building Strategies.

Sect. 2, Tenant Spaces N/A Meets Standards, or Discrepancies:

Sect. 3, Define Street Edge N/A Meets Standards, or Discrepancies:

See Comments above for Section 1, Site Strategies.

Sect. 4, Shield Large Buildings N/A Meets Standards, or Discrepancies:

Sect. 5, Design a 2nd Story N/A Meets Standards, or Discrepancies:

Two of the residential buildings have usable second stories with one building have a usable third story to reduce the building footprint and allowing for more open green space.

Sect. 6, Use Topo to Screen New Development N/A Meets Standards, or Discrepancies:

Landscaping, including bushes, trees and fencing are used to screen the parking areas.

Sect. 7, Landscape Buffers/Screening N/A Meets Standards, or Discrepancies:

Quality larger buffer trees are shown to remain unless they would be negatively impacted by construction of the foundation for the buildings. New buffer trees, shrubs and a fence have been incorporated in the design for additional buffering and screening. Applicant will be irrigating the landscaping.

Sect. 8. Parking Lot Visibility N/A Meets Standards, or Discrepancies:

See Comments above for Section 7, Site Strategies.

Sect. 9. Break up Large Parking Lots N/A Meets Standards, or Discrepancies:

Parking lots have been placed evenly around the site to reduce impacts of large parking areas. In-Lot trees have been incorporated to reduce expanses of pavement.

Sect. 10. Locate Utilities Underground N/A Meets Standards, or Discrepancies:

All utilities shall be underground. Any ground mounted transformers, electrical cabinet or building mounted meters shall be located to minimize visibility and shall be screened.

Signage is shown at the entrance along Route 28 and a detail was included.

Sect. 11. Shield Loading Areas N/A Meets Standards, or Discrepancies:

BUILDING STRATEGIES

Sect. 1. Break Down Building Mass – Multiple Bldgs. N/A Meets Standards, or Discrepancies:

There are multiple buildings on the site broken down into smaller structural masses through varying the façade line, wall heights and roof lines.

Sect. 2. Break Down Building Mass – Sub-Masses N/A Meets Standards, or Discrepancies:

See Comments above for Section 1 Building Strategies.

Sect. 3. Vary Façade Lines N/A Meets Standards, or Discrepancies:

Sect. 4. Vary Wall Heights N/A Meets Standards, or Discrepancies:

Sect. 5. Vary Roof Lines N/A Meets Standards, or Discrepancies:

The DRC felt this standard was met if the applicant eliminates the continuous eave line on the two-story building by extending the siding up along the two larger gable ends.

Sect. 6. Bring Down Building Edges N/A Meets Standards, or Discrepancies:

Sect. 7. Vary Building Mat'ls For Depth N/A Meets Standards, or Discrepancies:

Sect. 8. Use Traditional & Nat'l. Building Mat'ls N/A Meets Standards, or Discrepancies:

The DRC felt this standard was met if the applicant eliminates the board and batten on the two story building and utilized the combination of clapboards and shingles shown on the Alternate Elevation Plan presented at the DRC meeting.

Sect. 9. Incorporate Pedestrian-scaled Features N/A Meets Standards, or Discrepancies:

Sect. 10. Incorporate Energy-efficient Design N/A Meets Standards, or Discrepancies:

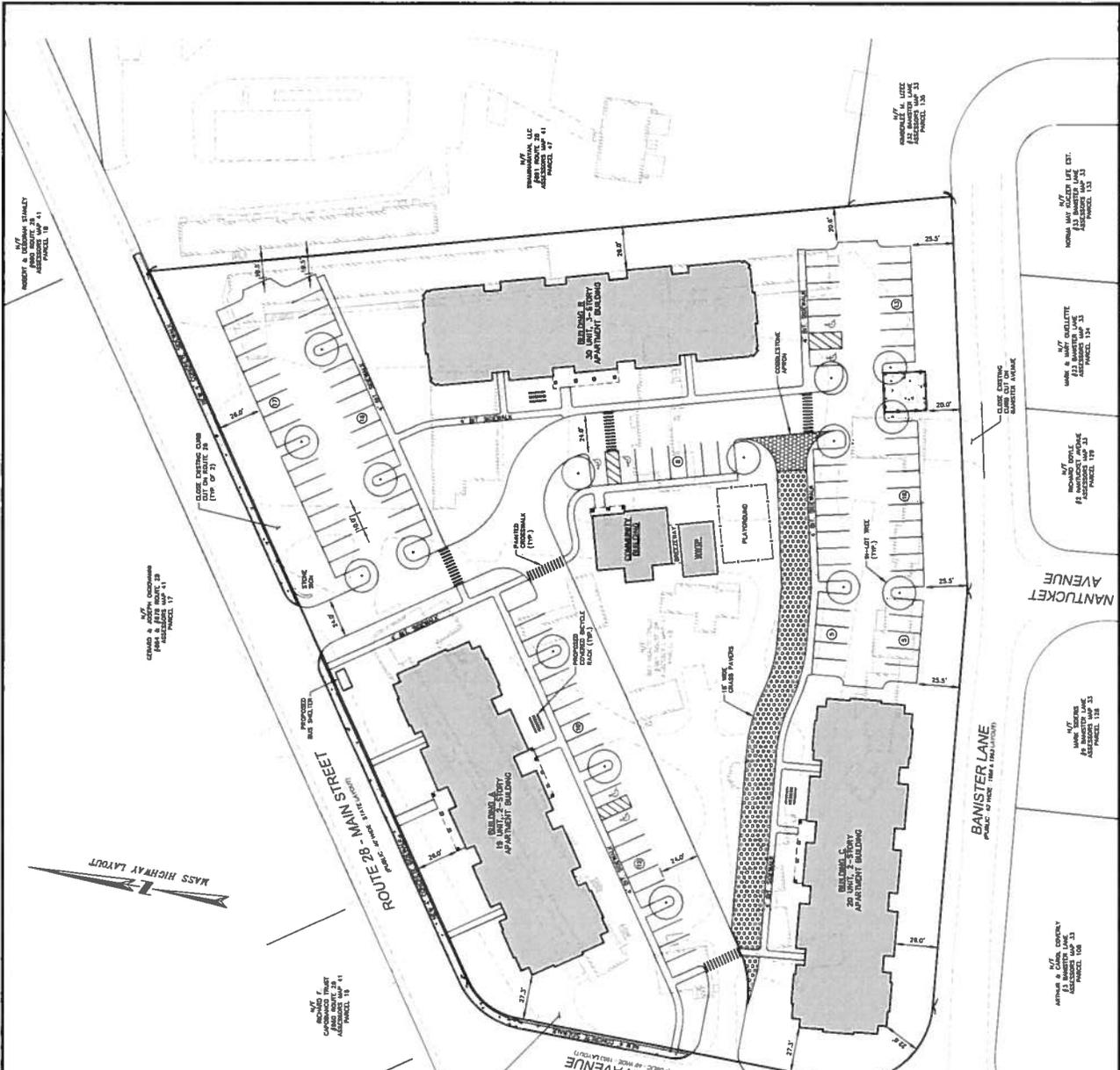
On a motion by Sara Jane Porter, seconded by Charlie Adams, the DRC voted (4-0) that the proposed 69 unit residential development at 881 Route 28 as presented at the DRC meeting of October 18, 2016 is in compliance with the Siting and Building Strategies outlined in the Architectural and Site Design Standards, with the modifications noted above.

ZONING COMPLIANCE TABLE

OVERLAY DISTRICTS: OZ, R.O.A.D., MUD-1, VCO-1, VCO-2, VCO-3

CRITERIA - MUD-1	REQUIRED	EXISTING	PROPOSED
SITE USE	MOTEL	MULTI-FAMILY	MULTI-FAMILY
MINIMUM LOT AREA	100,000 S.F.	189,879 S.F.	189,879 S.F.
MINIMUM LOT FRONTAGE	125'	1,346.47'	1,346.47'
MINIMUM BUILDING FRONT YARD SETBACK	30'	20.0'	21.0'
MINIMUM BUILDING REAR YARD SETBACK	20'	N/A	N/A
MINIMUM BUILDING HEIGHT WITHIN 50'	35'	---	2 STORIES
MINIMUM BUILDING HEIGHT OUTSIDE 50'	45'	---	3 STORIES
MAXIMUM BUILDING COVERAGE	25%	---	20.0%
NUMBER OF PARKING SPACES (88 UNITS)	104 SPACES	---	104 SPACES
MINIMUM PARKING FRONT YARD SETBACK	18 UNITS/AC	1 HOTEL	15.8 UNITS/AC
MINIMUM PARKING REAR YARD SETBACK	25'	8'	23.5'
MINIMUM PARKING SIDE YARD SETBACK	5'	5'	5.0'
IN-LOT TREES (84 SPACES @ 1 PER 8)	13	---	13

* IN ACCORDANCE WITH SECTION 88A.14(3) OF THE MASSACHUSETTS REGULATORY COMMISSION BY-LAW, THE FRONT YARD SETBACK MAY BE REDUCED TO 25 FT. TO ACCOMMODATE PARKING IN THE REAR ON SIDE OF THE BUILDING. IF THE CORNER LOT HAS A CURVED RADIUS ALONG THE FRONTAGE ON Y. PUBLIC WAY, THE FRONT YARD SETBACK MAY BE REDUCED TO 24 FT. AT THE CORNER.



BRIAN G. VERGHATAN
 PROFESSIONAL ENGINEER
 DATE: 10/11/2016

CAVALIER MOTOR LODGE
 881 ROUTE 28
 IN
 SOUTH YARMOUTH MASSACHUSETTS
 (BARNSTABLE COUNTY)
CONCEPTUAL SITE PLAN
 OCTOBER 11, 2016

NO.	DATE	DESCRIPTION

ISSUED FOR PERMITTING
 NOT FOR CONSTRUCTION

PREPARED FOR:
 DAKOTA PARTNERS, INC.
 258 MAIN STREET
 W. YARMOUTH, MASSACHUSETTS
 (781) 889-0002

349 Route 28, Unit D
 W. Yarmouth, Massachusetts
 02673
 508 778 8919

SCALE: 1" = 30'
 0 15 30 45 60 75 90 105 120 135 150 165 180 195 210 225 240 255 270 285 300 315 330 345 360 375 390 405 420 435 450 465 480 495 510 525 540 555 570 585 600 615 630 645 660 675 690 705 720 735 750 765 780 795 810 825 840 855 870 885 900 915 930 945 960 975 990 1005 1020 1035 1050 1065 1080 1095 1110 1125 1140 1155 1170 1185 1200 1215 1230 1245 1260 1275 1290 1305 1320 1335 1350 1365 1380 1395 1410 1425 1440 1455 1470 1485 1500 1515 1530 1545 1560 1575 1590 1605 1620 1635 1650 1665 1680 1695 1710 1725 1740 1755 1770 1785 1800 1815 1830 1845 1860 1875 1890 1905 1920 1935 1950 1965 1980 1995 2010 2025 2040 2055 2070 2085 2100 2115 2130 2145 2160 2175 2190 2205 2220 2235 2250 2265 2280 2295 2310 2325 2340 2355 2370 2385 2400 2415 2430 2445 2460 2475 2490 2505 2520 2535 2550 2565 2580 2595 2610 2625 2640 2655 2670 2685 2700 2715 2730 2745 2760 2775 2790 2805 2820 2835 2850 2865 2880 2895 2910 2925 2940 2955 2970 2985 3000 3015 3030 3045 3060 3075 3090 3105 3120 3135 3150 3165 3180 3195 3210 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**CAVALIER MOTOR
LODGE
REDEVELOPMENT**

881 ROUTE 28

**SOUTH YARMOUTH
MASSACHUSETTS
(BARNSTABLE COUNTY)**

SIGN PLAN

OCTOBER 11, 2016

PREPARED FOR:

**DAKOTA PARTNERS, INC.
1264 MAIN STREET
WALTHAM, MA 02451**



349 Main Street - Route 28
West Yarmouth, Massachusetts
02673

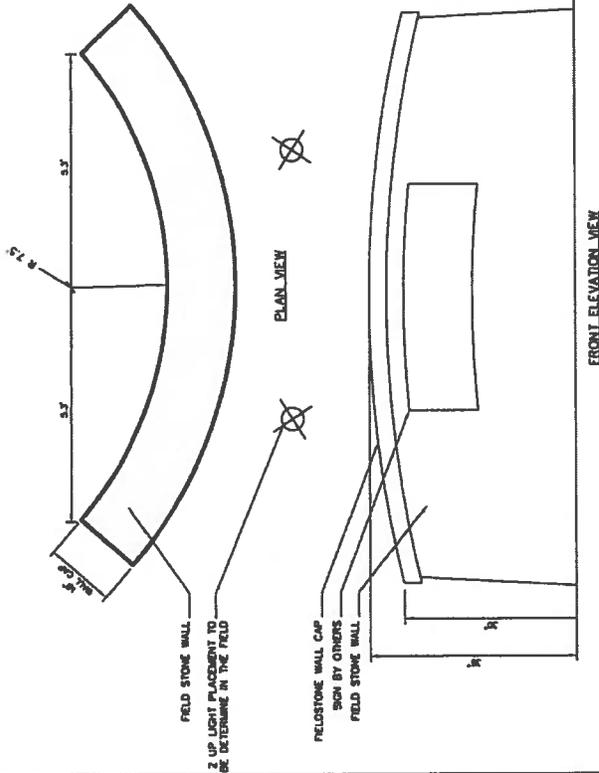
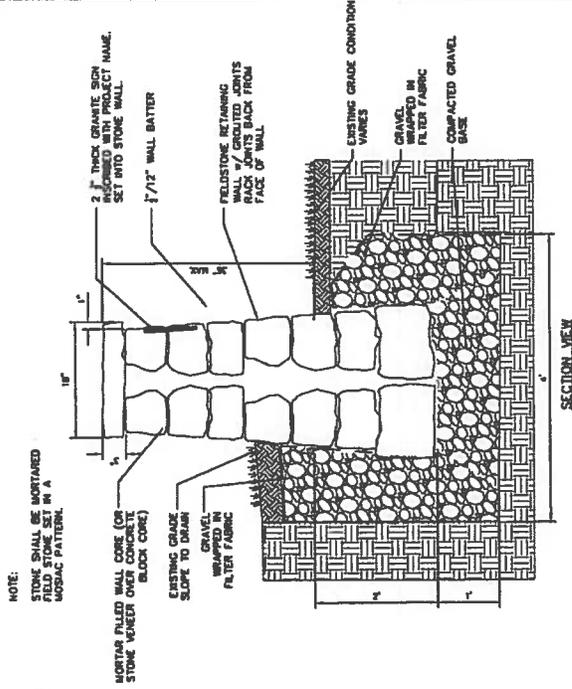
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STONE WALL ENTRANCE SIGN

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10/11/16

PROJECT NAME
Yarmouth Apartments

PROJECT ADDRESS
881 Route 28 Yarmouth, MA

CLIENT
Dakota Partners

ARCHITECT
KHALSA

CONSULTANTS:
17 WALDO STREET SUITE 400
YARMOUTH, MA 01977
TELEPHONE 508-848-8744 FAX 508-848-3886



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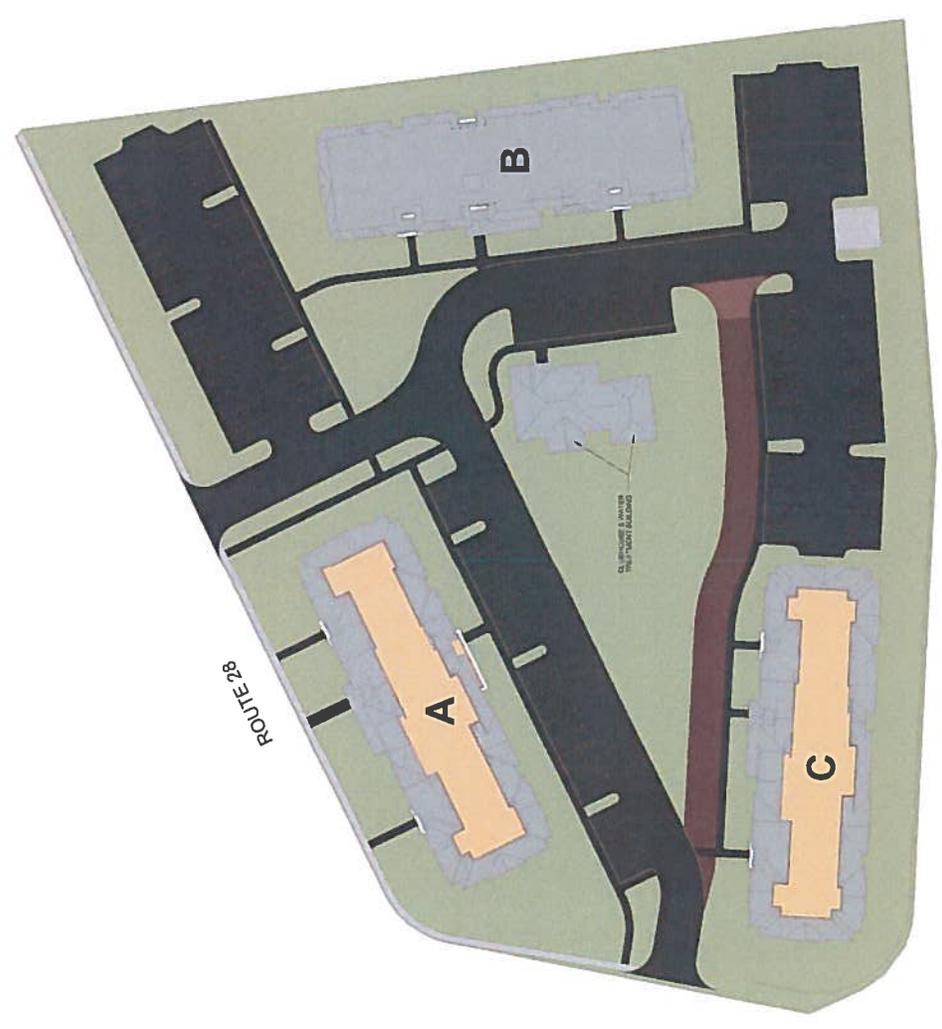


REGISTRATION
Project Number: 10017
Date: 05/11/2014
Drawn By: A. KHALSA
Checked By: A. KHALSA
Scale: 1" = 30'-0"

REVISIONS
No. Description Date

S
Yarmouth Apartments

SITE PLAN



Scale
1" = 30'-0"



TOWN OF YARMOUTH

1146 ROUTE 28, SOUTH YARMOUTH, MASSACHUSETTS 02664-4451
Telephone (508) 398-2231 Ext. 1275, Fax (508) 398-2365 TTD# (508) 398-2231

AFFORDABLE
HOUSING
TRUST

TO: Board of Selectmen

FROM: Peter Johnson-Staub, Interim Town Administrator
Chairman Affordable Housing Trust

RE: 881 Route 28 – Affordable Housing Proposal

DATE: October 14, 2016

Thank you for the opportunity to discuss the current proposal for the redevelopment of 881 Route 28, the site of the former Cavalier Motor Lodge. Town Counsel Jay Talerman has advised that a vote of the Board of Selectmen is not required for final approval of the Yarmouth Affordable Housing Trust award of funds to Dakota Partners. As such, this meeting will afford the Board and the public an opportunity to learn more about the proposal and provide input to the Trust prior to a final Trust vote on the proposal.

HISTORY

To fully understand the genesis of the current proposal, it is important to recall the series of initiatives of the past 10 years or so that were supported by the Board of Selectmen, Town Meeting and several other boards and committees to improve the Route 28 corridor.

Following considerable study and public input, the "Motel Bylaw" was approved by Town Meeting in 2006 with the full support of the Planning Board and Board of Selectmen. This bylaw reversed the 1984 ban on motels, and was developed to provide incentives to motel properties specifically to encourage economic development and to support efforts to address affordable housing needs. The Motel Bylaw provided Route 28 motels with the ability to redevelop their properties "by-right" into new hotels/motels, multi-family housing with an affordable component, or as mixed use (i.e. a combination of commercial and residential uses). To ensure consistency with community character, all development under the Motel Bylaw is required to adhere to the Town's Architectural and Site Design Standards.

The affordable housing component of the motel bylaw was included to provide developers with an alternative to Chapter 40B as a way to develop multi-family housing on Route 28 and to ensure the quality of affordable housing by mandating various requirements. Proximate to shopping, schools and public transportation, and understanding that not all motels would seek to redevelop as housing (i.e. because they are financially viable as motel properties), the Route 28 corridor was considered a favorable location for affordable housing.

To further incentivize redevelopment of Route 28 motels, the Town sought approval from the Cape Cod Commission in 2007 for a Growth Incentive Zone (GIZ) for the Route 28 Motel Properties. The GIZ was approved, in effect exempting Route 28 motel redevelopment from Cape Cod Commission review. As a result of the Motel Bylaw and the GIZ, the Hampton Inn was developed in 2008. Additionally, there was some movement with smaller properties redeveloping under the Motel Bylaw. These include the Cap'n Gladcliffe (2010), the Windrift (2012) and the Seagull Beach Motel (2013).

AFFORDABLE HOUSING

As part of Yarmouth’s Affordable Housing program, the Town has developed a five-year Housing Production Plan (HPP). The HPP follows the Massachusetts Department of Housing and Community Development (DHCD) regulations and considers existing housing supply, existing and projected affordable housing needs, and it identifies strategies to bridge the gap.

Yarmouth’s current HPP, endorsed by the Board of Selectmen in April 2016 and approved by the State shortly thereafter, describes Yarmouth’s housing challenges for both home-ownership and rental scenarios noting that average homeownership costs are beyond reach for 58% of Yarmouth’s households. Average rental costs are out of reach for many as well. One-quarter of households at or below 80% of the Area Median Income are spending more than 50% of their income on housing costs, whereas 30% is standard.

The goal of the current HPP is to create 60 units of affordable housing per year which would enable the Town to reject “unfriendly” Chapter 40B proposals that supersede local zoning and can result in housing that is poorly located, poorly designed, and of much greater density than what would normally be allowed under local zoning. Priority housing needs identified in the HPP include seniors, working families, single person households, persons with disabilities and those at risk of homelessness. Rental housing needs are prioritized over homeownership based largely on the prevalence of service sector jobs and the existing demand for subsidized rental units which have very long wait lists.

Motel Redevelopment is ONE of many strategies that the Town is utilizing to create affordable housing. The table below summarizes various strategies that the Town has undertaken to create affordable housing (see attached “Affordable Housing Program – Actions to Promote Affordable Housing”).

Yarmouth – Affordable Housing Programs	
Affordable Accessory Apartments	Motel Redevelopment
Buydown - home ownership	Public Housing Preservation
Buydown - rental	Ready Renter List
Emergency Repairs	Simpkins School Reuse, Old Main St.
Mill Pond Village, Camp Street	Septic Repairs
Town land for Affordable Housing	

In every program, housing is made available to Yarmouth residents first to the maximum extent allowable under law (“local preference”). In addition, housing programs are directed across town, with the understanding that affordable housing should not be relegated to one geographic area. To

illustrate the extent to which the Town has directed affordable housing programs across town, please see the attached Map.

CURRENT PROPOSAL

Not satisfied with the scope and pace of redevelopment, the Affordable Housing Trust opted to seek funding to further encourage redevelopment of motels. \$750,000 in Community Preservation Act (CPA) funding was approved at the April 2013 Annual Town Meeting for the purpose of redeveloping a Route 28 motel with an affordable housing component. A Request for Proposals (RFP) was issued but no responses were received. In August 2013, the Affordable Housing Trust issued a second RFP with more flexible minimum requirements. One response was received but ultimately rejected as not in the Town's best interests.

With new insights gained from the first two Requests for Proposals and an additional \$2 million for the motel redevelopment program approved by Town Meeting in 2015, the Affordable Housing Trust issued a third RFP in January 2016. The response from Dakota Partners for the redevelopment of 881 Route 28 was rated Advantageous based on the Selection Criteria. The one other response was rated Unacceptable.

The Affordable Housing Trust has worked hard over the last eight months negotiating the terms of an award with Dakota Partners. During this time, the project has been vetted internally by the Affordable Housing Trust (in executive session) and Staff in conjunction with a real estate consultant who has extensive experience with affordable housing developments. The proposal has also been reviewed by the Design Review Committee, the Site Plan Review Team (informally) and publicly by the Community Housing Committee and the Affordable Housing Trust. In addition, at the request of the Affordable Housing Trust, Dakota Partners held an informational meeting with abutters and other neighbors on June 27th. Abutters and individuals who submitted comments relative to this proposal have been notified of the Selectmen meeting scheduled for Tuesday, October 18, 2016.

Feedback from each of these entities, and feedback from the public through comments at meetings and extensive correspondence, has resulted in a much better proposal (please see attached summary of proposal modifications.) While the original 120-unit proposal required relief from the local zoning bylaw, the current 69-unit proposal is allowed by-right under current zoning. The project is still subject to an extensive review process that includes approval by the Design Review Committee to ensure that the proposed development is consistent with the Town's Architectural and Site Design Standards, and review by the Town's Site Plan Review Team to determine compliance with all local regulations, and building and fire code. The Wastewater Treatment facility will be subject to strict scrutiny and permitting by the Massachusetts Department of Environmental Protection (MassDEP).

Local preference will be used to maximize the opportunity for local residents to rent these units. Community Development Staff will supplement marketing efforts as was done for the Simpkins Residences where 46% of residents came from Yarmouth, 35% from other Cape towns, and 18% from off-Cape (July 2016 statistics). Similar statistics apply to Village Green (Dakota Partner's Barnstable development) with 88% of residents originating from on-Cape.

In addition to the regulatory review outlined above, it is important to note that the financial feasibility of this project has been well vetted with the assistance of our real estate consultant. Local funds (\$30,000 per household; \$2,070,000 total) will leverage approximately ten-times their value in other investment. Other funding sought comes from state and federal affordable housing sources and is, in large part due to the Town's financial support and local permitting process, likely to "score" well and be successful in seeking the necessary funding to complete the project in a timely manner. As a "Low-Income Housing Tax Credit" (LIHTC) housing development, management of the property will be of the highest standard, subject to review by state and federal authorities as well as private investors.

The town subsidy proposed for this project - \$30,000 per affordable unit - is substantial but it represents a small portion of the total costs to acquire the property and construct the housing. In fact, the Town's cost per unit for multi-family housing is much less than it is for construction or purchase of single-family homes. The table below illustrates the range of subsidy provided by the Affordable Housing Trust for existing programs including the proposed development at 881 Route 28 and demonstrates the relative value of the proposed subsidy per affordable unit. Subsidy figures for CPA programs in other Cape Towns, Martha's Vineyard and Nantucket are attached to this memo.

Program Name	Award	# Units	Award per Unit
Buydown – Rental	\$707,500	10	\$70,750
Buydown – Home Ownership	\$2,324,120	37	\$62,814
New Construction – Town Land	\$364,524	9	\$40,503
New Construction – Private Land	\$470,004	6	\$78,334
Motel Redevelopment	\$2,070,000	69	\$30,000

CONCLUSION

Years of work to develop and promote zoning and regulatory relief as well as Town Meeting support for a total of more than \$3.75 million for the redevelopment of motel properties along Route 28 demonstrates the Town's desire to see change on Route 28. The Motel Redevelopment Program has creatively tapped into available CPA funding to create affordable housing while at the same time eliminating substantial blight and stimulating economic development.

The Board of Selectmen has included Affordable Housing and Economic Development on their Annual Goals for years. Affordable Housing is an important piece of our local economy, allowing families to remain on the cape and providing suitable housing for our year-round service workers, young professionals, and retirees.

Affordable Housing located on Route 28 continues to makes sense given the availability of public transportation, recreational amenities, and proximity to shopping and employment. The Affordable Housing Trust has worked diligently over the last eight months to secure a mutually beneficial agreement with the Developer that results in a high-quality product for the Town. The architectural design is of high quality and designed to fit in along the Route 28 corridor. We believe Dakota is a reputable developer and property manager and that the tax credit funding model provides added

incentive for the property to be well managed and maintained for the long-term. This is the best opportunity Yarmouth has had in many years to generate affordable rental housing and it is has the very important side benefit of blight removal.

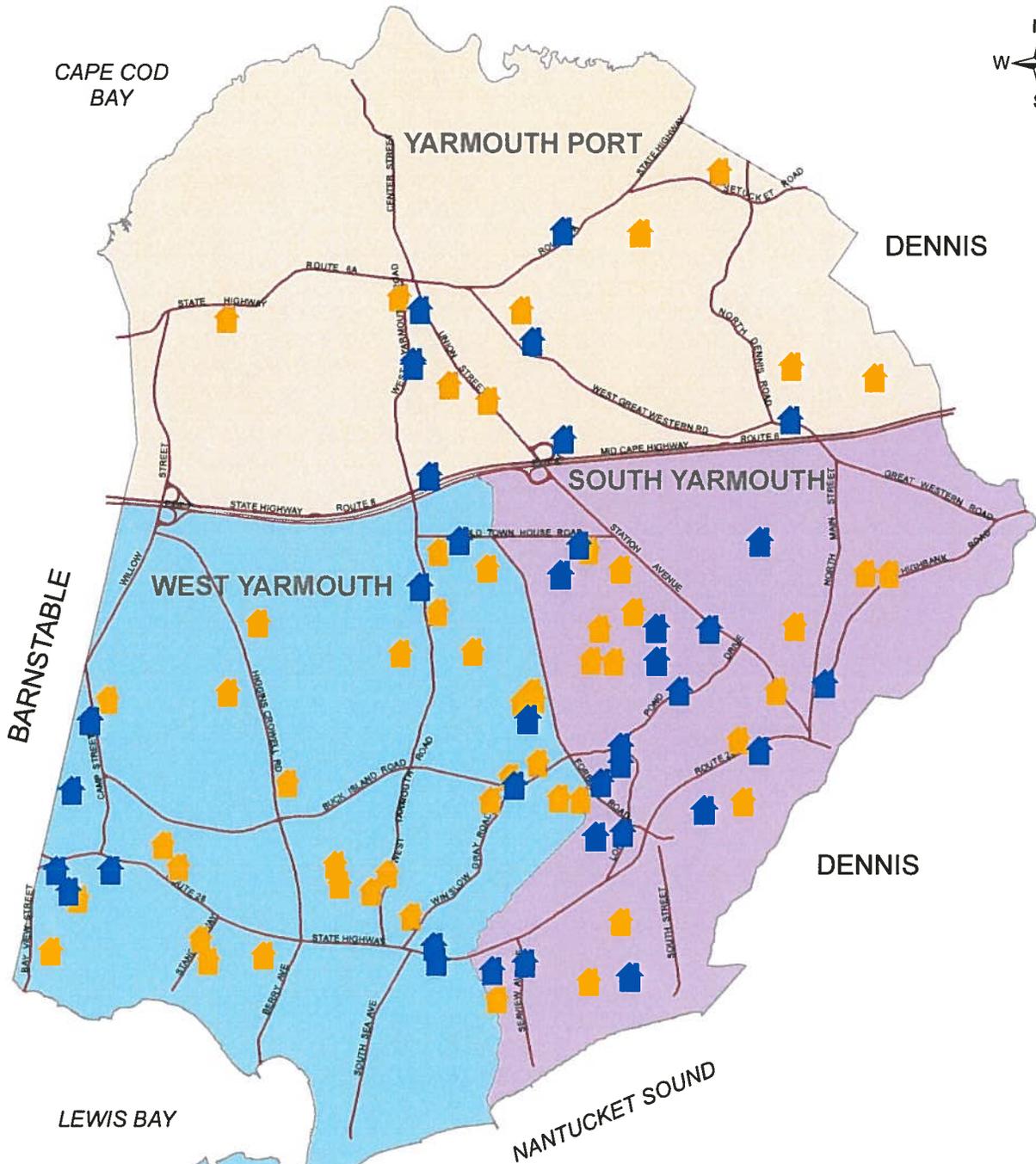
The Affordable Housing Trust looks forward to your feedback and that from the public.

Attachments:

- **Proposal Summary**
- **Current Site Plan**
- **Affordable Housing Map**
- **Town Actions to promote Affordable Housing**
- **CPA housing subsidy database**

Town of Yarmouth
 Affordable Housing Trust
 RFP for Acquisition and Construction (published 1/20/2016)
 Proposal Submitted by Dakota Partners, LLC

	Date of Submission/Revision		
	Feb 23, 2016	July 7, 2016	Sept 19, 2016
Proposal Summary			
# of Units	120	82	69
# of Phases	2	2	1
% Affordable Units	83%	100%	100%
%Market Rate Units	17%	0%	0%
# Residential Buildings	4	4	3
# Stories - Residential Buildings			
# Two Story Buildings	0	4	2
# Three Story Buildings	4	0	1
# Commercial Buildings	1	0	0
# Community Buildings	1	1	1
# Underground Parking Garages	2	2	0
Playground	Y	Y	Y
Mixed-Income	Y	N	N
Mixed-Use	Y	N	N
Special Permits/Relief Required	Y	Y	N
Subsidy Request	\$ 2,750,000	\$ 2,460,000	\$ 2,750,000
Subsidy Request per Unit	\$ 27,500	\$ 30,000	\$ 39,855



TOWN OF YARMOUTH
AFFORDABLE HOUSING PROGRAM
TOWN-WIDE LOCATIONS OF AFFORDABLE HOUSING
OCTOBER 2016

- 
 AFFORDABLE HOUSING - SUPPORTED AND PRESERVED
 (Examples: Affordable Accessory Apartments, Homeownership Emergency Repairs)

- 
 AFFORDABLE HOUSING - SUBSIDIZED HOUSING INVENTORY
 (Examples: Yarmouth Housing Authority Properties, Our First Home and Habitat Homeownership Units, Buy Down Homes, Swan Pond Village, Building Dreams Rental Units, Simpkins Residences, Mill Pond Village, Neptune Place, Cap'n Gladcliff, Appleby Court, Windrift Cottages, etc.)

**Town of Yarmouth
Affordable Housing Program
Actions to Promote Affordable Housing
October 2016**

Town Action	Date	Description
Town Land Conveyed for Affordable Housing	1990 – Current	Designated over 30 acres of Town land for the development of over 50 affordable homes
CDBG Entitlement	1994	Town successfully designated a Community Development Block Grant (CDBG) Entitlement Community with a priority for affordable housing activities
Affordable Accessory Apartment Bylaw (Zoning Bylaw § 407)	Town Meeting April 2004	Allows for the creation of an affordable accessory apartment located within or attached to a principle residential structure.
Community Preservation Committee Created	Town Meeting April 2005	3% tax for community housing, open space and recreation, and historic preservation.
Motel Bylaw (Zoning Bylaw § 404)	Town Meeting April 2006	Allows for the redevelopment of certain Route 28 motels into residential or mixed-use. Affordable housing component required.
Affordable Housing Bylaw (Zoning Bylaw § 412)	Town Meeting April 2006	Set requirements for affordable housing.
Motel Predevelopment Fund	Special Town Meeting Sept. 2006	Town created a Motel Predevelopment Fund initially with \$150,000 of Community Preservation money.
Municipal Affordable Housing Trust Created and Capitalized with Community Preservation Funds	Town Meeting April 2007	Created and capitalized the Trust to create and preserve affordable housing. Trust has been capitalized at every subsequent Annual Town Meeting. To date the Trust has created 46 new affordable units, preserved 6 and supported an additional 49.
Affordable Housing Bylaw Inclusionary Zoning (Bylaw § 412)	Town Meeting May 2009	Amended to include inclusionary zoning.
Affordable Lots (Zoning Bylaw § 412)	Town Meeting May 2009	Amended to allow affordable housing to be built on unbuildable lots.
Condominium Motel Bylaw (Zoning Bylaw § 104.4)	Town Meeting 2010	Allows condominium motels to convert to residential with an affordable housing component as inclusionary zoning applies.
Village Center Overlay District (Zoning Bylaw § 414)	Special Town Meeting 2012	Allows commercial properties in the heart of the Route 28 tourism area to be redeveloped into commercial, residential or mixed-uses including affordable housing and design standards.
Conveyance and development of Simpkins School	Town Meeting 2009 authorized sale. Conveyed in 2012	The Town conveyed the Simpkins School to a developer and supported the development of 65 rental units for those 55 years or over that includes affordable ones for those earning at or below 60% and 30% AMI.
Affordable Housing Standards	2010 Revised in 2013 and 2014	The Town's Community Housing Committee that established local preferences and priorities for Chapter 40B developments.
Community Preservation Funds	Town Meetings from 2005 to 2016	The Town has committed over \$10 million in CPA funding in support of community housing projects, representing 48% of the Town's total CPA funding allocations.
Housing Production Certification	March 22, 2013	DHCD certified the Town's Housing Production Plan given progress in producing affordable housing based on its Housing Production Plan, originally published in 2004 and updated every five (5) years.

Town of Yarmouth - Affordable Housing Program
Survey of Town Community Preservation Subsidies of Affordable Housing
Source: Community Preservation Coalition (Oct 2016)

Town	Program Name	Award (\$)	Number of Proposed Unit	Award (\$) per Unit
Acton	28 Willow St. and 214 Central St. Acquisition	\$160,000	3	\$53,333
Acton	Habitat Home	\$35,000	1	\$35,000
Acton	Acton Housing Authority to purchase 3 community housing	\$255,000	3	\$85,000
Amherst	HAP Olympia Oaks Project	\$250,000	42	\$5,952
Amherst	Main St Housing	\$155,000	11	\$14,091
Amherst	Mortgage Subsidy Loan	\$150,000	3	\$50,000
Amherst	Keet House	\$130,000	8	\$16,250
Amherst	East Pleasant Street	\$80,000	2	\$40,000
Amherst	Stanley St	\$50,000	1	\$50,000
Amherst	Belchertown Rd	\$60,000	1	\$60,000
Ayer	Habitat Home	\$35,000	1	\$35,000
Barnstable	Stage Coach Road	\$350,000	12	\$29,167
Barnstable	HAC West Barnstable Condominiums	\$300,000	10	\$30,000
Barnstable	HAC Buy down	\$250,000	5	\$50,000
Barnstable	Accessory Affordable Apartment	\$200,000	15	\$13,333
Barnstable	93 Pleasant St	\$118,000	3	\$39,333
Barnstable	Inclusionary Program	\$108,000	2	\$54,000
Barnstable	Old Stage Rd	\$100,000	2	\$50,000
Barnstable	Sesame ST	\$100,000	2	\$50,000
Barnstable	Ginger Lane	\$35,000	1	\$35,000
Bedford	North St	\$600,000	8	\$75,000
Bedford	Concord Rd	\$250,000	14	\$17,857
Bedford	Condo Buy down	\$132,000	1	\$132,000
Belchertown	Christopher Height Assisted Living	\$218,000	43	\$5,070
Belmont	1st Time Homebuyer	\$375,000	3	\$125,000
Bourne	Habitat Home	\$30,000	1	\$30,000
Braintree	Habitat Home	\$30,000	1	\$30,000
Brewster	Brewster Woods	\$600,000	50	\$12,000
Brewster	Habitat Homes	\$600,000	6	\$100,000
Brewster	Nickerson Condo	\$43,000	1	\$43,000
Cambridge	Capstone	\$3,048,656	20	\$152,433
Cambridge	Inman Sq and CAST 2	\$2,798,000	125	\$22,384
Cambridge	Porter	\$4,500,000	26	\$173,077
Cambridge	Prospect St	\$500,000	21	\$23,810
Carver	Habitat Home	\$95,160	1	\$95,160
Chatham	Lake St	\$850,000	50	\$17,000
Chatham	Habitat West Chatham	\$160,000	4	\$40,000
Chelmsford	Chelmsford Woods	\$2,181,047	115	\$18,966
Chelmsford	Manahan St	\$400,000	8	\$50,000
Chilmark	Middle Line	\$600,000	12	\$50,000
Concord	Peter Bulkeley Terrace II	\$370,804	4	\$92,701
Concord	Old Bedford Rd	\$222,000	3	\$74,000
Dartmouth	State Police Barracks	\$350,000	7	\$50,000
Dennis	Melpet	\$470,000	27	\$17,407
Dennis	Dennis Port Partners	\$375,000	18	\$20,833
Dennis	Mill St	\$150,000	5	\$30,000
Duxbury	4 house lots	\$573,300	4	\$143,325
Duxbury	Temple ST	\$165,000	8	\$20,625
Duxbury	Grange	\$150,000	2	\$75,000

Town	Program Name	Award (\$)	Number of Proposed Unit	Award (\$) per Unit
Eastham	Habitat	\$45,000	1	\$45,000
Easthampton	Cottage Square	\$200,000	50	\$4,000
Easthampton	Housing Committee	\$22,000	3	\$7,333
Easton	Ames Shovel	\$500,000	23	\$21,739
Easton	12A Highland	\$25,000	1	\$25,000
Edgartown	South 10th St	\$68,550	1	\$68,550
Falmouth	Ward, Chester and Cloverfield	\$250,000	3	\$83,333
Falmouth	Habitat	\$80,000	2	\$40,000
Falmouth	Sam Turner	\$60,000	4	\$15,000
Falmouth	School House Green	\$1,500,000	39	\$38,462
Gloucester	Taylor St	\$110,000	3	\$36,667
Harwich	Gomes Way	\$90,000	19	\$4,737
Harwich	Buy Down	\$75,000	1	\$75,000
Mashpee	Habitat Quinaquisset	\$35,000	1	\$35,000
Mashpee	Habitat Orchard	\$35,000	1	\$35,000
Mashpee	Habitat	\$75,000	3	\$25,000
Mashpee	Breezy Acres	\$225,000	2	\$112,500
Mashpee	Breezy Acres	\$225,000	4	\$56,250
Nantucket	Habitat	\$35,000	2	\$17,500
Nantucket	Habitat	\$100,000	1	\$100,000
Nantucket	Housing Nantucket	\$50,000	1	\$50,000
Nantucket	Sherburne	\$75,000	13	\$5,769
Nantucket	Norquarta	\$235,000	1	\$235,000
Nantucket	Clarendon	\$245,000	2	\$122,500
Nantucket	Sachem's Path	\$750,000	19	\$39,474
Oak Bluffs	Old Library	\$250,000	3	\$83,333
Oak Bluffs	Bradley Sq	\$400,000	11	\$36,364
Plymouth	Community Housing	\$155,000	3	\$51,667
Plymouth	Cherry Hill	\$2,000,000	39	\$51,282
Provincetown	Stable Path	\$540,000	23	\$23,478
Provincetown	Sandy Hill	\$732,000	12	\$61,000
Provincetown	Shank Painter Rd	\$1,000,000	50	\$20,000
Sandwich	Community Green	\$49,999	10	\$5,000
Sandwich	Sea Shell Village	\$250,000	5	\$50,000
Sandwich	George Fernandez Way	\$1,850,000	24	\$77,083
Tisbury	Lake St	\$55,000	2	\$27,500
Tisbury	Lake St	\$100,000	4	\$25,000
Tisbury	State Rd	\$150,000	4	\$37,500
Tisbury	Snows Rd	\$37,960	1	\$37,960
Truro	Sally's Way	\$250,000	16	\$15,625
Truro	Habit	\$265,000	1	\$265,000
Truro	Old Firehouse Site	\$365,500	2	\$182,750
Wellfleet	Habitat	\$25,000	1	\$25,000
Wellfleet	Buy Down	\$127,000	2	\$63,500
Wellfleet	Gull Pond	\$144,112	5	\$28,822
Wellfleet	Old Kings Highway	\$225,000	3	\$75,000
Wellfleet	Pine Hollow	\$175,000	7	\$25,000
Yarmouth - CPC	Brush Hill Ed	\$250,000	6	\$41,667
Yarmouth - CPC	Habitat - Virginia Street	\$465,000	6	\$77,500
Yarmouth - CPC	Our First Home - Acquisition	\$100,000	1	\$100,000
Yarmouth - CPC	Our First Home - West Yarmouth Road Homes Construction	\$75,000	2	\$37,500
Yarmouth - CPC	BuyDown Acquisition	\$2,324,120	25	\$92,965

**Cavalier Motel Site
881 Route 28
Yarmouth, MA**

**Town of Yarmouth
Board of Selectman
October 18, 2016**

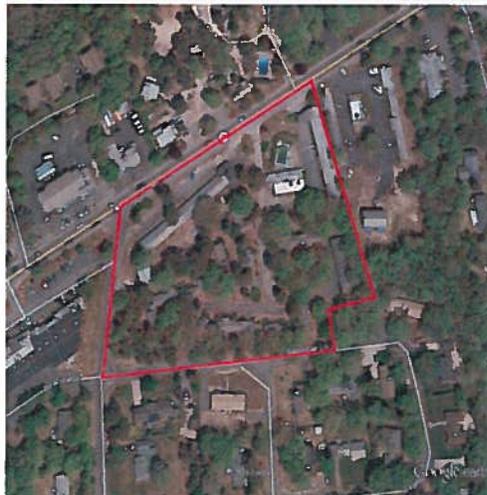


Dakota Partners

- **Massachusetts-based developer and builder**
- **Founded in 2006**
- **Focus on residential development**
- **Financing through various state and federal financing incentive program**
- **Footprint in three states**
- **New construction garden style apartments and historic conversions of mill buildings**
- **Portfolio includes more than 1,000 units**



The Property



**Former
Cavalier Motel**

(4.37 acres)

**Located at 881
Route 28**



Proposed Project



**Single Phase of
69 Units**

**2 two-story
buildings**

**1 three-story
building**

**Community
Building**

Playground

**State of the art
WWTP**



Rental Unit Mix

Total of 69 Units

15	One Bedroom, One Bath	700 SF
46	Two Bedroom, Two Bath	990 SF
8	Three Bedroom, Two Bath	1,150 SF



Tenant Qualification Details

<u>Unit Composition</u>	<u>#</u>	<u>Maximum Income</u>	<u>2016 Rent</u>
1 BD (60% AMI)	13	\$35,700 - \$40,800	\$846
2 BD (60% AMI)	42	\$45,900 - \$50,940	\$1,010
3 BD (60% AMI)	7	\$50,940 - \$55,020	\$1,159
1 BD (30% AMI)	2	\$17,850 - \$20,400	\$416
2 BD (30% AMI)	4	\$22,950 - \$25,470	\$493
3 BD (30% AMI)	1	\$25,470 - \$27,510	\$563



Current Street Level Perspective Looking East



VIEW FROM ROUTE 28 DRIVING AWAY FROM OCEAN AVE



Proposed Street Level Perspective Looking East



Current Street Level Perspective Looking West



VIEW FROM ROUTE 28 DRIVING FROM LAUNDRY CENTER OF CAPE COD



Proposed Street Level Perspective Looking West



Typical Apartment Finishes



DAKOTA
PARTNERS

Play Area



DAKOTA
PARTNERS

Community Center



Waste Water Treatment Plant (WWTP)

- **WWTP will be state of the art MA DEP approved**
- **Equipment will be housed in an enclosed structure at center of property, out of visual range**
- **Will include odor control system**
- **7 larger plants operating in Yarmouth with no known issues**
- **Vastly superior to old Cavalier**



Traffic Details

- Completed in June 2016 and revised October 2016 for smaller project by BSC.
- Counts between May 21 and May 24 of 2016. Average daily traffic of 16,916 vehicles per day.
- 69 new apartment units add 542 new trips per day.
- Cavalier generated 400 trips per day.
- Commercial development would generate 3,743 trips per day. (40,000 SF allowed by code).
- Existing roadway network can accommodate the vehicle trips associated with the project.



Crime and Property Values

- Numerous studies assess impact of a work force housing community
- Without exception, studies indicate that affordable projects do not increase crime or reduce property values
- In some locations, property values have increased home values and crime reduced
- We have workforce housing in towns where family incomes are \$84,000 with no negative impact on home values or crime
- We expect the proposed project to positively impact the neighborhood



Funding Structure

- **Total Project Costs: \$22 million**
 - **Funding Sources:**
 - Federal Tax Credits
 - State Tax Credits
 - State Affordable Housing Trust
 - State Housing Stabilization
 - Yarmouth Affordable Housing Trust
 - State HOME
 - Mass Housing Partnership Permanent Loan
 - Bank of America Construction Loan
-



Low Income Housing Tax Credits

- Low Income Housing Tax Credit Program (LIHTC) added to Section 42 of the Internal Revenue Code in 1986.
 - Designed to incentivize private owners to create and maintain affordable housing.
 - The Internal Revenue Service (IRS) allocates tax credits on a per capita basis to each state at \$2.35 per capita.
 - Massachusetts receives +/- \$16,000,000 tax credits annually.
 - Qualified projects receive an annual allocation over a ten year period. \$1 million LIHTC award is actually \$10 million as you receive \$1 million per year for 10 years.
 - Each state has a housing finance or other agency that allocates tax credits.
 - In Massachusetts the Department of Housing and Community Development oversees the LIHTC program.
-



Low Income Housing Tax Credits

- Developers sell the tax credit to investors, which proceeds are used as equity for the project.
- The equity reduces the project development debt burden, allowing for rents to be lower.
- Two tax credit types: 9% of basis, competitively allocated, and 4% of basis, comes with state bond financing.
- Massachusetts also has a state LIHTC program. These tax credits offset state income tax.
- This project will be applying for \$1 million of federal and \$1 million of state LIHTC.
- Tax credits will result in approximately \$13.5 million for the project.



Property Management

- Hallkeen Management will be the professional property manager
- Manages over 10,000 units throughout the northeast
- Manages all of our properties including Village Green in Hyannis
- Two full time employees on the site: property manager and maintenance super
- 24 hour emergency maintenance service
- Prospective tenants are screened for background, criminal record, credit check, and income verification
- Properties are monitored by state annually for tenant compliance and inspected



Who Lives in an Affordable Community

- **Service Workers**
- **Health Care Workers**
- **Blue Collar Workers**
- **Town Employees**
- **Retirees**
- **Young People Starting their Careers**



Community Benefits

- **Fulfills the Town's motel bylaw vision**
- **Eliminates abandoned motel in the heart of the Towns commercial district**
- **Meets all of the code requirements**
- **Creates high quality workforce housing**
- **Adds 69 affordable units to town's subsidized housing inventory**
- **Generates significantly lower traffic than a commercial development would produce on the same site**



Projected Timeline

Construction Start	October 2017
Construction Completion	September 2018
Lease-up	May 2019



QUESTIONS AND ANSWERS



Meeting sparks contrasting views

By Christine Legere

clegere@capecodonline.com

SOUTH YARMOUTH — Very few local hurdles remain for a \$22 million affordable housing project proposed for the site of the former Cavalier Motor Lodge on Route 28, but that didn't stop residents from turning out in force at this week's selectmen's meeting.

Concern over density, crime, traffic, and loss of commercial property to 69 units of housing — all topics raised at past discussions — were brought up again.

The meeting gave selectmen a chance to weigh in, even though they lack any authority to vote the project up or down. The final decision is in the hands of the Yarmouth Affordable Housing Trust.

Opinion was split among the board Tuesday.

"I look at it this way," said Selectman Michael Stone. "If I lived in that neighborhood, do I think my property would be impacted in a less than desirable way? From my point of view, the answer is yes."

Selectman Norman Holcomblobbied in favor of the project, calling the Cavalier "a thorn in the side of our town for at least 10 years" and a "poster child for blight along Route 28."

"I think it's a good environment for apartments and for people who want to stay in the community," Holcomb said.

Barnstable resident Meaghan Mort told the crowd that she and her husband together earned \$62,500 last year, with Mort working as a registered nurse and her husband a chef at a seasonal restaurant.

They are getting priced out of the Cape, said Mort, who is a Cape native and six months pregnant.

"Right now, we live in a one-bedroom basement apartment for \$1,100 per month," she said. "The only rentals

SEE SPARKS, A7

This rendering shows the housing project on Route 28 in South Yarmouth proposed by Dakota Partners Inc. COURTESY OF DAKOTA PARTNERS INC.



SPARKS

From Page A3

are winter rentals. This (project) gives us a minute amount of hope."

Lee Hamilton, a grant-writer and community college adjunct professor, owns an affordable house in Yarmouth Port. She said discussions like the one taking place that evening are upsetting.

"When I go to these forums, I get very depressed because of the attitudes toward anybody who needs a little help with housing," Hamilton said.

One Cavalier neighbor and project supporter offered an apology to Hamilton.

"I think it's an absolute shame that there are people who have to feel unwelcome and undesired in the community," said Holly Anderson. Meanwhile opponents rushed to the microphone to warn against the proposal. Ocean Avenue resident Jim Ridge called the plan "misguided." "It's a shame to lose such a prominent tourist location on Route 28," he said. Others agreed, saying the town shouldn't chip away at land needed to draw in tourists.

Attorney David Reid, representing Cavalier neighbors, said 87 households are opposed to the affordable housing plan. He predicted 150 to 200 people would live there, draining public safety services and stressing the local school system.

The project, which initially called for 120 units, has been whittled to 69 units, housed in two two-story buildings and one three-story building.

The town can expect about \$37,000 in annual property taxes from the project, which Interim Town Administrator Peter Johnson-Staub conceded would be quickly eaten up. Johnson-Staub pointed out the project's purpose is not economic, but to secure much-needed affordable housing while refurbishing a deteriorated property.

The Yarmouth Affordable Housing Trust is now negotiating with Dakota Partners. On the table is a subsidy offer of \$30,000 per unit, or \$2.07 million.

The funding is already in place thanks to a town meeting transfer of \$2 million in Community Preservation Act funds.

Longtime local political watchdog Vida Morris asked Dakota President Roberto Arista what the company's cut of the profit would be.

"You're not a charitable organization," she said.

Arista said the developer is allowed 10 percent.

"It seems town employees can't stand it if money is sitting there," Morris said angrily. She said it may be time for a town meeting petition article to lower the current 3 percent annual tax contribution to community preservation funds fund to 1 percent. "Or even eliminate it."

The housing project will undergo a site plan review by representatives of several town departments. While an initial, larger project would have required a special permit from the Planning Board, the 69 units are allowed by right, with no permit needed because of the reduced density per acre.

The current schedule for the project calls for groundbreaking in October 2017 and construction completion in September 2018. Units will be leased the following spring.

—Follow Christine Legere: @ChrisLegereCCT



**CLASSIC
STAGE**

DEX

CalendarA2
 Estate.....A6
 News.....A11
 OpinionA13
 Tides.....B2
 Classified.....B12

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from the town's earliest European inhabitants. "Without volunteers we'd be nowhere near where we are with this project," said Jack Duggan, director of archaeology at the farm, at an orientation on Monday morning. "There's a lot of stories still out here in the dirt, and I hope some of you will find them."

Veteran volunteers Debra Chapman, left, and Elaine Cuff share a love for local history.

Duggan estimated that three weeks, the mostly volunteer team will dig into the earth in and around the site of the former Richard Taylor House, built in the mid-1600s by the property's first European settler and taken down over a century later, when Richard's great-great-grandson

knew the exact location of that original house, until a combination of educated guessing and 21st-century technology led experts to a knoll that marks the site's highest point. "That looked like the prime spot right up there where you'd have a 17th-century house," said Craig

SEE TAYLOR, A9

center would also "create new activities to attract younger seniors," he said. Ralph Cox was the only person who spoke against the project with the argument that many seniors and low-income families are struggling and more affordable housing is needed. The article required a two-thirds approval and passed 377 to 35.

SEE MEETING, A9

SOUTH YARMOUTH

Cavalier plan draws continued criticism

Scaled down again, housing project still source of controversy

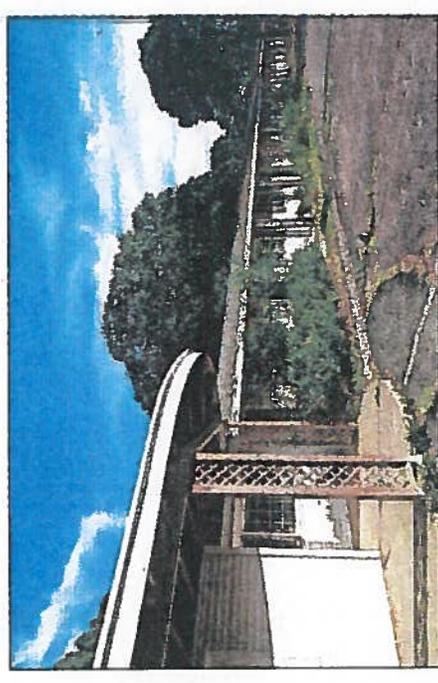
By Conor Powers-Smith
 cpsmith@wickedlocal.com

Many neighbors of the proposed affordable housing project on the site of the Cavalier Motel on Route 28 continue to oppose the plan, despite a third and still smaller version recently submitted by the developer. Waltham-based developer

Dakota Partners has heard from angry neighbors at a number of public hearings, most recently at Tuesday night's Board of Selectmen meeting. The company responded by scaling back the original proposal, which called for 120 apartments. The second plan included 82 units; when neighbors continued to complain about the development's density, Dakota reduced the units again, to the current proposal's 69. Of those, 15 apartments would be one-bedroom, 46

two-bedroom, and eight would be three-bedroom. The project would also include a community building, playground, and its own wastewater treatment facility. Two of the three apartment blocks would be two stories high, the third three stories. Bob Lawton, vice-chairman of the Affordable Housing Trust and former town administrator, told selectmen the plan fit well with the trust's mission, while removing a

SEE SELEX, A12



The Cavalier Motel property on Route 28 in South Yarmouth could host 69 affordable housing units under the latest plan submitted by a developer. STAFF PHOTOS BY CONOR POWERS-SMITH

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DELICIOUS!**



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SELEX

From Page A1

long-blighted property. "One thing the trust has tried to do is place affordable housing that we have supported in various parts of town," he said. "It is spread out throughout the community, it is not concentrated on any particular area."

Lawton said the income thresholds required of residents would ensure a largely employed, productive population. "In most cases, the folks who are going to be residents will be working." The trust has agreed to contribute about \$30,000 per affordable housing unit toward the project.

"The service workers are a big component of these properties," said Dakota Partners principal Roberto Arista. "It's just a matter of our society that some people can't afford a market-rate apartment." He said residents of other Dakota properties—currently totaling about 1,000 units, including a new development in Hyannis—tend to be town employees, blue-collar workers, retirees, and young families just starting out.

But some residents of the area continue to worry about an increase in crime

they believe would result. Neighbors of the abandoned, dilapidated Cavalier property filled the selectmen's hearing room, mostly to oppose the plan. Besides crime, they cited worries over density, traffic, and other issues.

Attorney David Reid said he represents nearly 90 households in opposition to the project. "It's too dense, it's too intensive, and it's not right for this location," he said, adding that the influx of new residents could strain town and district resources. "Are we prepared for an extra 100 or 150 students?" Reid is a member of the professional association of Stone and Reid along with Selectman Michael Stone.

"While I'm for affordable housing in the town, I'm against this project," said Jim Roach, a resident of nearby Ocean Avenue, who said the parcel should contribute to Yarmouth's tourist economy as it did when the Cavalier was operating.

"If this project goes through, this location would become a non-tourist location forever," he said, adding that similar projects could follow. "This would change the face of the town... We will become more and more of a drive-through town."

Some did speak in favor of the plan. "When I go to

these hearings I get very depressed because of the attitudes toward anyone who needs help with housing," said Lee Hamilton, who made use of affordable housing before recently purchasing her own home. "We all know young people are leaving Cape Cod, and with that goes your workforce, with that goes the people who take care of the elderly."

Arista said a traffic study of the project predicted an additional 530 trips to the area per day, comparable to the 400 additional trips that would have been the case when the Cavalier was open. A commercial development in the area, he added, would result in a much larger increase, some 3,743 trips per day. "The existing roadways and network of roads are certainly capable of handling the additional traffic from this project," he said.

Selectmen approval is not necessary for the project, and the board took no vote. Several members weighed in on the proposal, though.

"I think the density's tremendous, it's 16 units an acre I believe, that is an awful lot of units," said Stone. "If I lived in that neighborhood...do I think my property would be impacted in a less-than-desirable way from my

point of view? And I think the answer is yes it would."

"The Cavalier property has been a thorn in the side of the town for at least 10 years," said Selectman Norman Holcomb, also a member of the Affordable Housing Trust. "It's been the poster child for blight along Route 28. I can recall the comments and questions from residents many, many times at Town Meeting. I can also recite the questions I get just walking down the street, or out on the golf course. 'When are we going to do something about the Cavalier? Because it's an eyesore.'"

He added that Cape towns should take steps to reverse the outflow of young people. "For young people, or people of any age, to be able to live affordably in our town I think is a real asset," he said. "I think it is going to be a good environment for apartments. I think it's going to be a good environment for people who need affordable housing and want to stay in their community."

Arista said Dakota plans to begin applying for the necessary tax credits sometime in December or January, with the project to begin later next year. "We hope to begin construction about a year from today, and hopefully complete construction about 12 months after that."

nte. According to reports from the st, use by children reased, and there ally been fewer opioid overdose. fic fatalities are up Colorado (like they y other states), the ed are more high-driven because of ces and distracted ainly because texting, and not marijuana use. lizing marijuana er a policy shaped erated rhetoric o arouse fear has d to exacerbate tial problems of abuse. It's time ruce in the war arijuana users, the focus from incarceration to regulation, and

y ending the e and harmful n of marijuana, d regulating it as hol, will Massa-e able to reduce children, while e time diverting w enforcement fighting violent d other needy oses.

rick is a former nstable town nd current or the Yes on 4

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who has He can be ill.com.

REPRESENTATIVES

SENATORS



Randy Hunt
Republican



Timothy Madden
Democrat



Brian Mannal
Democrat



Sarah Peake
Democrat



Timothy Whelan
Republican



David Vieira
Republican



Viriato deMacedo
Republican



Dan Wolf
Democrat

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nye: not yet elected prv: Senate president rarely votes dny: did not vote

THE VOTE

roll calls does not count the roll calls for which he or she was absent.

ow often ership. blicans inority votes of e com-

Rep. Randy Hunt 78.7 percent (68)
Rep. Timothy Madden 100 percent (0)
Rep. Brian Mannal 98.7 percent (4)
Rep. Sarah Peake 100 percent (0)
Rep. David Vieira 80.6 percent (62)
Rep. Timothy Whelan 77.4 percent (72)

bathroom and locker room use should be based on the gender on one's birth certificate, not on an inner sense of feeling or expression. They say that male predators could use this law as cover to excuse their presence in women-only spaces and note that there have already been incidents reported where women's privacy and safety in public accommodations were violated.

Most measures that are shipped off to a study committee are never actually studied and are essentially defeated.

VIDEOTAPE MEDICAL PROCEDURES (H 4099)
 - The Public Health Committee sent to a study committee legislation that would allow a patient to videotape his or her doctor without permission, performing...