

# City of Malden Master Plan



**Presented to the**

Malden Planning Board and the  
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## EXECUTIVE SUMMARY

The City of Malden Master Plan is the product of planning activities conducted by the Malden Planning Board and Planning Department since 2005 with technical assistance provided by the Metropolitan Area Planning Council (MAPC) since 2007. The Malden Master Plan was developed in three phases, funded by the City of Malden Community Development Block Grant Program. Per Massachusetts General Laws, Chapter 41, Section 81D<sup>1</sup>, the Malden Planning Board is enabled and authorized to create a master plan to provide a basis for decision-making regarding the long-term physical development of Malden.

The Malden Master Plan was developed in three phases. Phase I used a community-based planning process to create The Malden Vision. The Malden Vision forms a concise statement of the community's goals and provides a guide for future planning and development. Phase II built upon the visioning by identifying specific land use and zoning actions that the City could take to make the Malden Vision a reality. During this phase of the project, MAPC worked with the Malden Planning Board, Planning Staff and the newly-formed Master Plan Steering Committee. The Master Plan Steering Committee played an important role at two critical points during the master planning process: 1) the committee assisted with the program design and reviewed maps prior to the April 2009 Public Forum, and 2) the committee reviewed the zoning recommendations made by MAPC. The product of Phase II was the Land Use Plan and Zoning Recommendations. This document, the Malden Master Plan, was developed during Phase III. It is the culmination of the Malden Vision, the recommended land use plan and recommendations, and planning documents related to the topics identified during the Malden Master Planning process. The Malden Master Plan brings together recommendations from a variety of sources into a single, cohesive document that can guide the City as it develops, redevelops, and changes.

During the late 1970s, the City of Malden adopted the Zoning Ordinance, completed a comprehensive master plan and prepared its first survey and inventory of historical properties. While there were many amendments to the Zoning Ordinance, the master plan was updated periodically during the 1980s. During the 1990s, a Downtown plan, citywide open space plan and a second inventory of historic properties were completed. Over the last decade, the City considered the impacts of on-going multifamily residential growth and studied the vacancy rates of apartment buildings; major traffic intersections across the city; the status of its utility infrastructure systems; and studied the redevelopment of Government Center and Pleasant Street. The City also updated its open space plan and completed a third and fourth survey and inventory of historic properties.

Several previous and current planning documents were consulted for the Malden Master Plan. For a list of these documents and an explanation for how each document was incorporated, please see the Annotated Bibliography at the end of the Malden Master Plan. The City of Malden Master Plan includes a community vision statement, land use and zoning recommendations, and visions, goals and strategies for five planning elements: 1) transportation, 2) residential development, 3) economic development, 4) community facilities and public services, and 5) cultural and natural resources. The document culminates in an Implementation Plan, with recommended actions and next steps. All goals and policies communicated in this document reflect the input and participation of over one-thousand Maldonians.

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<sup>1</sup> Available at <http://www.mass.gov/legis/laws/mgl/41-81d.htm> and Appendix A of this document.





## CHAPTER ONE: MALDEN'S PAST, PRESENT, AND FUTURE

### About Malden

#### Location

Malden is centrally located in eastern Massachusetts and is bordered by Stoneham and Melrose to the north, Revere to the east, Everett to the south and Medford to the west. Malden is 5 miles north of Boston, 7 miles west of Lynn, 20 miles south of Lawrence and 225 miles from New York City. Malden is located within Middlesex County and comprises a 5.12 square-mile (13.1 square-kilometer) area.<sup>1</sup>

Malden is in close proximity to major highways including Route 1, Route 16, Route 99, Route 128, and Interstate 93. Malden is located about 6.5 miles from Logan International Airport. It is part of the Massachusetts Bay Transportation Authority (MBTA) public transportation system. Two MBTA Orange Line subway stations, Malden Center and Oak Grove are located in Malden. In addition to the subway system, Malden has commuter rail service and is a regional bus terminal for the MBTA. Malden is minutes from major urban attractions including theaters, professional sports, museums, and numerous colleges and universities.<sup>2</sup>

#### Neighborhoods

The maps on the following page show Malden neighborhoods.<sup>3</sup> The neighborhoods shown, starting from the northwest corner of the City and moving clockwise (east, south, west, north), are: Upper Highlands, Oak Grove, Island Hill, Waitt's Mount, North Faulkner, Forestdale, Maplewood, Maplewood Highlands, Linden Highlands, Linden, South Broadway, Suffolk Square, Downtown, Belmont, Bell Rock, Industrial Park, Edgeworth, and West End.

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<sup>1</sup> "Community Setting" section of *City of Malden Open Space and Recreation Plan Update*, March 2010.

<sup>2</sup> "Community Setting" section of *City of Malden Open Space and Recreation Plan Update*, March 2010 and Malden Community Profile available at <http://www.cityofmalden.org/About-Malden>, accessed on June 15, 2010.

<sup>3</sup> These maps were created for analysis purposes during Phase II of the Malden Master Planning project, when the Recommended Land Use Plan and Zoning Recommendations were developed. They were not included in the final report, thus, they are marked "Draft" and "For planning purposes only."



## Chapter One: Malden's Past, Present, and Future

Figure 1: Malden Neighborhoods Map with aerial photo

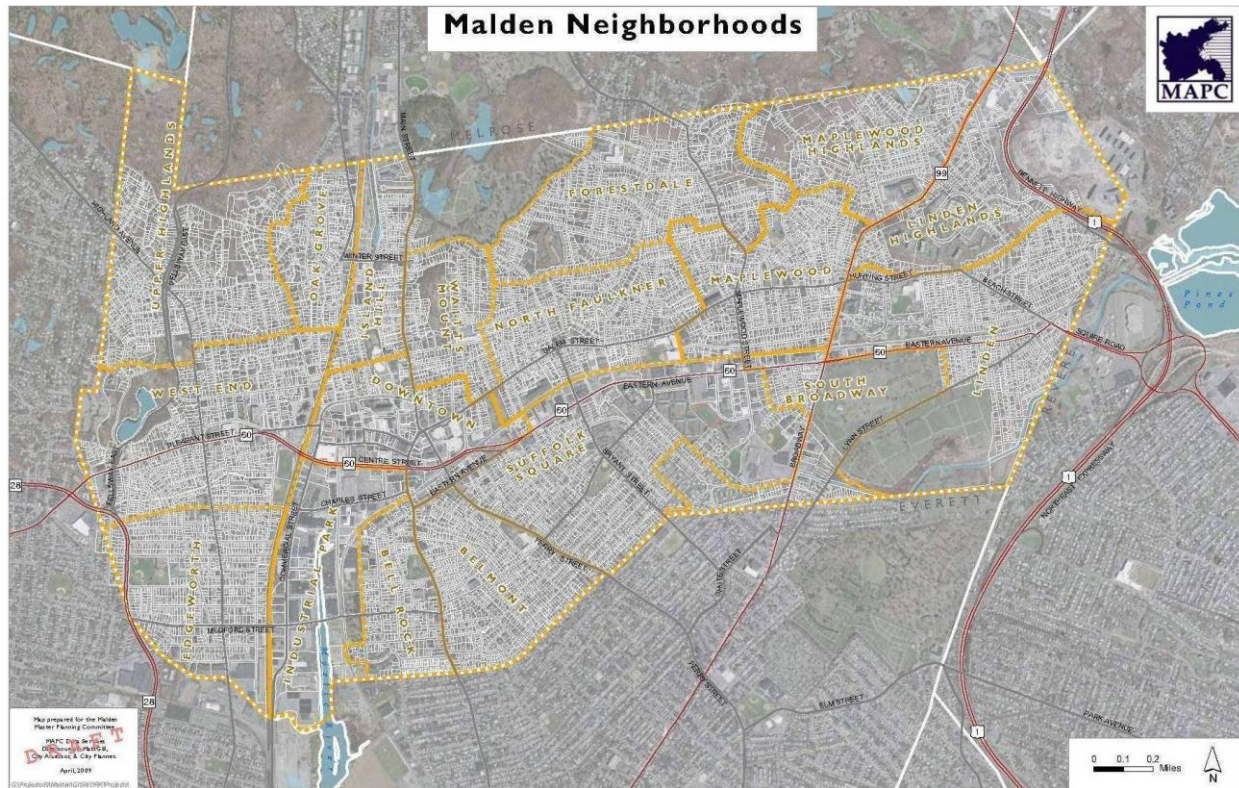
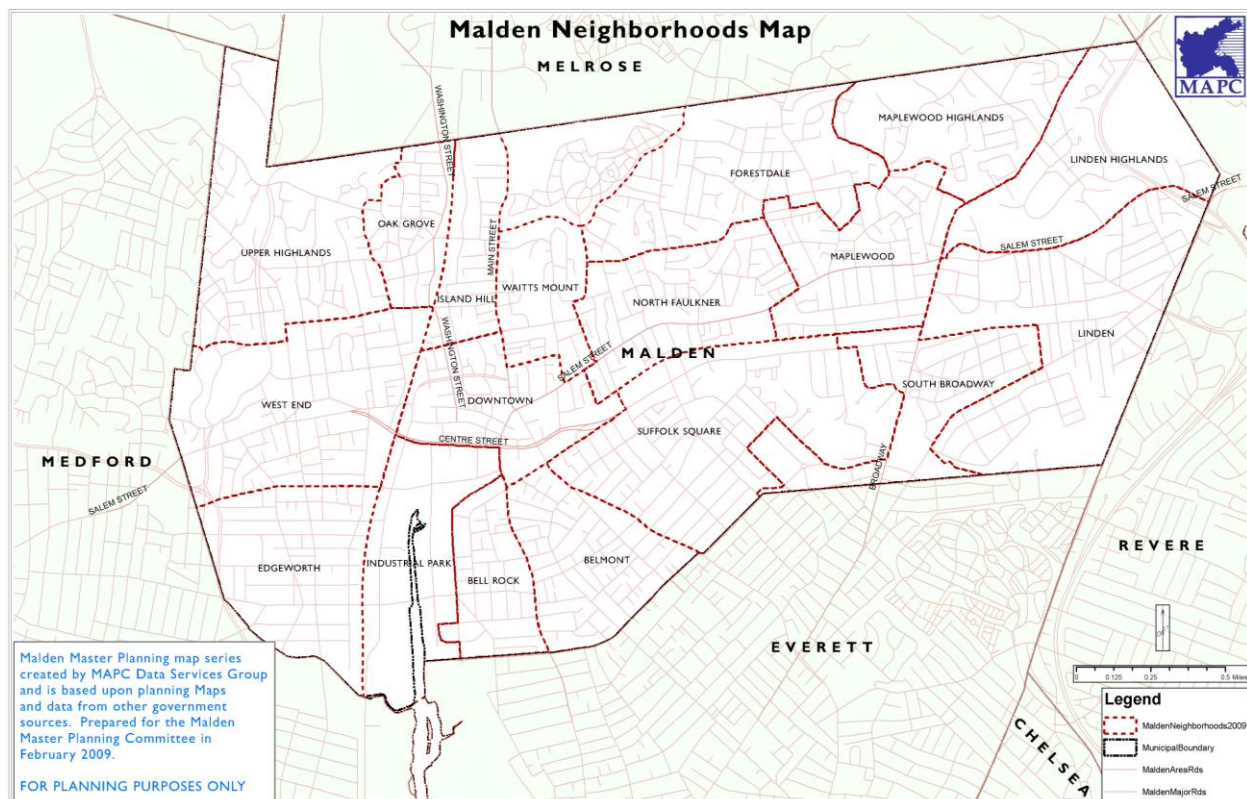


Figure 2: Malden Neighborhoods Map with parcel boundaries



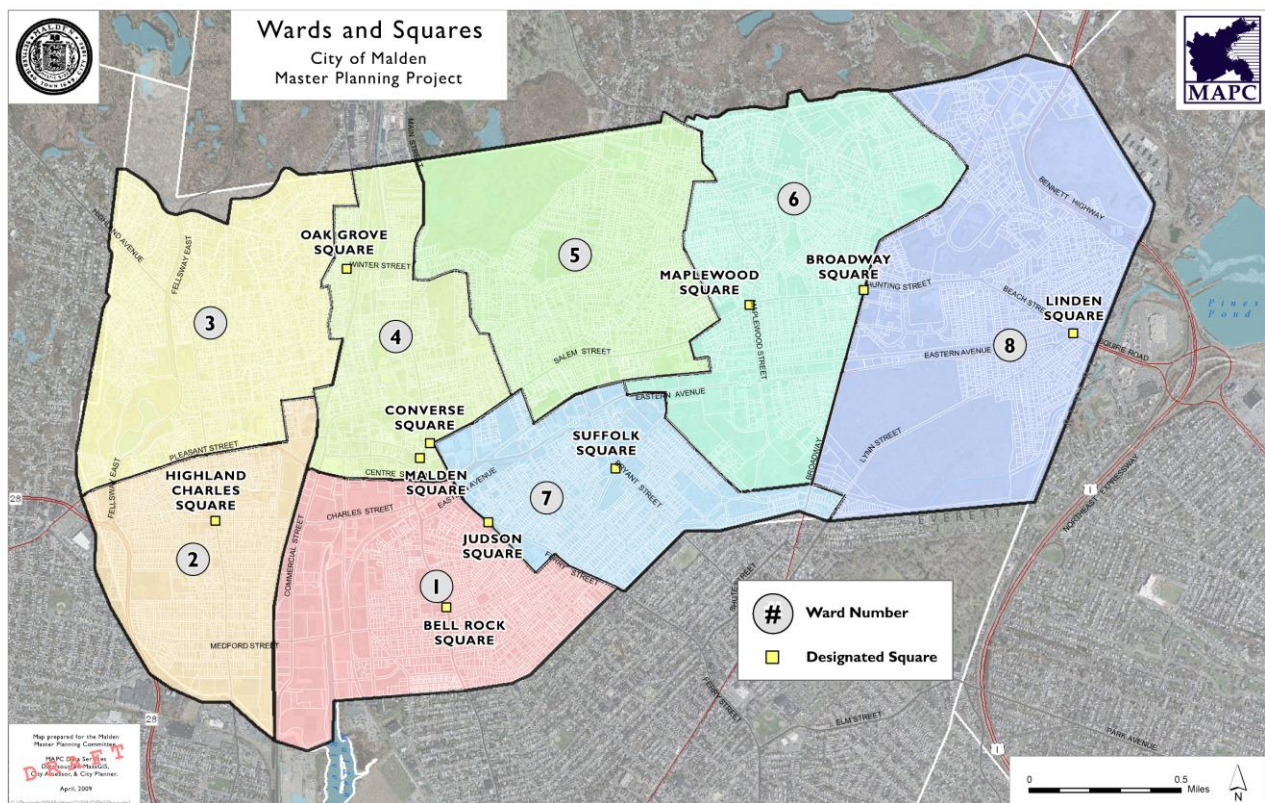


## Wards

The City of Malden is divided into eight (8) wards. Each ward has one-eighth of the city's total population (+/- 5%), based on US Census 2000 population data. In terms of land area, the wards differ in size; Ward 4 has the least amount of land area and Ward 8 has the greatest amount of land area.

The approximate geographical boundaries, notable landmarks and zoning districts of each ward are described on the following pages. The map below shows the location of each Ward and designated Squares within the City.<sup>4</sup>

Figure 3: Map of City of Malden Wards and Squares



<sup>4</sup> This map was created for analysis purposes during Phase II of the Malden Master Planning project, when the Recommended Land Use Plan and Zoning Recommendations were developed. Because it was not included in the final report, it is still marked "Draft."

## Ward 1

Table 1: Overview of Ward 1

<b>Boundaries</b>	Route 60/Eastern Avenue (north); Ferry Street (east); City of Everett (south); MBTA rapid transit and commuter rail right-of-way (west)
<b>Landmarks</b>	Bell Rock Cemetery; Bell Rock Memorial Park; Belmont Hill neighborhood; Green Street Park; Judson Square; Malden DPW yard; Malden River; Plaza 88; Rivers Edge (mixed-use project developed by Malden, Everett and Medford); former Cuticura Factory, Belmont School, Ashland Street Fire Station (residential conversions)
<b>Zoning Districts</b>	<b>Locations</b>
Residence A	Majority of streets and land in Ward
Residence B	Four areas: (1) a portion of Madison Street; (2) contiguous portions of Madison, Wigglesworth and Green Streets; (3) contiguous portions of James, Medford and Main Streets; (4) contiguous portions of Bell Rock Street, Newman Road and Green Street
Residence C	One area of contiguous portions of Medford and Green Streets
Neighborhood Business	Four areas: (1) a portion of Main Street; (2) contiguous portions of Main and Cross Streets; (3) contiguous portions of Ferry and High Streets; (4) a portion of Ferry Street (at city line)
Highway Business	One area of contiguous portions of Main Street, Eastern Avenue and Ferry Street
Central Business	One area of contiguous portions of Route 60/Centre Street, Main, Middlesex and Charles Streets
Industrial 1	One area of contiguous portions of Route 60/Centre Street, Middlesex, Canal, Charles, Madison, Green, Medford and Commercial Streets ( <i>largest Industrial 1 district in the City</i> )
Industrial 2	One area of contiguous portions of Commercial, Charles, Canal and Medford Streets ( <i>only Industrial 2 district in the City</i> )
Flood Plain	One area of contiguous portions of Commercial, Canal and Medford Streets (abutting Malden River)



## Ward 2

Table 2: Overview of Ward 2

<b>Boundaries</b>	Route 60/Pleasant Street, Cedar and Maple Streets (north); Summer Street and MBTA rapid transit and commuter rail right-of-way (east); City of Medford (south and west)
<b>Landmarks</b>	Devir Park; Edgeworth neighborhood; the Fellsway; Malden High School's MacDonald Stadium; Malden Center MBTA surface parking lot; Mystic Valley Regional Charter School High School; West End (District 3) Fire Station; Town Line Plaza; former Leonard School and Emerson School (business conversions)
<b>Zoning Districts</b>	<b>Locations</b>
Residence A	Majority of streets and land in Ward
Residence C	Two areas: (1) contiguous portions of Highland Avenue, Devir and Avon Streets (on city line); (2) contiguous portions of Highland Avenue, Charles, Whitman and Russell Streets
Residential Office	One area of contiguous portions of Pleasant Street and Route 60/Centre Street
Neighborhood Business	Five areas: (1) a portion of Summer Street; (2) a portion of Pleasant Street; (3) contiguous portions of Highland Avenue, Charles and Adams Streets; (4) contiguous portions of Highland Avenue, Malden and Oakland Streets; (5) contiguous portions of Highland Avenue and Medford Street
Central Business	One area of contiguous portions of Summer Street, Pleasant Street, Evelyn Place and Harnden Road
Highway Business	One area of contiguous portions of Highland Avenue, Devir and Pearl Streets (on city line)
Industrial 1	One area of contiguous portions of Highland Avenue, Devir and Pearl Streets (on city line)
Flood Plain	Four areas: (1) contiguous portions of Presley and Welsh Streets; (2) contiguous portions of Charles Place and Watts Place; (3) contiguous portions of Highland Court and Highland Avenue; (4) contiguous portions of Sterling Street, Pearl Street, Aubrey Terrace and Stadium Road

### Ward 3

Table 3: Overview of Ward 3

<b>Boundaries</b>	City of Melrose and Town of Stoneham (north); Washington, Greenleaf and Wyoming Streets (east); City of Medford (west); Mountain Avenue, Maple, Cedar and Summer Streets, Route 60/Pleasant Street (south)
<b>Landmarks</b>	Amerige Field; Beebe School (Public K-8); Fellsmere Pond and Park; Fellsway East; Middlesex County District Courthouse; Middlesex Fells Reservation; West End neighborhood; Upper Highland Avenue; former Malden Hospital site; former Glenwood School (residential conversion)
<b>Zoning Districts</b>	<b>Locations</b>
Residence A	Majority of streets and land in Ward
Neighborhood Business	Two areas: (1) contiguous portions of Mountain Avenue, Summer, Chestnut and Maple Streets; (2) a portion of Pleasant Street
Industrial 1	One area of Washington Street (on city line)
Flood Plain	One area of the Fellsway East (at Fellsmere Park and Pond)

## Ward 4

Table 4: Overview of Ward 4

<b>Boundaries</b>	City of Melrose (north); Main, Leonard, Tremont and Mount Vernon Streets (east); Salem Street, Ferry Street and Route 60/Eastern Avenue (south); Washington, Greenleaf, Wyoming and Summer Streets (west)
<b>Landmarks</b>	Cheverus School (private K-8); Converse-Sprague neighborhood; Coytemore Lea Park; Early Learning Center (public pre-K); Island Hill neighborhood; Malden Center MBTA rapid transit, commuter rail and bus station; Malden Government Center/City Hall; Malden Fire Station Headquarters and District 1 station; Malden Police Station; Malden Public Library; Malden Square/Downtown; MBTA right-of-way (active); Oak Grove MBTA rapid transit station; Oak Grove Village (mixed-use project developed by Malden and Melrose); Spot Pond Brook; U.S. Post Office; Waitt's Mount; YMCA; former Mountain Avenue Fire Station, Sacred Hearts Convent (residential conversions)
<b>Zoning Districts</b>	<b>Locations</b>
Residence A	Majority of streets and land in Ward
Residence B	One area of contiguous portions of Mountain Avenue, Main Street, Washington Street, Florence Street and Linden Avenue
Residence C	One portion of Mountain Avenue
Residential Office	One portion of Salem Street
Neighborhood Business	Three areas: (1) contiguous portions of Glenwood, Washington and Winter Streets; (2) a portion of Main Street; (3) contiguous portions of Summer Street and Mountain Avenue
Central Business	One area of contiguous portions of Florence, Pleasant, Commercial, Exchange, Main Streets and Route 60/Centre Streets ( <i>majority of Central Business district in the City</i> )
Residential Incentive Overlay	Three areas: (1) contiguous portions of Pleasant, Abbot, Exchange, Washington Streets; (2) contiguous portions of Pleasant Street, Linden Avenue, Garnet Road; (3) contiguous portions of Main, Dartmouth Streets
Highway Business	One portion of Main Street (at city line)
Industrial 1	Two areas: (1) a portion of Washington Street (at city line); (2) contiguous portions of Winter, Clinton Streets
Flood Plain	One area along Spot Pond Brook

## Ward 5

Table 5: Overview of Ward 5

<b>Boundaries</b>	City of Melrose (north); Lebanon, Willard, Rockwell and Branch Streets (east); abandoned railroad right-of-way (south); Franklin, Mount Vernon, Tremont, Leonard and Main Streets (west)
<b>Landmarks</b>	Forestdale Cemetery; Forestdale School (public K-8); Pine Banks Park; Salem Towers; Salemwood School (public K-8); Roosevelt Park; former McFadden Manor Nursing Home site
<b>Zoning Districts</b>	<b>Locations</b>
Residence A	Majority of streets and land in Ward
Residence B	Two areas: (1) contiguous portions of Forest and Sylvan Streets; (2) a portion of Salem Street
Residence C	One area of contiguous portions of Franklin and Norwood Streets
Residential Office	One area of contiguous portions of Waite Street Extension and Branch Street
Neighborhood Business	Two areas: (1) a portion of Salem Street; (2) contiguous portions of Salem and Cross Streets
Industrial 1	One area of contiguous portions of Eastern Avenue, Joseph and Cross Streets
Flood Plain	Three areas: (1) contiguous portions of Main and Forest Streets (in Forestdale Cemetery) (2) a portion of Forest Street (in Forestdale Cemetery); (3) contiguous portions of Playstead Road and Salem Street (in Roosevelt Park)

## Ward 6

Table 6: Overview of Ward 6

<b>Boundaries</b>	City of Melrose (north); Elwell Street and Broadway (east); Townline Brook (south); Bowdoin Street, abandoned railroad right-of-way, Salem, Rockwell, Willard and Lebanon Streets (west)
<b>Landmarks</b>	Broadway Plaza; Malden Catholic High School; Malden Maplewood (District 2) Fire Station; Maplewood Highlands neighborhoods; Maplewood Square; Mystic Valley Charter School (public K-8); South Broadway Park; Trafton Park; 630 Salem
<b>Zoning Districts</b>	<b>Locations</b>
Residence A	Majority of streets and land in Ward
Residence B	Two areas: (1) contiguous portions of Maplewood, Webster, Myrtle and Spruce Streets; (2) contiguous portions of Bowdoin, Lisbon and Crystal Streets
Residence C	One area of contiguous portions of Salem, Rockwell and Columbia Streets
Residential Office	One area of contiguous portions of Waite Street Extension and Maplewood Street
Neighborhood Business	Two areas: (1) contiguous portions of Salem, Maplewood and Lebanon Streets; (2) contiguous portions of Salem Street and Broadway
Highway Business	Four areas: (1) contiguous portions of Broadway, Bowman and Elwell Streets; (2) contiguous portions of Broadway and Eastern Avenue; (3) contiguous portions of Broadway, Lodgen Court, Kennard and Maplewood Streets; (4) contiguous portions of Route 60/Eastern Avenue and Lisbon Street
Industrial 1	One area of contiguous portions of Route 60/Eastern Avenue, Broadway, Crystal, Sharon and Maplewood Streets
Flood Plain	One area of contiguous portions of Broadway, Lodgen Court, Holloway, Kennard and Maplewood Streets

## Ward 7

Table 7: Overview of Ward 7

<b>Boundaries</b>	Salem Street, Franklin Street, abandoned railroad right-of-way and Route 60/Eastern Avenue (north); Bowdoin Street, Town Line Brook and Broadway (east); City of Everett (south); Ferry, Cross and Walnut Streets (west)
<b>Landmarks</b>	Ferryway School (public K-8); Judson Square; Lincoln Commons; Malden High School; Newland Street neighborhood; Salem Street Cemetery; Suffolk Manor; Suffolk Square; former Daniels School (residential conversion)
<b>Zoning Districts</b>	<b>Locations</b>
Residence A	Majority of streets and land in Ward
Residence B	Three areas: (1) contiguous portions of Eastern Avenue and Cross Street; (2) contiguous portions of Bryant, Lyme, Willow and Sammett Streets; (3) contiguous portions of Newland, Alden and Sammett Streets
Residential Office	Two areas: (1) a portion of Salem Street; (2) contiguous portions of Route 60/Eastern Avenue, Daniels and Willow Streets
Neighborhood Business	Four areas: (1) a portion of Ferry Street; (2) a portion of Ferry Street (at city line); (3) a portion of Cross Street; (4) a portion of Salem Street
Central Business	One area of contiguous portions of Ferry Street, Route 60/Centre Street and Eastern Avenue
Highway Business	Two areas: (1) contiguous portions of Ferry Street, Route 60/Eastern Avenue and Bryant Street; (2) contiguous portions of Broadway and Newland Street
Industrial 1	One area of contiguous portions of Route 60/Centre Street, Eastern Avenue, Franklin Street and Route 60/Eastern Avenue
Flood Plain	One area of contiguous portions of Newland Street and Broadway

## Ward 8

Table 8: Overview of Ward 8

<b>Boundaries</b>	City of Melrose (north); City of Revere (east); City of Everett (south); Broadway (west)
<b>Landmarks</b>	Beach Street; Granada Highlands Holy Cross Cemetery; Hunting Field; Linden Brook, Linden School (public K-8); Linden Square; Malden Overlook Ridge Fire Station (District 4); Overlook Ridge, former Rowe's Quarry (mixed-use project developed by Malden and Revere); Route 1; Town Line Brook; Upper Broadway; former Browne Junior High School (residential conversion), former Malden Linden Fire Station (municipal conversion)
<b>Zoning Districts</b>	<b>Locations</b>
Residence A	Majority of streets and land in Ward
Residence B	Two areas: (1) a portion of Loomis Street; (2) contiguous portions of Broadway, Plainfield Avenue, Fulton, Hunting, Coleman and Westcott Streets
Residence C	Two areas: (1) a portion of Kennedy Drive; (2) contiguous portions of Salem Street and Overlook Ridge Drive ( <i>largest Residence C districts in City</i> )
Neighborhood Business	Two areas: (1) contiguous portions of Broadway, Salem and Hunting Streets; (2) contiguous portions of Eastern avenue, Beach and Lynn Streets
Highway Business	One area of contiguous portions of Broadway and Route 1
Reclamation & Redevelopment	One area of Route 1 (at Overlook Ridge/former Rowe's Quarry) ( <i>only Reclamation &amp; Redevelopment district in the City</i> )
Flood Plain	Eleven areas: (1) contiguous portions of Coleman Street and Plainfield Avenue; (2) portion of Hunting Street (at Hunting Field); (3) contiguous portions of Claremont and Maynard Streets; (4) contiguous portions of Maynard and Bellvale Streets; (5) contiguous portions of Bellvale, Springdale, Beach and Clapp Streets; (6) contiguous portions of Beach, Salem, Clapp Extension, Wheeler and Brentwood Streets; (7) contiguous portions of Brentwood Street, Grant Road, Wesmur Road, Lawrence Street, Revere Street, Barker Road, Lynn Street, Delta Terrace and Fairfield Terrace; (8) a portion of Lynn Street; (9) contiguous portions of Monroe, Shurtleff, Bradford, Morris, Brookdale, Blaine, Cleveland, Davis, Marvin and Lynn Streets; (10) Broadway, Hadley and Lynn Streets; (11) portion of Route 1 ( <i>most Flood Plain districts in the City</i> )

## Zoning districts

All land in the City of Malden is classified by zoning district. Each zoning district has unique regulations regarding how land in that district may be used. The majority of all current boundaries of zoning districts were established in 1977, when the City adopted Massachusetts General Laws Chapter 40A and its own local zoning ordinance, currently known as Chapter 12 of the Revised Ordinances of 1991, as Amended of the City of Malden (the “zoning ordinance”). Locations and boundaries of each zoning district are shown on the zoning map, which is Section 200.2 of the zoning ordinance (Zoning Map, dated June 30, 2010, shown below and on the following page).

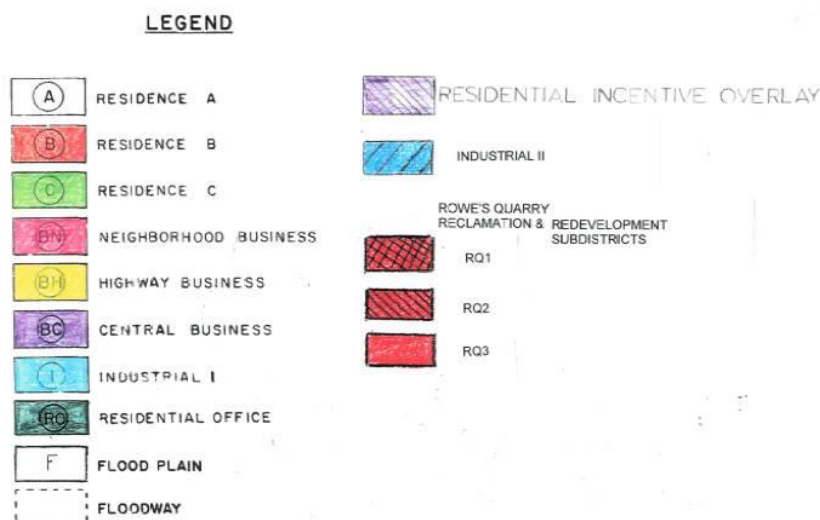
At the time the original zoning districts were established, the vast majority of all land in the City was already developed. The zoning districts were created to overlay existing development, and districts were established according to the majority of then-existing development and land use patterns. Inevitably, all districts included some land that was being used in ways that were not allowed in the district. In addition, use regulations for the zoning districts have changed over the years.

Provided that a use of a property was lawfully in existence at the time of the ordinance (or any amendment), the use is granted a protected status known as preexisting nonconforming and is exempt from the use regulations of the ordinance, also known as, “grandfathered.” Excluding single and two-family residential dwellings, any property in any zoning district that has this legal status of preexisting nonconforming may be potentially developed or redeveloped for another use, including uses that are not allowed, as provided by Section 700 of the zoning ordinance.<sup>5</sup>

## Zoning map

The zoning map on the following page is current as of June 30, 2010. The legend for the map is enlarged below.

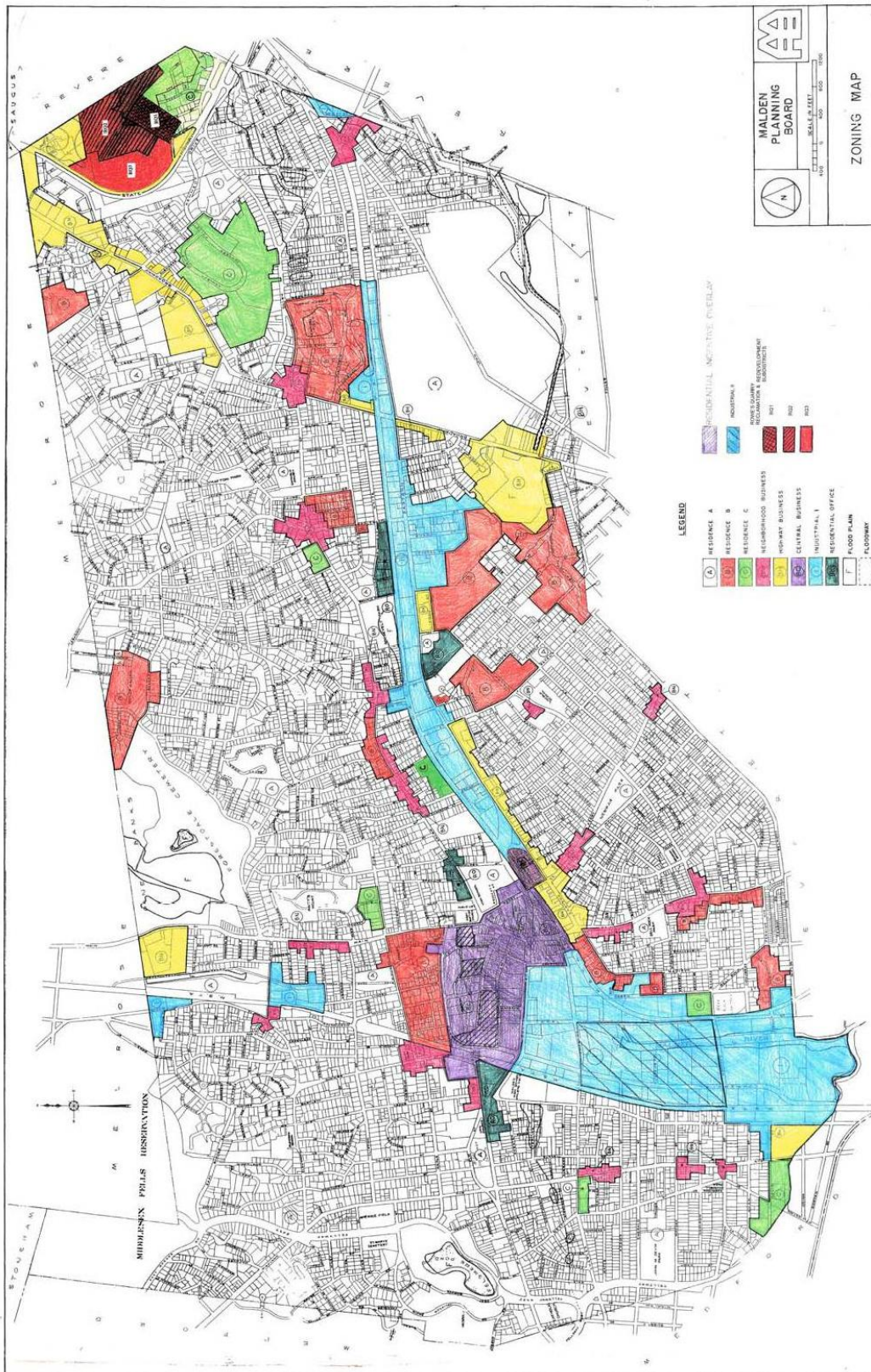
Figure 4: Legend for City of Malden Zoning Map



<sup>5</sup> Information provided by Michelle Romero, City of Malden Principal Planner, June 25, 2010.



Figure 5: City of Malden Zoning Map, dated June 30, 2010



### Land area by zoning district: 1999

In 1999, the percentage of land area by zoning district for the City was as follows:<sup>6</sup>

Table 9: Land area by zoning district in 1999

Zoning District	Land Area (Acres)	Percent
Residence A	2,420.4	75%
Residence B	172.7	5%
Residence C	64.3	2%
Residential Office	18.9	1%
Neighborhood Business	54.3	2%
Highway Business	163.3	5%
Central Business	75.1	2%
Industrial	265.6	8%
<b>Total</b>	<b>3,234.7</b>	

### Land area by zoning district: 2010

As of June 30, 2010, the land area by zoning district for the City is as follows:<sup>7</sup>

Table 10: Land area by zoning district in 2010

Zoning District	Land Area (Acres)	Percent
Residence A	2402.9	74%
Residence B	173.1	5%
Residence C	82.4	3%
Residential Office	18.9	1%
Neighborhood Business	54.0	2%
Highway Business	125.6	4%
Central Business*	77.5	2%
Industrial 1	223.3	7%
Industrial 2	39.3	1%
Reclamation & Redevelopment (Rowe's Quarry)	37.3	1%
<b>Total<sup>8</sup></b>	<b>3234.3</b>	
*Residential Incentive Overlay	6.8	1% (City)
		9% (Central Business)

<sup>6</sup> Data from Mass GIS, EOEa and MAPC as shown in *Map 1: Zoning and Absolute Development Constraints*, City of Malden, December 8, 1999.

<sup>7</sup> This data was prepared by Michelle Romero, Principal Planner, based on calculations of data from Mass GIS, EOEa and MAPC as shown in *Map 1: Zoning and Absolute Development Constraints*, City of Malden, December 8, 1999; and Malden City Council Paper Numbers: 57/2000; 160/2001; 213/2001; 394/2001; 67/2002; 126/2002; 220/2003; 24/2004; 381/2004; 89/2006; 308/2006; 138/2008; and 208/2008.

<sup>8</sup> Total land area in 1999 and 2010 differs due to rounding calculations.

### Changes to zoning district boundaries: 2000-2010

Since 1999, the zoning map has been amended by changing the boundaries of existing districts and the creation of three new zoning districts. These changes are described below (listed in chronological order):<sup>9</sup>

Table 11: Changes to zoning district boundaries, 2000-2010

Change in Zoning District	Location	Approx. Area (acres)
Neighborhood Business to Highway Business	616 Broadway (at Bayrd Street)	0.3
Residence A to Residence C	Salem Street (Rowe's Quarry)	7.5
Central Business to Residence A	507-539 Main Street	0.7
Industrial 1 to Industrial 2 (new district)	Commercial, Medford, Canal, Charles Streets (one contiguous area, various parcels)	39.3
Central Business to Residential Incentive Overlay (new district)	Pleasant Street, Florence Street, Dartmouth, Main Streets (three contiguous areas, various parcels)	6.8
Residence A to Residence C	22-24 Franklin Street	2.3
Residence A to Residence C	36 Franklin Street	0.5
Residence A to Residence B	501 Eastern Avenue (538 Cross Street)	0.5
Industrial 1 to Central Business	Ferry Street, Route 60, Eastern Avenue (one contiguous area, various parcels)	3
Highway Business to Residence C	Salem Street (Rowe's Quarry)	13.7
Residence A to Residence C	Salem Street (Rowe's Quarry)	0.6
Residence A to Highway Business	Broadway (upper Broadway, areas near Elwell Street, Central Avenue) (various parcels)	6.8
Highway Business, Residence C to Reclamation & Redevelopment District (new district)	Route 1 & Overlook Ridge Drive (one contiguous area, various parcels)	37.3

<sup>9</sup> Malden City Council Paper Numbers: 57/2000; 160/2001; 213/2001; 394/2001; 67/2002; 126/2002; 220/2003; 24/2004; 381/2004; 89/2006; 308/2006; 138/2008; and 208/2008.

## Uses allowed in each zoning district

The uses allowed in each zoning district are described on the following pages.

Table 12: Uses allowed in each zoning district

Zoning District	Uses Allowed (by right, special permit or use variance)
<b>Residence A</b>	<p><b>Low-density residential:</b> single-family, two-family</p> <p><b>High-density residential:</b> group dwelling</p> <p><b>Institutional:</b> daycare, hospital, non-profit school, religious facility</p> <p><b>Business:</b> funeral home</p> <p><b>Other:</b> offsite parking facility</p>
<b>Residence B</b>	<p><b>Low-density residential:</b> single-family, two-family</p> <p><b>Medium-density residential:</b> three-family, four-family, townhouse, 1-3 story multifamily</p> <p><b>Institutional:</b> hospital, non-profit school, religious facility</p> <p><b>Business:</b> funeral home, nursing home</p> <p><b>Other:</b> offsite parking facility</p>
<b>Residence C</b>	<p><b>Low-density residential:</b> single-family, two-family</p> <p><b>Medium-density residential:</b> three-family, four-family, townhouse, 1-3-story multifamily</p> <p><b>High-density residential:</b> 3-6 story multifamily, group dwelling, rooming house</p> <p><b>Institutional:</b> daycare, hospital, non-profit school, religious facility</p> <p><b>Business:</b> funeral home, nursing home</p> <p><b>Other:</b> offsite parking facility</p>

<p><b>Residential Office</b></p>	<p><b>Low-density residential:</b> single-family, two-family</p> <p><b>Medium-density residential:</b> three-family, four-family, townhouse, 1-3 story multifamily</p> <p><b>High-density residential:</b> 3-6 story multifamily, group dwelling</p> <p><b>Institutional:</b> club/lodge, daycare, hospital, non-profit school, religious facility</p> <p><b>Business:</b> business school, funeral home, nursing home, medical &amp; dental offices or clinic, general offices, retail services (convenience)</p> <p><b>Other:</b> offsite parking facility</p>
<p><b>Neighborhood Business</b></p>	<p><b>Low-density residential:</b> single-family, two-family</p> <p><b>Medium-density residential:</b> three-family, four-family, townhouse, 1-3 story multifamily</p> <p><b>High-density residential:</b> group dwelling</p> <p><b>Institutional:</b> daycare, non-profit school, religious facility</p> <p><b>Business:</b> auto maintenance, business school, funeral home, gasoline filling &amp; service station, nursing home, medical &amp; dental offices or clinic, general offices, greenhouse, recreation for gainful business, restaurant, retail sales (convenience, general), retail services (convenience, general), body art, drive-thru, convenience store, supermarket</p> <p><b>Other:</b> offsite parking facility</p>



<p><b>Central Business</b></p>	<p><b>Medium-density residential:</b> 1-3 story multifamily</p> <p><b>High-density residential:</b> 3-6 story multifamily, group dwelling</p> <p><b>Maximum-density residential:</b> 6-12 story multifamily</p> <p><b>Institutional:</b> club/lodge, daycare, hospital, non-profit school, religious facility</p> <p><b>Business:</b> auto maintenance, business school, funeral home, motel-hotel, medical &amp; dental offices or clinic, general offices, recreation for gainful business, restaurant, fast-food restaurant, retail sales (convenience, general), retail services (convenience, general), drive-thru, convenience store, supermarket</p> <p><b>Industrial:</b> warehouse</p> <p><b>Other:</b> artist live-work space offsite parking facility</p>
<p><b>Highway Business</b></p>	<p><b>Medium-density residential:</b> three-family, four-family, townhouse, 1-3 story multifamily</p> <p><b>High-density residential:</b> 3-6 story multifamily</p> <p><b>Institutional:</b> club/lodge, daycare, hospital, non-profit school, religious facility</p> <p><b>Business:</b> auto maintenance, funeral home, gasoline filling &amp; service station, greenhouse, motel-hotel, nursing home, medical &amp; dental offices or clinic, general offices, recreation for gainful business, restaurant, fast-food restaurant, retail sales (convenience, general), retail services (convenience, general), drive-thru, convenience store, supermarket</p> <p><b>Industrial:</b> building, construction &amp; contracting, motor vehicle repair shop, warehouse, wholesale &amp; distribution</p> <p><b>Other:</b> offsite parking facility</p>

<p><b>Industrial 1</b></p>	<p><b>Institutional:</b> club/lodge, daycare, religious facility</p> <p><b>Business:</b> auto maintenance, gasoline filling &amp; service station, medical &amp; dental offices or clinic, general offices, recreation for gainful business, restaurant, fast-food restaurant, retail sales (convenience, general and in conjunction with on-site manufacturing, warehouse, wholesale &amp; distribution), retail services (convenience, general), adult bookstore, adult theatre, adult club, body art, drive-thru, convenience store, supermarket</p> <p><b>Industrial:</b> building, construction &amp; contracting, manufacturing &amp; repair, marina, motor vehicle repair shop, warehouse, wholesale &amp; distribution, self-storage facility</p> <p><b>Other:</b> offsite parking facility</p>
<p><b>Industrial 2</b></p>	<p><b>Institutional:</b> club/lodge, daycare, religious facility</p> <p><b>Business:</b> auto maintenance, gasoline filling &amp; service station, medical &amp; dental offices or clinic, general offices, recreation for gainful business, restaurant, fast-food restaurant, retail sales (convenience, general and in conjunction with on-site manufacturing, warehouse, wholesale &amp; distribution), retail services (convenience, general), adult bookstore, adult theatre, adult club, body art, drive-thru, convenience store, supermarket</p> <p><b>Industrial:</b> building, construction &amp; contracting, manufacturing &amp; repair, marina, motor vehicle repair shop, warehouse, wholesale &amp; distribution, self-storage facility, research &amp; development</p> <p><b>Other:</b> offsite parking facility</p>
<p><b>Residential Incentive Overlay</b></p>	<p><b>Institutional:</b> club/lodge, daycare, hospital, non-profit school, religious facility</p> <p><b>Business:</b> auto maintenance, business school, funeral home, motel-hotel, medical &amp; dental offices or clinic, general offices, recreation for gainful business, restaurant, fast-food restaurant, retail sales (convenience, general), retail services (convenience, general), drive-thru, convenience store, supermarket</p> <p><b>Industrial:</b> warehouse</p>
<p><b>Rowe's Quarry Redevelopment &amp; Reclamation District</b></p>	<p><b>Maximum-density residential:</b> 6-12 story multifamily</p> <p><b>Business:</b> hotel, medical &amp; dental offices, general offices, restaurant, retail sales (convenience, general), retail services (convenience, general)</p>

## History

### Date of founding

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Malden was established as a town on May 2, 1649 and later incorporated as a city on March 31, 1882. Malden observed its 350<sup>th</sup> anniversary during a year-long celebration from May 1999 to June 2000.<sup>10</sup>

### Settlement from the 17<sup>th</sup> century to the early 20<sup>th</sup> century

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Malden, a hilly woodland area north of the Mystic River, was settled by Puritans in the 1630s and 1640s on land purchased in 1629 from the Pawtucket Indians. The area was originally called "Mistick Side" and was a part of Charlestown. When the early settlers from Charlestown arrived in Malden, they found a land dotted with hills and crossed by ponds, streams, and a river that ran to the sea. The character of the land and river directed the development of Malden. It was not a good place for large farms, and the river was not deep enough for shipbuilding. However, there was plenty of waterpower for mills and factories.

The town, named by early settler and landholder Joseph Hills, was named after his hometown Maldon in Essex, England. The first code of enacted laws printed in New England was compiled here by Joseph Hills in 1648, and Malden was incorporated as a separate town in 1649. Malden, which originally included what are now the adjacent cities of Melrose (until 1850) and Everett (until 1870), was incorporated as a city in 1882.

At the time of the American Revolution, the population was about 1000, and the citizens were involved early in resisting the oppression of Britain; they stopped using tea in 1770 to protest the Revenue Act of 1766, and Malden also has the reputation of being the first town to petition the colonial government to withdraw from the British Empire.

Malden flourished as a business community. In addition to some small-scale farming, fishing and lumbering operations, Odiorne's Nail Mill, Barrett's Dye House, and Coytmore's Mill achieved a place of significance in Malden's early history as much as the Boston Rubber Shoe Company and the Converse Rubber Company did years later.

Consequently, Malden developed persons of wealth and influence who gave the community many of its lasting institutions. Timothy Bailey, a tinker, founded the first bank in Malden. One of Malden's present banks evolved from this bank. Elisha Converse, Malden's first mayor, and his wife, Mary, donated the Converse Memorial Building to the Malden Public Library in memory of their slain son. Albert Davenport, the famous furniture designer and manufacturer, built his home in Malden.

As businessmen made their fortunes and built grand houses on Belmont Hill and in the West End, workers made their living in the factories. Ambitious immigrants started their own smaller neighborhood businesses. Maplewood's Scandinavian community, Edgeworth's Irish and Italian communities, and Suffolk Square's Jewish community all added to the diversity of Malden in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries.

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<sup>10</sup> From [www.cityofmalden.org/about-malden](http://www.cityofmalden.org/about-malden), accessed June 3, 2010.



From its beginnings, Malden developed as a business community, which resulted in it becoming modern and forward-looking. Much of the past was lost while moving forward. Few early houses remain, businesses have come and gone, the face of the community has changed continually, and urban renewal eradicated whole areas.<sup>11</sup>

## City Government and Quasi-Public Organizations

### City

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**Mayor and Mayor's Office:** The Chief Executive Officer of the City, the Mayor is elected to serve a four-year term. As of the date of this document (June 2010), the Mayor is Richard C. Howard. Mayor Howard has oversight over a combined budget of \$155 million and a staff of 1300 public employees working in a variety of departments. The office responds to citizen questions and concerns relative to any function of city government. The goals of his Administration include good quality of life, educational excellence, strong neighborhoods and quality public safety and public works services. The Mayor also serves as Chairperson of the Malden School Committee.<sup>12</sup>

**City Council:** The Malden City Council is the legislative branch of Malden government and consists of eleven elected members, one elected from each of the eight wards (Ward Councillors) and three elected city-wide (Councillors-at-Large). The Council makes laws (ordinances), approves the city budget, answers citizen questions and addresses citizen's concerns.

All terms of office are two years. Each year the Council selects one of its members to serve as Council President. The Council President presides over the weekly Council meetings, decides committee assignments and assures that information and Council discussion is received and takes place in a fair and democratic way. The Council establishes its own rules, which are governed by the Roberts Rules of Order. City Council meetings are held every Tuesday in the Herbert L. Jackson Council Chamber at Malden Government Center. Every week is committee night where specific topics are discussed in the committee where the item is assigned. The Council meets the first Tuesday after Labor Day and continues through the adoption of the city budget, June 30<sup>th</sup>. The Council will recess for the summer but can be called back into session by the Council President.<sup>13</sup>

**School Committee:** The Malden School Committee is comprised of nine individuals: the Mayor, who serves as chairperson, and eight members elected from each of the City's wards. The committee is responsible for the general oversight and management of the Malden Public School system.<sup>14</sup>

**Malden Redevelopment Authority:** Created by state statute, the Malden Redevelopment Authority, a quasi-public agency, was established on October 8, 1958. On behalf of the City of Malden, the agency administers the federal Community Development Block Grant program, oversees development in urban renewal areas, administers low-interest loan and mortgage programs for owners of residential and commercial properties, manages many public works improvement projects and oversees the off-street parking program in the downtown. The MRA is also the representative

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<sup>11</sup> From "Description of City" in *Malden 3-5 Year Strategic Plan 2010-2014* (CDBG Consolidated Plan), and *Images of America, Malden* by the Malden Historical Society, 2000.

<sup>12</sup> From <http://www.cityofmalden.org/Mayors-Office/>, accessed June 10, 2010

<sup>13</sup> From <http://www.cityofmalden.org/City-Council/>, accessed on June 10, 2010

<sup>14</sup> From <http://www.cityofmalden.org/School-Committee/>, accessed on June 10, 2010

member of the North Suburban Consortium and administers federal home funding which aids in affordable housing and development.<sup>15</sup>

**City Departments:** The City Departments in Malden are Assessor's, Board of Health, Cemetery Department, City Clerk's Office, Controller, Emergency Management, Engineering, Planning & Waterworks, Fire, GIS-Geographical Information Systems, Human Resources, Human/Elder/Youth Services, Information Technology, Inspectional Services, Law Department, Library, Police, Public Facilities/Government Center, Public Works, Retirement Board, Schools, Treasurer-Collector, and Veterans' Services.<sup>16</sup>

**Boards and Commissions:** At the time of publication, the City of Malden hosts the following boards and commissions: Arts Council (Cultural Council), Board of Appeal, Board of Assessors, Board of Health, Board of Voter Registrars, Cemetery Trustees, Compliance Bureau, Conservation Commission, Government Center Commission, Historic Commission, Housing Authority, Human Rights Commission, Library Trustees, License Board, Municipal School Building Committee, Mystic Valley Development Commission, Open Space Advisory Board, Planning Board, Public Works Commission, Redevelopment Authority, Resident Employment Monitoring Committee, Retirement Board, Scholarship Committee, Sign Design Review Committee, Stadium and Athletic Field Commission, and Traffic Commission.<sup>17</sup>

**While all departments, boards, and commission may have a role in implementing the Malden Master Plan, the Planning Board and the Engineering, Planning and Waterworks Department will have more significant roles and are responsible for the Plan's implementation.**

**Planning Board:** The Planning Board consists of nine voting members, composed from nine regular members and two associate members. All members are citizens of Malden and all are appointed by the Mayor. The Planning Board meets monthly on the second Wednesday of the month at 7 pm in the Herbert L. Jackson Council Chamber, 3rd Floor, City Hall.

The Planning Board is the special permit granting authority (SPGA) for all residential and commercial development in the City, except high-rise (6-12 story) residential development in the Central Business district, for which the City Council is the SPGA. The Planning Board is the Site Plan Review Committee (SPRC) for drive-thrus in all business and industrial districts, and a member of the Planning Board serves on the SPRC for the Residential Incentive Overlay District and the Rowe's Quarry Reclamation and Redevelopment District. As SPGA and SPRC, the Planning Board applies state and local zoning laws (Massachusetts General Laws, Chapter 40A and the Chapter 12 of the Revised Ordinances of 1991, as amended, of the City of Malden).

The Planning Board administers the state and local subdivision control law (Massachusetts General Laws, Chapter 41 and the Rules and Regulations of the Malden Planning Board Governing the Subdivision of Land) to all subdivisions of land in the City, including new single and multiple lot subdivisions and new streets.

A member of the Planning Board serves as the Chair of the Master Plan Steering Committee.

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<sup>15</sup> From <http://www.cityofmalden.org/Malden-Redevelopment-Authority/> and <http://www.maldenredevelopment.com>, accessed on June 10, 2010.

<sup>16</sup> From <http://www.cityofmalden.org/Departments/>, accessed on June 10, 2010

<sup>17</sup> From <http://www.cityofmalden.org/Boards-and-Commissions/>, accessed on June 10, 2010

**Engineering, Planning and Waterworks Department:** The Engineering, Planning and Waterworks Department includes the Planning Division, the Engineering Division, the Water and Sewer Division, and the Water Meter Division.

The Planning Division reviews and makes recommendations regarding development proposals that require special permits under the City zoning ordinance, amendments to the zoning ordinance, and any matters subject to the subdivision control law. Planning staff advises the Planning Board and provides professional, procedural and technical support assistance during meetings of the Board and public hearings conducted by the Board. The Planning Board and staff oversee master planning activities. Planning staff consults with City officials, property owners, developers, realtors and attorneys regarding potential development proposals and zoning and subdivision control related matters.

The Engineering Division is responsible for the development, design and construction oversight of all city roadway and utility construction projects. The Division provides technical assistance and project management functions to other city departments, private contractors, private engineers, private surveyors and the general public regarding municipal infrastructure, street layouts, property boundaries, drainage systems, traffic issues, etc.

The Water and Sewer Department is responsible for the maintenance of the City's water and sewer distribution systems. This Department coordinates the water main flushing program, hydrant flow testing and addresses water pressure issues and sewer main blockages.

The Water Meter Division is responsible for the maintenance of the City's water meter system and water quality testing requirements. This Department maintains the City's water pumping stations.<sup>18</sup>

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<sup>18</sup> From <http://www.cityofmalden.org/engineering/>, accessed on June 10, 2010.

## Demographics

American Community Survey 2006-2008 data were used in the following demographic overview of the City of Malden. In the overview that follows, comparisons are made between Malden and the surrounding cities, Malden and Massachusetts, and Malden and the Boston-Quincy-Cambridge, MA-NH MSA.

Metropolitan Statistical Areas, or MSAs, are defined by the United States Office of Management and Budget. Each MSA throughout the country has a population core and includes adjacent communities that are tied to that core through economic and social factors. The Boston-Quincy-Cambridge, MA-NH MSA roughly includes the area within Interstate 495 as well as a portion of the southeast corner of New Hampshire. It is almost entirely inclusive of but significantly larger than the Greater Boston Region as defined by the Metropolitan Area Planning Council. See below for a map of the Boston-Quincy-Cambridge, MA-NH MSA<sup>19</sup> from the US Census Bureau.

**About the American Community Survey:** The American Community Survey (ACS) is a new nationwide survey administered by the U.S. Census Bureau to replace the detailed population data that used to be collected every ten years in the census long form. Like its predecessor, the census long form, ACS data is based on a sample of the population rather than on the population as a whole. The census short form that is administered to the entire population of the United States is still collected once every ten years. Data from the most recent decennial census, Census 2010, was not yet available at the time this document was written. Census 2010 data will become available in April 2011.

Whereas the decennial census program relied on data collected once every ten years, ACS surveys are sent out and collected continuously, though the number of surveys sent out at any given time is relatively small. The ACS offers single-year estimates, three-year estimates, and five year estimates. Single-year estimates, which began with the 2005 ACS, are available for geographic areas with a population of 65,000 or more. Three-year estimates based on ACS data collected from 2005 through 2007 have been available since 2008. These three-year estimates are for geographic areas with a population of 20,000 or more. Three-year estimates are available for The City of Malden, which has a population of fewer than 65,000 residents but greater than 20,000. The most current ACS three-year estimates are for the years 2006-2008. Finally, the first five-year estimates will be released in

Figure 6: US Census Bureau Map of Boston-Cambridge-Quincy, MA-NH MSA & surrounding MSAs



<sup>19</sup> The Boston-Quincy-Cambridge, MA-NH MSA is also referred to as the "Boston-Quincy-Cambridge MSA" or simply the "Boston MSA" in this document.

2010. These will be based on areas with a population of less than 20,000 and will be based on ACS data collected from 2005 through 2009. This includes data at smaller geographies than the City of Malden as a whole, such as data for Census Tracts. Once these ACS five-year estimates, along with Census 2010 data, are released, it will be possible to gain a better understanding of the demographic context of specific areas and neighborhoods within the city.

Multi-year estimates make it possible to have a larger sample size for smaller geographies, while offering a smaller sampling error than single-year estimates. However, even the multi-year estimates for ACS are drawn from a notably smaller sample size than the previous decennial census, so it is important to incorporate a margin of error when reporting findings. The margin of error, based on ACS data reported with a 90% confidence interval, has been included as black error bars in the following graphs.<sup>20</sup> Note that the margin of error is equal on both ends of each estimate, although in some graphs only the lower value in the margin of error appears.

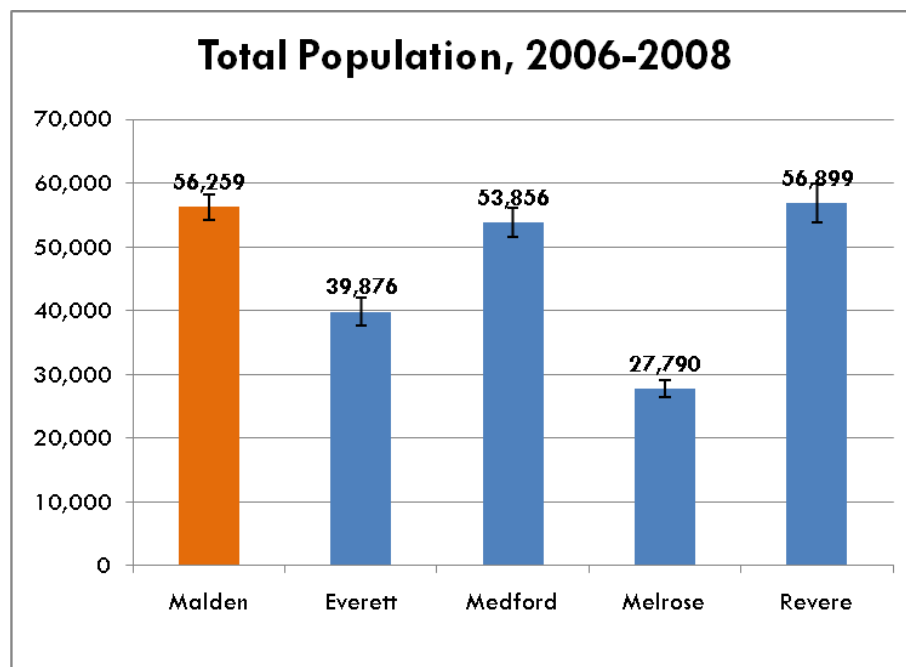
## General population characteristics

Table 13: Malden population highlights

Highlights of Malden's Population		
	Estimate	Margin of Error
<b>Total Population</b>	56,259	+/- 2,053
<b>Median Age</b>	36.2	+/- 1.3
<b>Households</b>	22,613	+/- 562
<b>Foreign Born Population</b>	36.5%	+/- 2.7%

**Total population as compared with surrounding cities:** Malden is a medium-sized city with a larger population than Everett and Melrose and about the same size in population as Revere. Malden is larger than Medford, although there is overlap in the margin of error for the population estimate.

Figure 7: Population of Malden and surrounding cities



<sup>20</sup> Information from the MAPC Data Services Department and the US Census Bureau.

**Percent of population by age:** The population is relatively evenly spread between those ages 0 to 55 with the population dropping off for older age groups. The percentage of Malden's population over 55 years of age is lower than the percentage for the Boston-Cambridge-Quincy MSA and Massachusetts.

Figure 8: Malden population by age

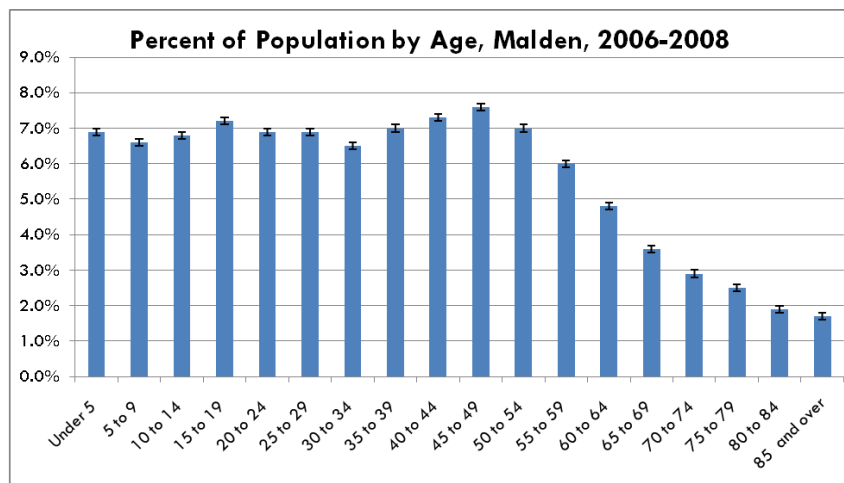
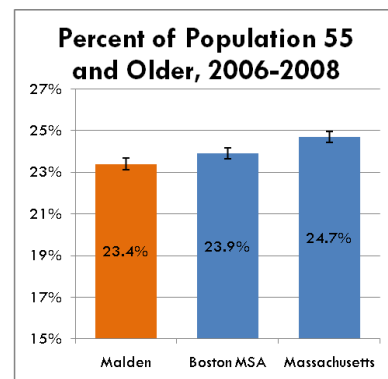
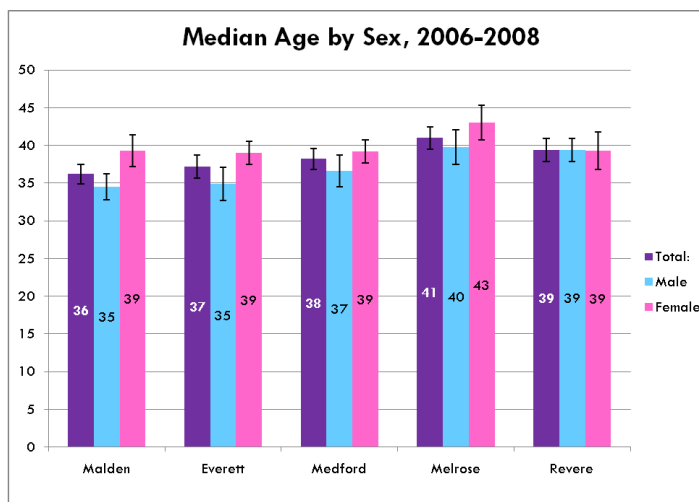


Figure 9: Percentage of population over 55 in Malden, Boston MSA, and Massachusetts



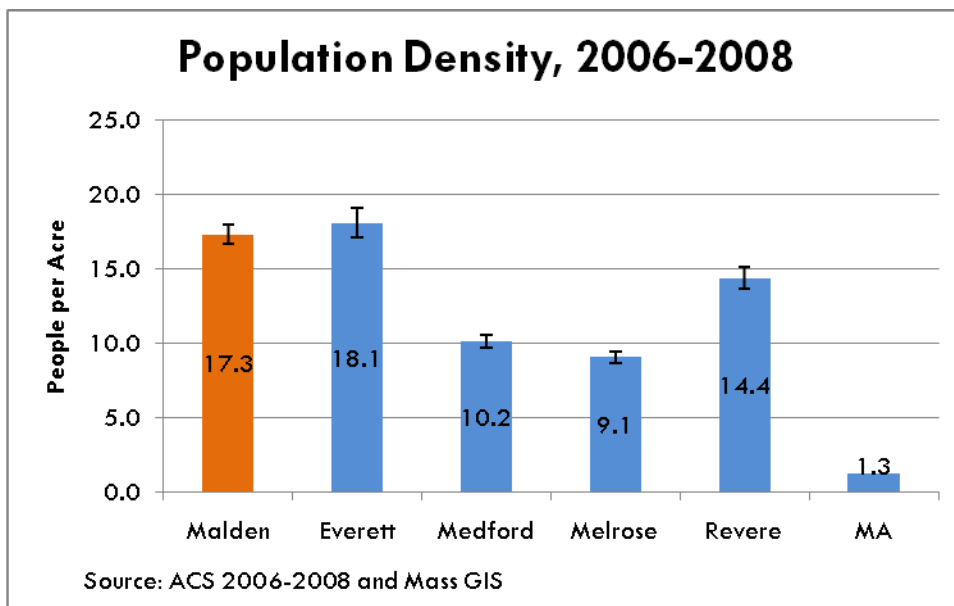
**Median age:** The median age of Malden's population is 36 younger than the median age for its neighbors. The median age for the female population is 39, whereas the median age for the male population is 35. The median age for Massachusetts is estimated as 38.5 years of age, and the median age for the Boston-Cambridge-Quincy MSA is estimated as 38.3 years of age. This indicates that Malden that Malden's population is on average younger than these areas. The median age for the United States is estimated at 36.7 years of age, which is higher than the median age for Malden. The trend of having a higher median age for the female population than the male population is consistent with the trend for the state, the Boston MSA, and the United States as a whole.

Figure 10: Median Age by Sex, Malden and Surrounding Cities



**Population density:** Malden's population density is 17.3 people per acre (11,072 people per square mile), lower than Everett's population density and higher than the population density in Revere, Medford, and Melrose. Compared to the state as a whole, which has an estimated population density of 1.3 people per acre (832 people per square mile), Malden and the surrounding cities are relatively densely populated.

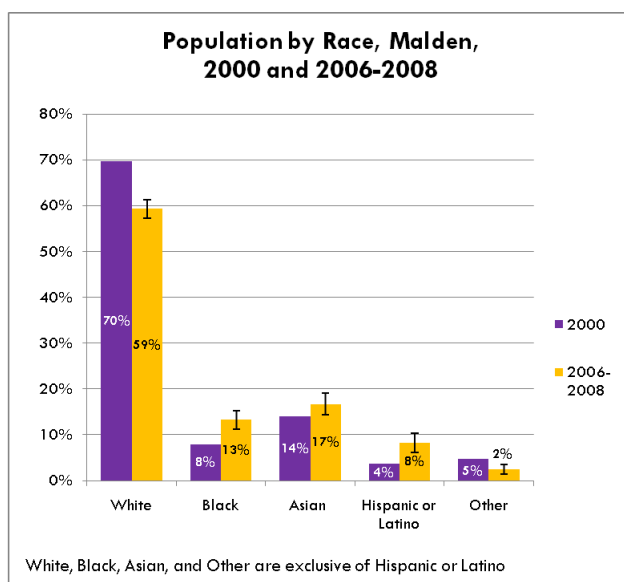
Figure 11: Population density comparison



## Race, place of origin for foreign born, and languages spoken

**Population by race:** Malden's largest population group is White Non-Hispanic/Latino though the City is trending towards a more racially diverse population with the percent of the population that is White on the decline and the percent of the population that is Black, Asian, and Hispanic all increasing. The graph on the right includes US Census 2000 and ACS 2006-2008 data, showing the changes in the racial composition of the City within the past decade.

Figure 12: Malden's racial composition in 2000 and 2006-2008





**Population by race compared with surrounding cities, Boston MSA, and Massachusetts:** Relative to its immediate neighbors of Everett, Medford, and Revere, Malden has the largest non-white population as well as the largest Black and Asian populations. The population of Malden is relatively more racially diverse than the Boston-Cambridge-Quincy MSA and the state as a whole.

Figure 13: Population by race in Malden and surrounding cities

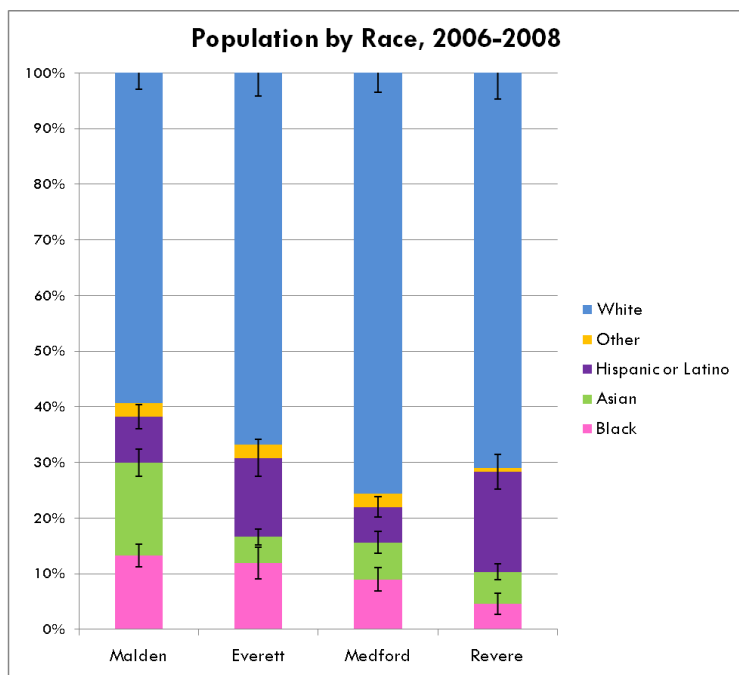
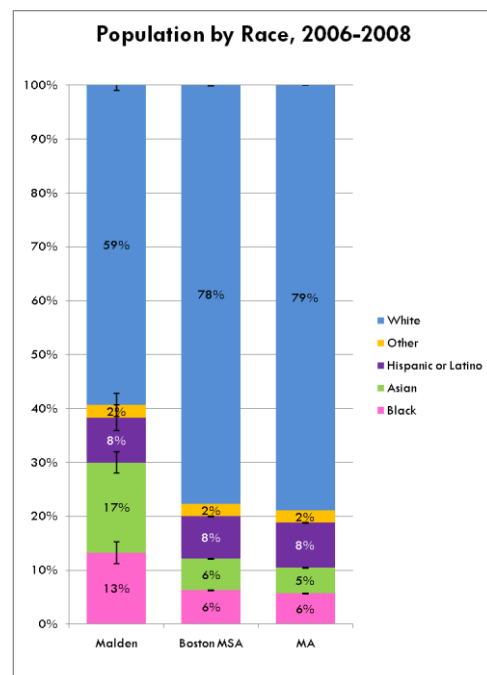


Figure 16: Population by race compared with Boston MSA and Massachusetts



**Foreign born population:** Over one third of Malden's population, 36.6% (+/- 3.2%) is foreign born. This is higher than the foreign born population percentage in the surrounding cities of Medford, Melrose, and Revere. The estimated percentage is also higher than the estimated percentage for Everett, although there is overlap in the margin of error. The percentage of foreign born population in Malden is greater than the percentage for the Boston-Cambridge-Quincy MSA and Massachusetts.

Figure 15: Foreign born population compared with surrounding cities

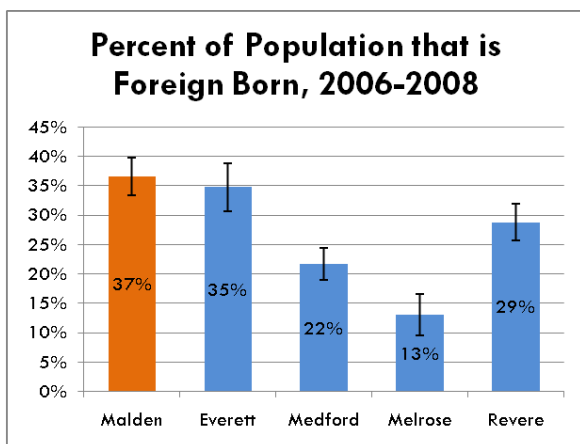


Figure 14: Foreign born population compared with Boston MSA and Massachusetts

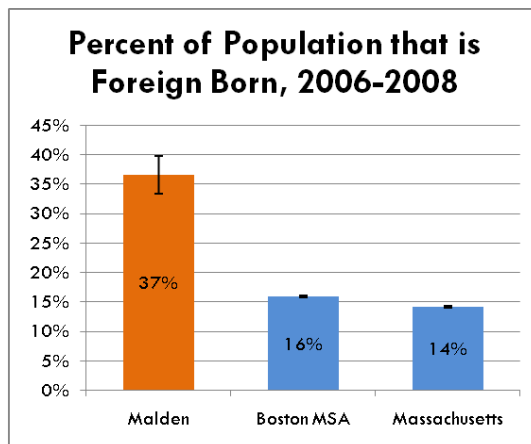


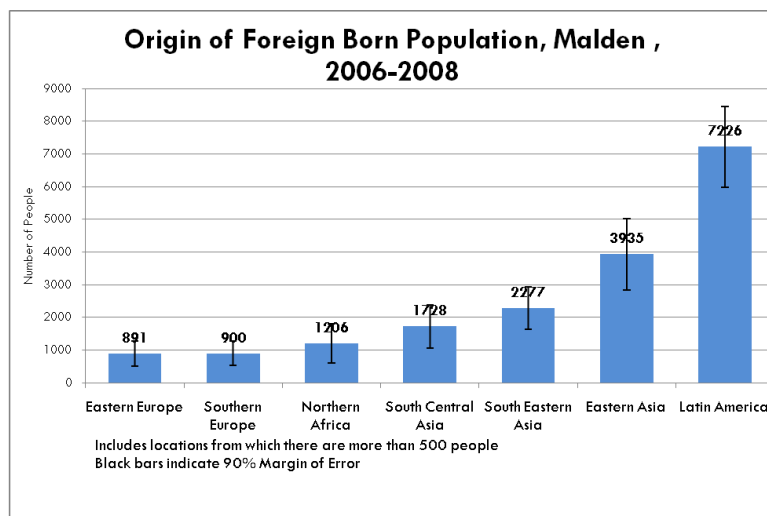


Table 14: Most common countries of origin for foreign born

**Origin of foreign born population:** As shown in the graph below, most of the foreign born population comes from Latin America, though many residents also come from East, Southeast, and South Central Asia. The largest proportions of foreign born population come from China, Brazil, Vietnam, and India as listed in the table on the right.

Most Common Countries of Origin for Foreign Born Population in Malden 2006-2008		
Country	Estimate (# of people)	Margin of Error
China	3,778	1,084
Brazil	2,518	756
Vietnam	1,499	550
India	911	356

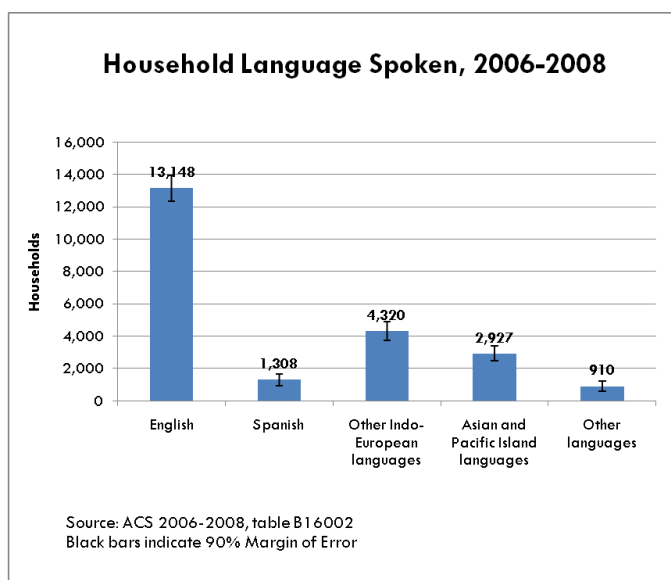
Figure 17: Regions of origin for Malden's foreign born population



**Language spoken at home:** Approximately 9,500 households (+/- 888), or 42% (+/- 3.8%) of households in Malden speak a language other than English. The graph on the right illustrates Malden's linguistic diversity.

**English fluency:** More than one in five Maldonians are not fluent in English. While much of the population speaks multiple languages, 22.8% (+/- 2.7%) of the population over 5 years-old reports being able to speak English less than "very well." This is larger than the percentage for the Massachusetts population, which is 8.6% (+/- 0.2%).

Figure 18: Languages spoken at home in Malden



## Housing Characteristics

**Housing units and occupancy status:** There are 24,312 (+/- 324) housing units in the City of Malden, of which about 22,613 (+/- 562) units, or about 93%, are occupied. There are 1,699 (+/- 492) vacant housing units in Malden.

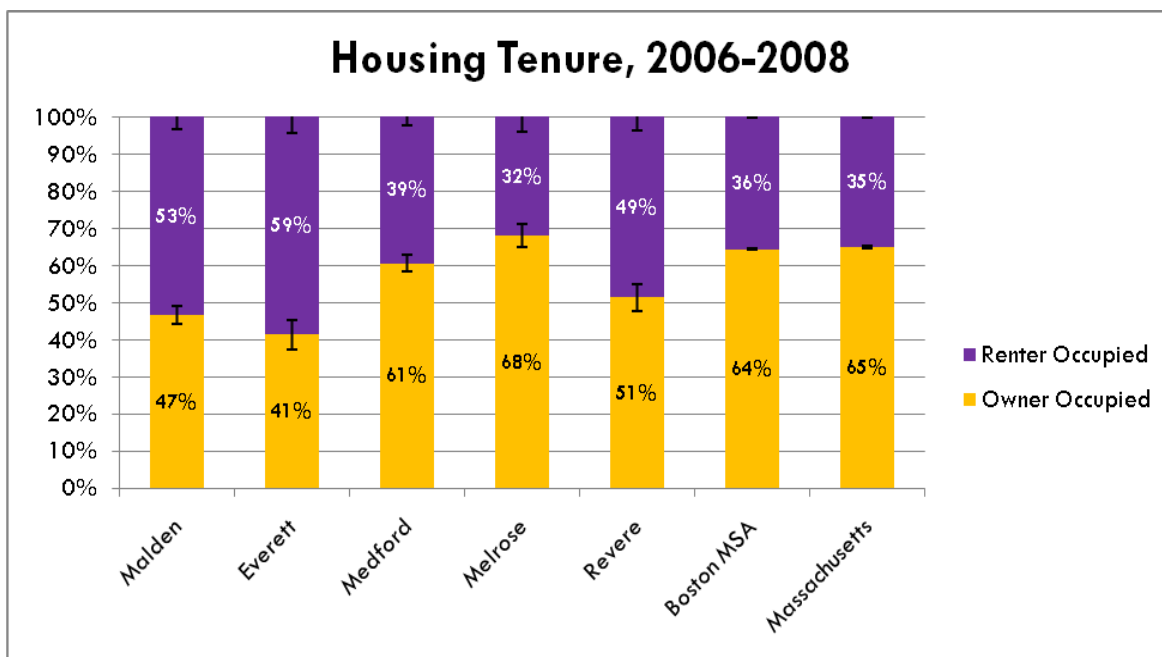
Table 15: Year structure built, housing

Year structure built in Malden (Housing Units)		
	Estimate	+/-
<b>Total:</b>	<b>24,312</b>	<b>324</b>
Built 2005 or later	313	150
Built 2000 to 2004	886	311
Built 1990 to 1999	1,298	353
Built 1980 to 1989	2,199	406
Built 1970 to 1979	2,793	489
Built 1960 to 1969	1,549	381
Built 1950 to 1959	1,565	332
Built 1940 to 1949	1,082	305
Built 1939 or earlier	12,627	789

**Year structure built:** About half of the housing units in Malden were constructed before 1939.

**Housing tenure:** The majority of occupied housing units in Malden are renter-occupied, 53.4% (+/- 2.9%), in contrast to Medford and Melrose, which have more owners than renters. Malden's homeownership rate of 47% (+/- 2.5%) is low compared with the Boston MSA and Massachusetts, where, on average, nearly two-thirds of occupied homes are owner-occupied.

Figure 19: Percentage owner-occupied and renter-occupied housing in Malden, surrounding cities, Boston MSA, and Massachusetts



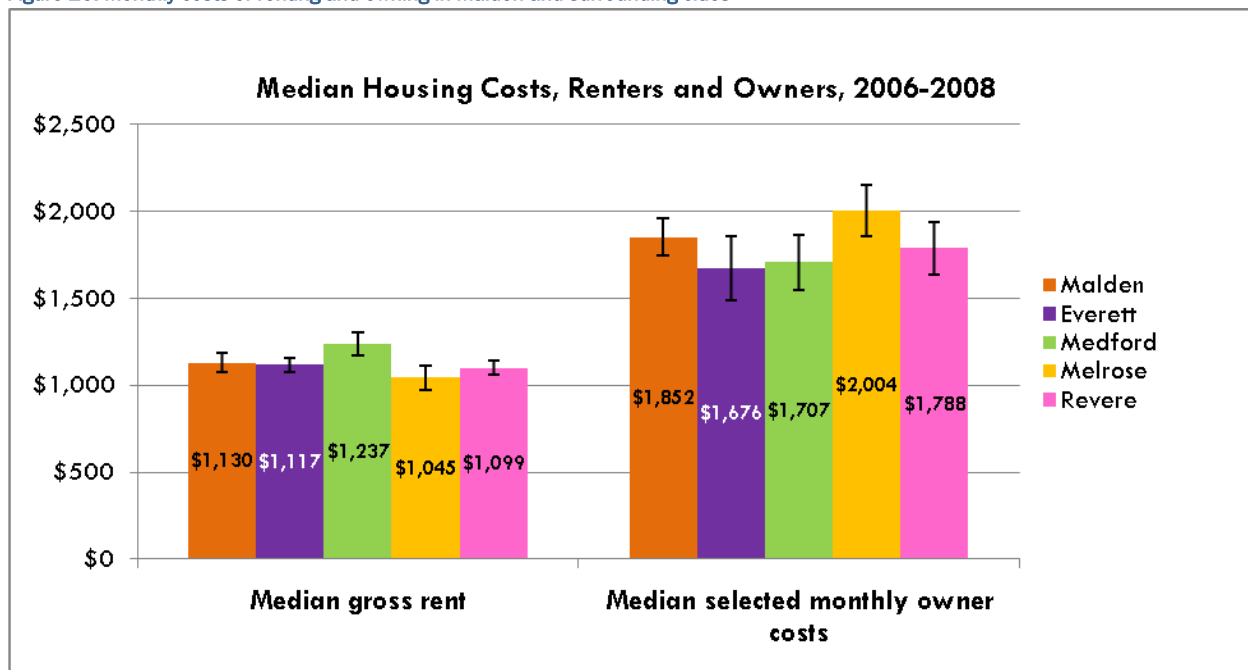
**Household types:** The following table summarizes the population by household type in Malden, as defined by the US Census Bureau. There are 22,613 (+/- 562) households in Malden, about 60% (+/- 5%) of which are defined as family households, and 40% (+/- 8%) of which are defined as nonfamily households. The percentage of family households is lower in Malden than in the United States (66.62% +/- 0.14%), Massachusetts (63.78% +/- 0.42%) and the Boston-Cambridge-Quincy MSA (63.44% +/- 0.48%). About 80% of the nonfamily households and about one-third of all households are occupied by one resident, or "householder living alone."

Table 16: Household types in Malden

<b>Household types in Malden, 2006-2008</b>				
	<b>Estimate (%)</b>	<b>+/-</b>	<b>Estimate (#)</b>	<b>+/-</b>
<b>Total households:</b>			<b>22,613</b>	<b>562</b>
<b>Family households:</b>	<b>60.23%</b>	<b>5.41%</b>	<b>13,619</b>	<b>737</b>
Married-couple family	43.26%	7.41%	9,782	725
Other family:	16.97%	16.76%	3,837	643
Male householder, no wife present	4.70%	31.23%	1,063	332
Female householder, no husband present	12.27%	19.50%	2,774	541
<b>Nonfamily households:</b>	<b>39.77%</b>	<b>7.85%</b>	<b>8,994</b>	<b>706</b>
Householder living alone	31.57%	7.99%	7,138	570
Householder not living alone	8.21%	22.04%	1,856	409

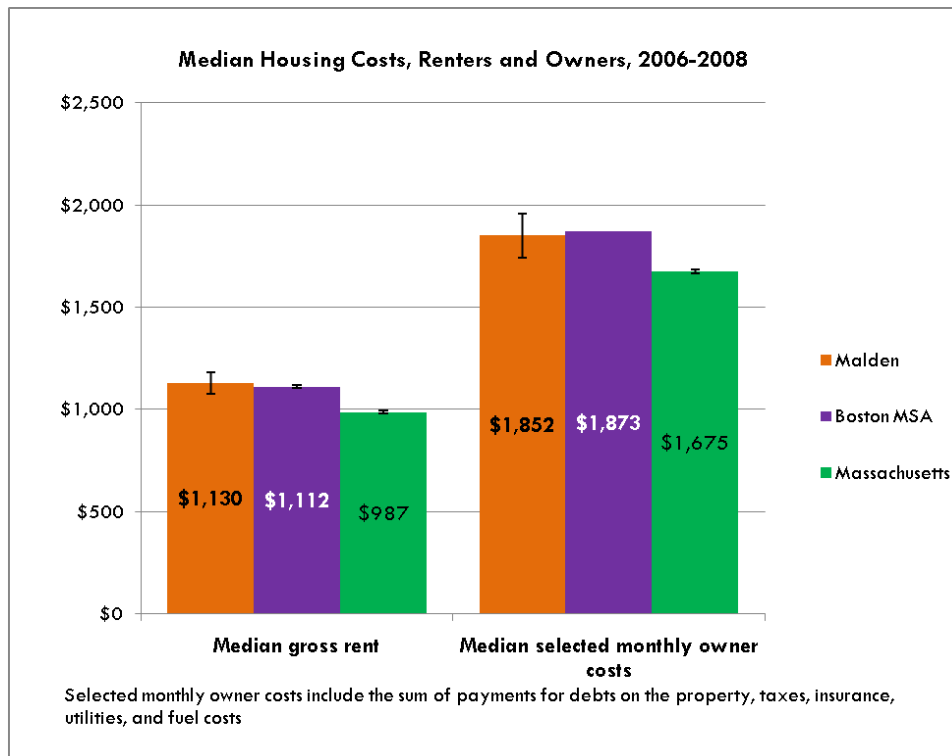
**Housing costs compared with surrounding cities:** Both gross rent and monthly owner costs in Malden are comparable to those costs in neighboring municipalities. In the graph below, selected monthly owner costs include the sum of payments for debts on the property, taxes, insurance, utilities, and fuel costs.

Figure 20: Monthly costs of renting and owning in Malden and surrounding cities



**Housing costs compared with Boston MSA and Massachusetts:** The median cost of housing for both owners and renters in Malden is about the same as for the rest of the Boston-Cambridge-Quincy MSA. Monthly housing costs are more expensive in Malden as compared with the state as a whole.

Figure 21: Housing costs in Malden compared with the Boston MSA and Massachusetts



**Household housing cost burden:** Housing cost as a percentage of household income is a good way to determine the cost burden that housing has on household. Typically, a household is considered cost-burdened if the housing costs are greater than 30% of income. In Malden, the median percent of gross rent as a percentage of household income is 29.2% (+/- 1.7%) and the median percent of selected monthly owner costs as a percentage of household income is 28.6% (+/- 2.3%) This indicates that half of Malden's renters and homeowners are cost burdened or very close to cost burdened due to their housing.

## Economic Characteristics

**Annual household income in Malden:** The majority of households (about 60%) in Malden earn between \$35,000 and \$150,000. About one-third of households earn less than \$35,000 annually, and about 7% earn over \$150,000 annually.

**Poverty rate:** Malden has a poverty rate of 11.8% and a childhood poverty rate (under 18 years) of 16.9%.

**Median household income:** The median household income in Malden is lower than the state, metropolitan area, and bordering cities Medford and Melrose. The median household income is higher than neighboring cities Everett and Revere.

**Labor Force Participation:** Between 2006 and 2008, only 73.2 (+/- 2.0%) percent of Malden's population 16 years and older were in the labor force. The unemployment rate was 7.8%. The unemployment rate for Malden in 2009, as reported by the Massachusetts Department of Labor and Workforce Development, was 8.2%.

Figure 22: Annual household income in Malden

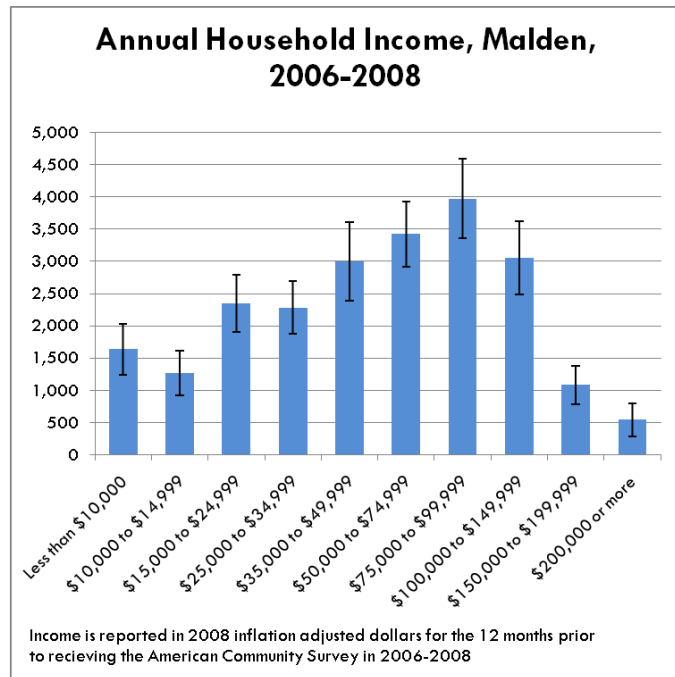


Figure 24: Median household income in Malden and surrounding cities

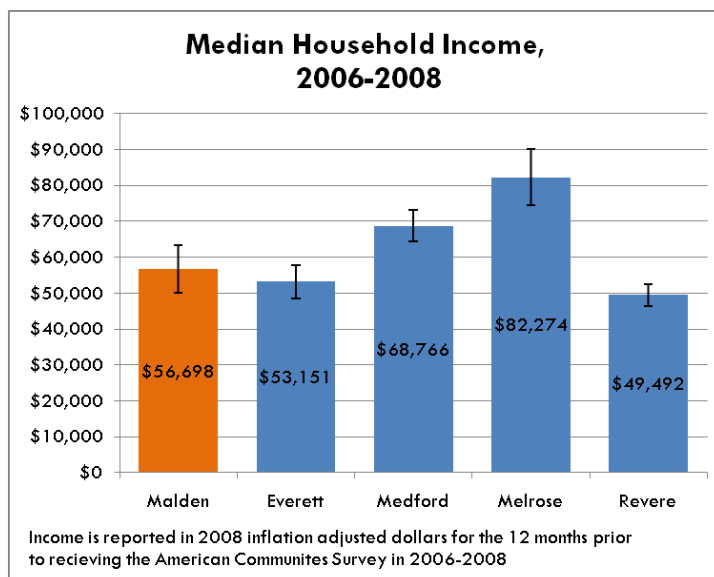
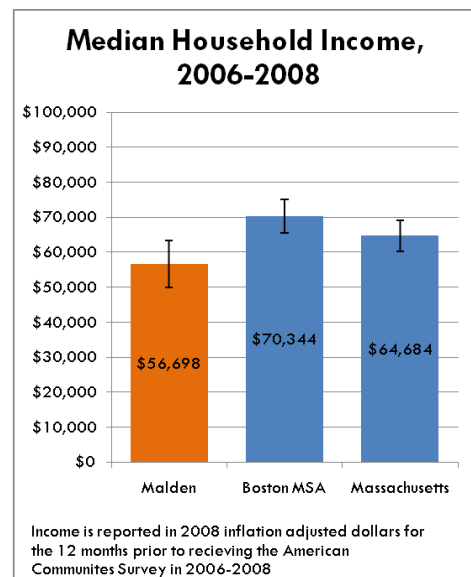


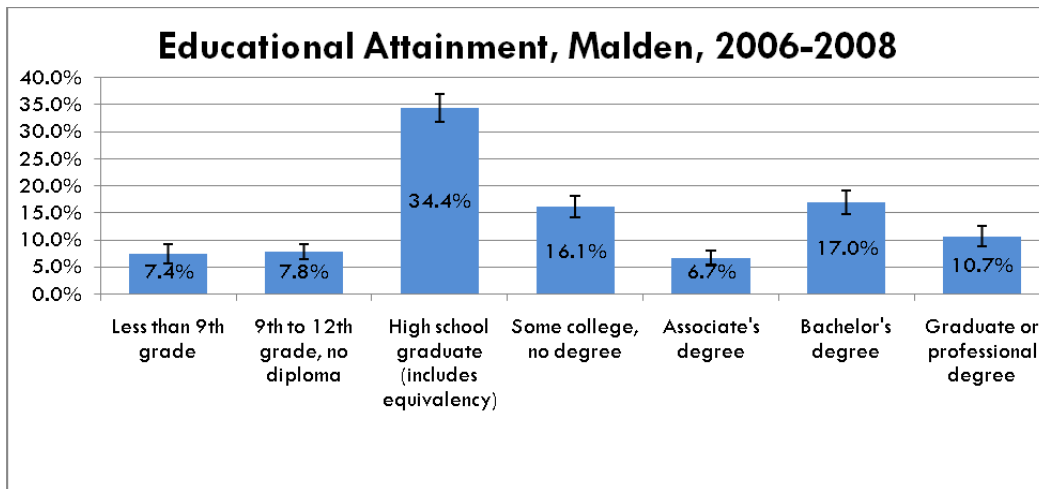
Figure 23: Median household income in Malden, the Boston MSA, and Massachusetts



## Educational Attainment

**Educational attainment in Malden:** The highest educational attainment for a third of Malden's population is a high school diploma, while about 15% do not graduate from high school.

Figure 25: Educational attainment in Malden



**Percent of population with a bachelor's degree:** At 28%, the percent of Malden's adult population 25 and older with a bachelor's degree is higher than Everett and Revere but lower than Medford and Melrose. Malden has a smaller percentage of population over 25 years-old with a Bachelors degree as compared with the Boston-Cambridge-Quincy MSA and Massachusetts.

Figure 27: Population with a Bachelors degree, Malden and surrounding cities

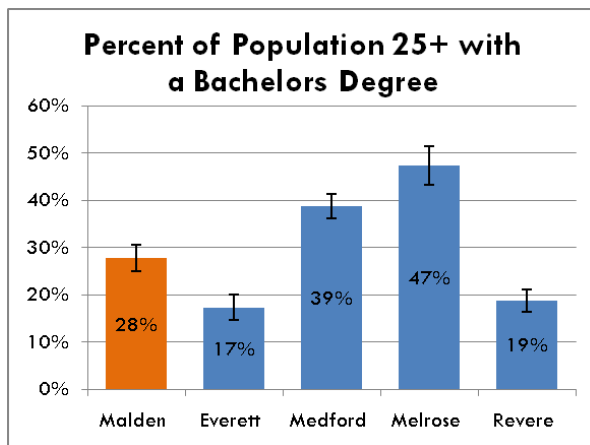
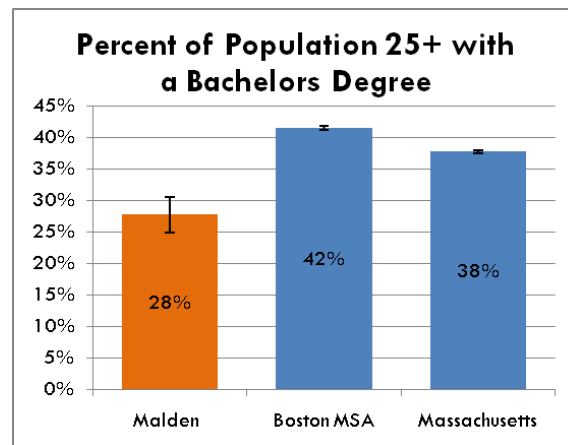


Figure 26: Population with a Bachelors degree, Malden, Boston MSA, and Massachusetts



## Existing Conditions: Transportation

Malden is situated in the Greater Boston Area, which has excellent rail, air, and highway facilities. State Route 128 and Interstate 495 divide the region in inner and outer zones, which are connected by numerous spokes providing direct access to the airport, port, and intermodal facilities of Boston.

Being a highly urbanized city, a considerable amount of Malden's land area is occupied by transportation related facilities. Approximately 109 miles of public street traverse Malden presently, from small side streets to major highways. The principle highways are U.S. Route 1 running north-south and State Route 28, which passes through the southwest corner of Malden (and links with Interstate 93 in Medford).<sup>21</sup>

### Malden's street network

Malden is located between two interstate highways. Route 1 is located along the eastern extent of the City and is a north-south corridor linking the Boston Metropolitan Area with northeastern New England and Interstate 95. To the West, Malden is accessible from Interstate 93, which also links the Boston region to points north and south.

The internal street system in Malden is comprised of arterial, collector, and residential streets that move traffic through the City, help determine future development, and create informal boundaries between neighborhoods. Arterial streets connect neighborhoods, have minor access control, prohibit parking and carry through traffic along with local traffic. Examples of arterial streets include the Fellsway, Highland Avenue, Broadway, and Salem Street. Collector Streets serve as interior roads to conduct traffic between local streets and large arterials or highways. Examples of collector streets include Florence Street, Summer Street, Medford Street, and Beach Street.<sup>22</sup>

### Roadway traffic conditions

Three studies were reviewed for this document that include information regarding Malden's roadway traffic conditions: 1) a *Traffic Infrastructure Assessment* conducted by BETA Group, Inc. in 2006 during Malden's moratorium on multifamily residential development, 2) the *2007 Top Crash Locations Report* by the Massachusetts Highway Department<sup>23</sup>, and 3) a *Route 60 Mobility Study: Malden and Medford, Massachusetts* conducted by the Boston Region Metropolitan Organization (Boston MPO) in 2009.

The *Traffic Infrastructure Assessment* included an analysis of eighteen signalized intersections in the City of Malden; four intersections were identified as part of the top 201 crash locations in the state in the *2007 Top Crash Locations Report*; and a section of Route 60 from Fellsway East to Malden Center including seven intersections was included in the *Route 60 Mobility Study*. Many

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<sup>21</sup> "Community Setting" section of *City of Malden Open Space and Recreation Plan Update*, March 2010.

<sup>22</sup> Ibid.

<sup>23</sup> The Massachusetts Highway Department, also called "MassHighway" was recently renamed Massachusetts Department of Transportation (MassDOT) Highway Division.

intersections were identified in more than one of these reports, for a total of twenty-three intersections.

### Summary of the 2006 Traffic Infrastructure Assessment

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In 2006, BETA Group, Inc. conducted a *Traffic Infrastructure Assessment* of eighteen intersections that incorporated new analysis with data from previous studies. The BETA Group worked with the City to select intersections that represent a cross-section of the city and that could serve as indicators of traffic conditions in the city as a whole.

BETA Group, Inc. analyzed the following eighteen intersections:

1. Highland Avenue at Pleasant Street (Route 60)
2. Highland Avenue at Medford Street
3. Washington Street at Winter Street/ Grove Street/ Glenwood Street
4. Main Street at Forest Street
5. Main Street at Winter Street
6. Main Street at Mountain Avenue
7. Main Street at Salem Street/ Ferry Street<sup>24</sup>
8. Main Street at Route 60<sup>25</sup>
9. Main Street at Charles Street
10. Main Street at Eastern Avenue/ Madison Street
11. Main Street at Cross Street
12. Main Street at Medford Street
13. Ferry Street at Route 60<sup>26</sup>
14. Bryant Street at Eastern Avenue (Route 60)
15. Maplewood Street/ Lebanon Street at Salem Street
16. Broadway (Route 99) at Salem Street/ Hunting Street<sup>27</sup>
17. Broadway (Route 99) at Eastern Avenue (Route 60)<sup>28</sup>
18. Lynn Street (Route 60) at Beech Street (Route 60)

Data collection by BETA Group, Inc. included fieldwork, a review of turning movement counts from earlier reports, and a primary traffic count for additional intersections. Fieldwork included collection of intersection geometry, operations, lane use and other factors. Intersections were analyzed using methods based on the 2000 Highway Capacity Manual. The Synchro software package was used to evaluate each intersection.<sup>29</sup> BETA Group, Inc. also reviewed annual vehicle registrations in Malden and surrounding towns for a fifteen-year period, 1990-2005, in order to determine growth in vehicle registrations.<sup>30</sup>

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<sup>24</sup> Main Street at Salem Street/Ferry Street is also referenced in the *Route 60 Mobility Study: Malden and Medford*

<sup>25</sup> Main Street at Route 60 is also referenced in the *Route 60 Mobility Study: Malden and Medford*

<sup>26</sup> Ferry Street at Route 60 is also referenced in the *Route 60 Mobility Study: Malden and Medford*

<sup>27</sup> Broadway (Route 99) at Salem Street/Hunting Street is also referenced in the *2007 Top Crash Locations Report*.

<sup>28</sup> Broadway (Route 99) at Eastern Avenue (Route 60) is also referenced in the *2007 Top Crash Locations Report*.

<sup>29</sup> *Traffic Infrastructure Assessment* page 3.

<sup>30</sup> *Traffic Infrastructure Assessment* page 18.



Turning movement counts were conducted for intersections 1, 6, 9, 10, 11, 12, 13, 14, 15, 16, 17 and 18 as listed above. Turning movement counts at the remaining six intersections were obtained from these reports:

- *Phase I Environment Impact Report* for Telecom City by Rizzo Associates with Fay, Spofford and Thorndike, LLC, 2000 – analyzed intersection 2 as listed above.
- *Melrose-Malden, a Mixed-Use Residential Community* by Earth Tech, Inc., 2001 – analyzed intersections 3, 4 and 5 as listed above.
- *Traffic Impact and Access Study, Proposed Residences at Malden Square* by Fay, Spofford and Thorndike, LLC, 2004 – analyzed intersections 7 and 8 as listed above.

The turning movement counts from these earlier studies were factored from the year they were counted to the year 2006 at 1.5% per year compounded annually.<sup>31</sup>

The recommendations from the 2006 *Traffic Infrastructure Assessment* are summarized in the Transportation chapter later in this document. The map on the following page shows the Level of Service (LOS) at each of the eighteen intersections based on existing conditions<sup>32</sup> in 2006.

As defined by the Transportation Research Board *Highway Capacity Manual* 2000, the Level of Service criteria for signalized intersections are:

Table 17: Level of service designations

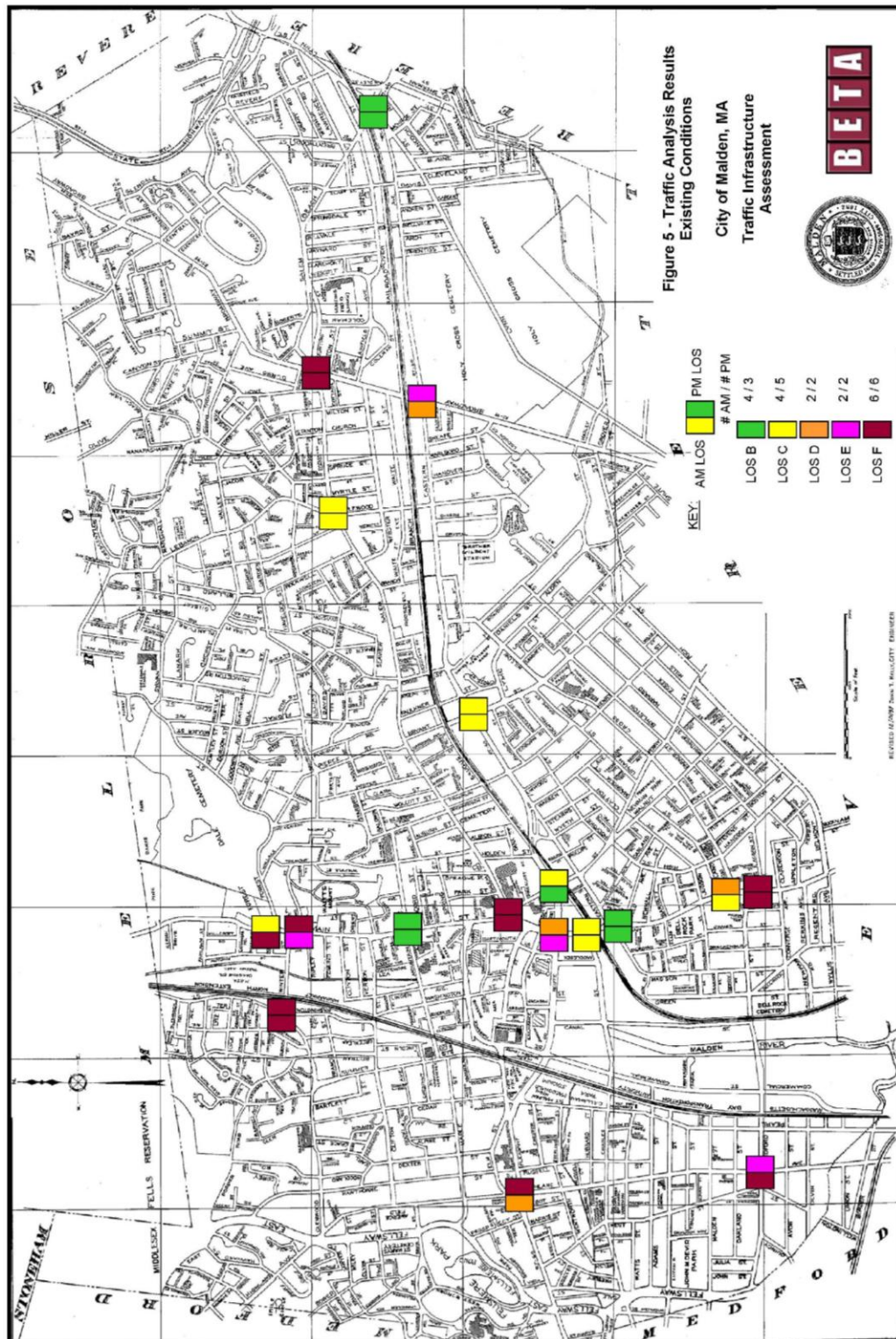
Level of Service Designation	Signalized Intersection Criteria Average Total Delay (Seconds per Vehicle)
A	≤ 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80
F	> 80

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<sup>31</sup> *Traffic Infrastructure Assessment*, pages 7-8.

<sup>32</sup> Methodology and Existing Conditions are described on pages 3-7 of the *Traffic Infrastructure Assessment*. The map of existing conditions included here is on page 22 of the *Traffic Infrastructure Assessment*.

Figure 28: 2006 Level of Service Conditions Map by BETA Group, Inc.



## Top crash locations in Malden

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The *2007 Top Crash Locations Report* conducted by the Massachusetts Highway Department (now MassDOT Highway Division) included the top 201 crash locations in Massachusetts. Four of these intersections were in Malden.

Crash data from 2005-2007 for the *2007 Top Crash Locations Report* was obtained from the Massachusetts Registry of Motor Vehicles (RMV). Crash data cited in this report were intended for use as a “general purpose screening tool rather than as a precise listing of crash frequencies at individual locations”<sup>33</sup> due to the difficulty in obtaining precise data and variations in crash reporting rates among different jurisdictions. Intersections identified include crash data in a twenty-five meter radius from the intersection.<sup>34</sup>

Intersections 16 and 17 as identified above in the summary of the BETA Group, Inc. *Traffic Infrastructure Assessment* were identified as top crash locations.

16. Broadway (Route 99) at Salem Street/ Hunting Street: Ranked 174/201 of top crash intersections statewide in 2005-2007.

17. Broadway (Route 99) at Eastern Avenue (Route 60): Ranked 72/201 of top crash intersections statewide in 2005-2007.

Two additional intersections were identified in the *2007 Top Crash Locations Report*, which are numbered as intersections 19 and 20 for the purposes of this document.

19. Eastern Avenue (Route 60) at Maplewood Street: Ranked 70/201 of top crash intersections statewide in 2005-2007. Although not identified in the BETA Group, Inc. *Traffic Infrastructure Assessment*, this intersection is in close proximity to intersections 15 and 17, which were identified in that report. Intersection 17 and 19, two top crash locations, are just within 0.3 miles of each other. Intersection 15 is also only 0.3 miles from intersection 19.

20. Centre Street (Route 60) and Commercial Street: Ranked 82/201 of top crash intersections statewide in 2005-2007. This intersection was also identified in the Boston MPO *Route 60 Mobility Study* and is part of a cluster of intersections around Malden Center identified in the *Route 60 Mobility Study* as well as in the BETA Group, Inc. *Traffic Infrastructure Assessment*.

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<sup>33</sup> 2007 *Top Crash Locations Report* page i.

<sup>34</sup> 2007 *Top Crash Locations Report* page ii.

Data from the 2007 *Top Crash Locations Report* for these four intersections is as follows:<sup>35</sup>

**Table 18: Top crash locations**

#	Location	Rank out of 201	Total Crashes	EPDO Crashes <sup>36</sup>	Fatal Crashes	Injury Crashes	PDO & Non Reported Crashes
16	Broadway (Route 99) at Salem Street/Hunting Street	174	50	118	0	17	33
17	Broadway (Route 99) at Eastern Avenue (Route 60)	72	73	153	0	20	53
19	Eastern Avenue (Route 60) at Maplewood Street	70	59	155	0	24	35
20	Centre Street (Route 60) and Commercial Street	82	53	145	0	23	30

### Route 60 from Fellsway East to Malden Center

In 2007-2008, the Boston Metropolitan Planning Organization (Boston MPO) undertook a study of the Route 60 corridor in Malden and Medford. According to the *Route 60 Mobility Study: Malden and Medford*, Route 60 in Malden and Medford is an urban principal arterial maintained and operated by the two cities. The east-west roadway is two lanes wide in most areas, and four lanes wide including exclusive turning lanes and a landscaped median, around Malden Center. Route 60 crosses major north-south roadways and highways: in Medford, Route 60 intersects with Interstate 93; along the town line it intersects with Fellsway West (Route 28) and in Malden it intersects with Highland Avenue, Commercial Street, Main Street, and Ferry Street.

The *Route 60 Mobility Study: Malden and Medford* included a study area along Route 60 from Medford City Hall just west of the Interstate 93 interchange in Medford to the eastern end of Malden Center. In addition to analysis along Route 60, the study area included intersections around Malden Center in order to assess transit mobility adjacent to the Malden Center MBTA Station.

Concerns about the high volumes, delays and bus and pedestrian movements in this area were documented in the Congestion Management Process monitoring system, prior Boston MPO studies, and public comments received about this study as part of the development of the federal fiscal year (FFY) Unified Planning Work Program (UPWP) for 2007. The purpose of the *Route 60 Mobility Study: Malden and Medford* was to identify seven to ten problem intersections on Route 60 and associated bus service issues in the two cities in order to improve mobility and safety in this area.<sup>37</sup>

The Malden intersections included in this study are listed on the following page (continuing with the intersection numbering from previous sections).

<sup>35</sup> 2007 *Top Crash Locations Report*

<sup>36</sup> EPDO = Equivalent Property Damage Only

<sup>37</sup> From pages 1-2 in the Executive Summary from the *Route 60 Mobility Study: Malden and Medford*

Table 19: Intersections from Route 60 Mobility Study

#	Location
7	<b>Main Street and Salem/Ferry Street in Malden:</b> This intersection is also identified in the BETA Group, Inc. <i>Traffic Infrastructure Assessment</i> .
8	<b>Centre Street (Route 60) and Main Street:</b> This intersection is also identified in the BETA Group, Inc. <i>Traffic Infrastructure Assessment</i> .
13	<b>Centre Street (Route 60) and Ferry Street:</b> This intersection is also identified in the BETA Group, Inc. <i>Traffic Infrastructure Assessment</i> .
20	<b>Centre Street (Route 60) and Commercial Street:</b> This intersection is also identified in the 2007 <i>Top Crash Locations Report</i> .
21	<b>Pleasant Street (Route 60) and Fellsway East:</b> This intersection is near the Medford town line and was not identified in the other two reports cited here.
22	<b>Pleasant Street and Commercial Street/Florence Street:</b> Although this intersection was not identified in the reports cited earlier, it is part of a cluster of intersections in Malden Center identified in this document.
23	<b>Main Street and Florence Street:</b> This intersection is also part of a cluster of intersections identified around Malden Center, although it was not listed in the previous studies cited here.

In addition to the above listed intersections, five intersections in Medford were studied. Intersections 8, 13, 20 and 21 above were identified by city officials as locations with pedestrian and traffic safety problems. Intersections 7, 22 and 23 above are signalized intersections that were selected by Boston MPO staff as locations with transit mobility problems.

In order to determine the existing travel conditions, the Boston MPO staff collected and assembled data on the geometry of intersections, traffic-volume data, pedestrian-volume data, travel-time and travel-speed data, and crash data. The problems identified included:

- In general, the Route 60 corridor lacks bicycle and pedestrian signage and pavement markings to inform motorists that they should share the road with bicyclists and pedestrians.
- In Malden, the study intersections had concurrent pedestrian phases in which the “WALK” signal is displayed at the same time as the green signal for parallel vehicular traffic, which create conflicts between vehicles and pedestrians because of the permitted right turns.
- There were no pedestrian push buttons for activating the pedestrian signals at some of the study intersections in Malden. Their absence sometimes creates problems for pedestrians crossing north– south streets, such as Commercial Street, where this pedestrian phase turns on concurrently with the two-way through traffic on Centre Street.
- Traffic operations were unsatisfactory at many of the study intersections in Malden and Medford during both the AM and PM peak periods. Heavy traffic volumes caused queues to form, as well as congestion to occur.

- In general, the majority of the crosswalks in the vicinity of Malden Transportation Center are indicated with two parallel solid white lines at a right angle to the sidewalks, instead of the standard ladder type, which is more visible to motorists and pedestrians.
- Many of the study intersections in Malden and Medford have crash rates that exceed MassHighway's District 4 average crash rates for signalized and unsignalized intersections. There were crashes involving pedestrians and bicycles at some of the study intersections.
- The major types and causes of the crashes in the corridor were:
  1. Right-angle crashes caused by vehicles running a red light, or angle/sideswipe crashes resulting from making permitted left turns through high-volume opposing traffic.
  2. Rear-end crashes, usually associated with signalized intersections that have traffic queues and stop-and-go conditions.
- The main problem affecting bus transit service in the study corridor is traffic signal delay, which impacts the travel time of buses during peak periods. According to the MBTA's 2008 Service Plan, bus Routes 101 and 325 failed the schedule adherence standard on weekdays and met the schedule adherence standard only 60 percent and 43 percent of the time, respectively. According to the MBTA's service delivery policy, 75 percent is the minimum schedule adherence standard for buses.<sup>38</sup>

The Boston MPO's recommendations to address these problems are included in Chapter Three: Transportation.

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<sup>38</sup> From page 3 in the Executive Summary of the *Route 60 Mobility Study: Malden and Medford*



## Bicycle and pedestrian environment

The following information about bicycle and walking initiatives were made available for this document. Recommendations to assess the current bicycle and pedestrian environment are discussed in Chapter Three: Transportation in this document.

### Bicycle initiatives

**Bike-to-the-Sea:** Also known as the Northern Strand Community Trail, development continues of this bicycle, pedestrian and multi-use twelve-mile trail that extends from the Malden River in Everett, through Malden to the Saugus River and waterfront beaches of Revere, Lynn and Nahant. The Malden portion is 3 miles from the Everett Line to the Revere Line. The City of Malden has a 99-year license with the MBTA for use of the abandoned railroad right-of-way and 75% design is complete in Malden. The project has pending funding through a federal transportation earmark and Malden's Community Development Block Grant.

Figure 29: Bike-to-the-Sea Whole Trail Map

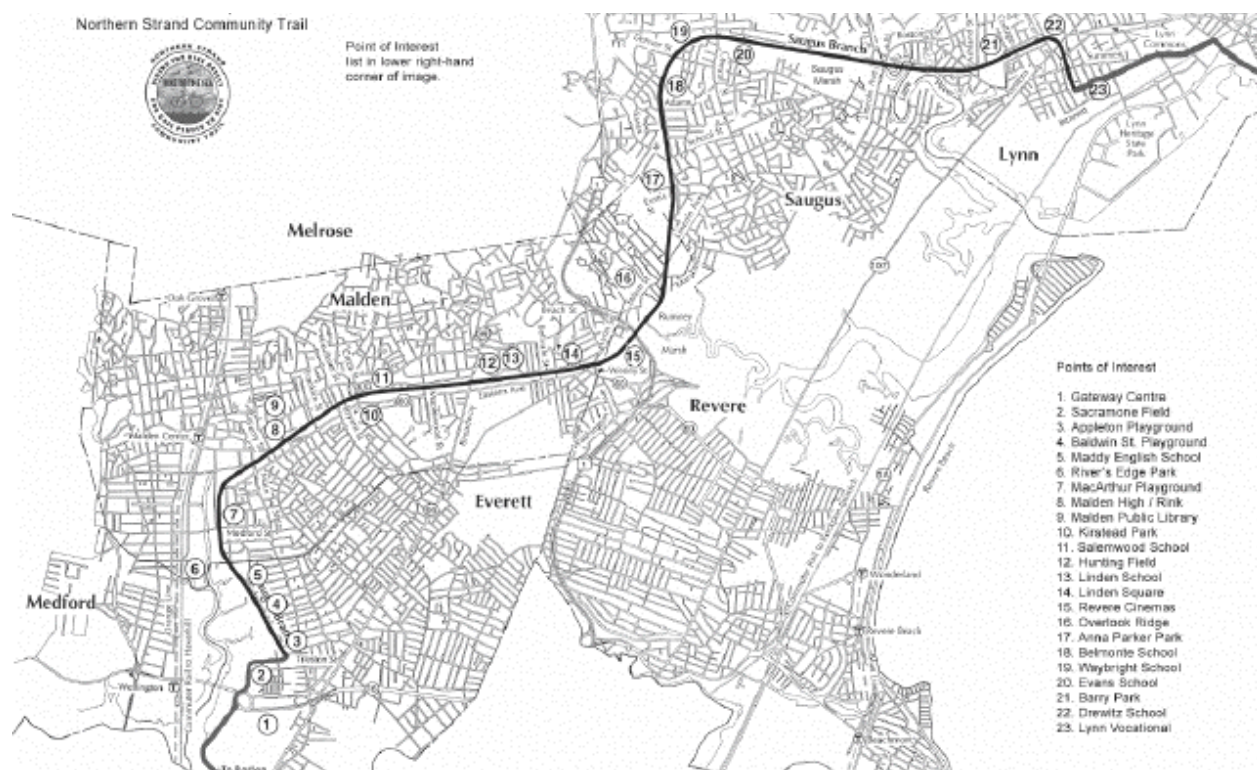
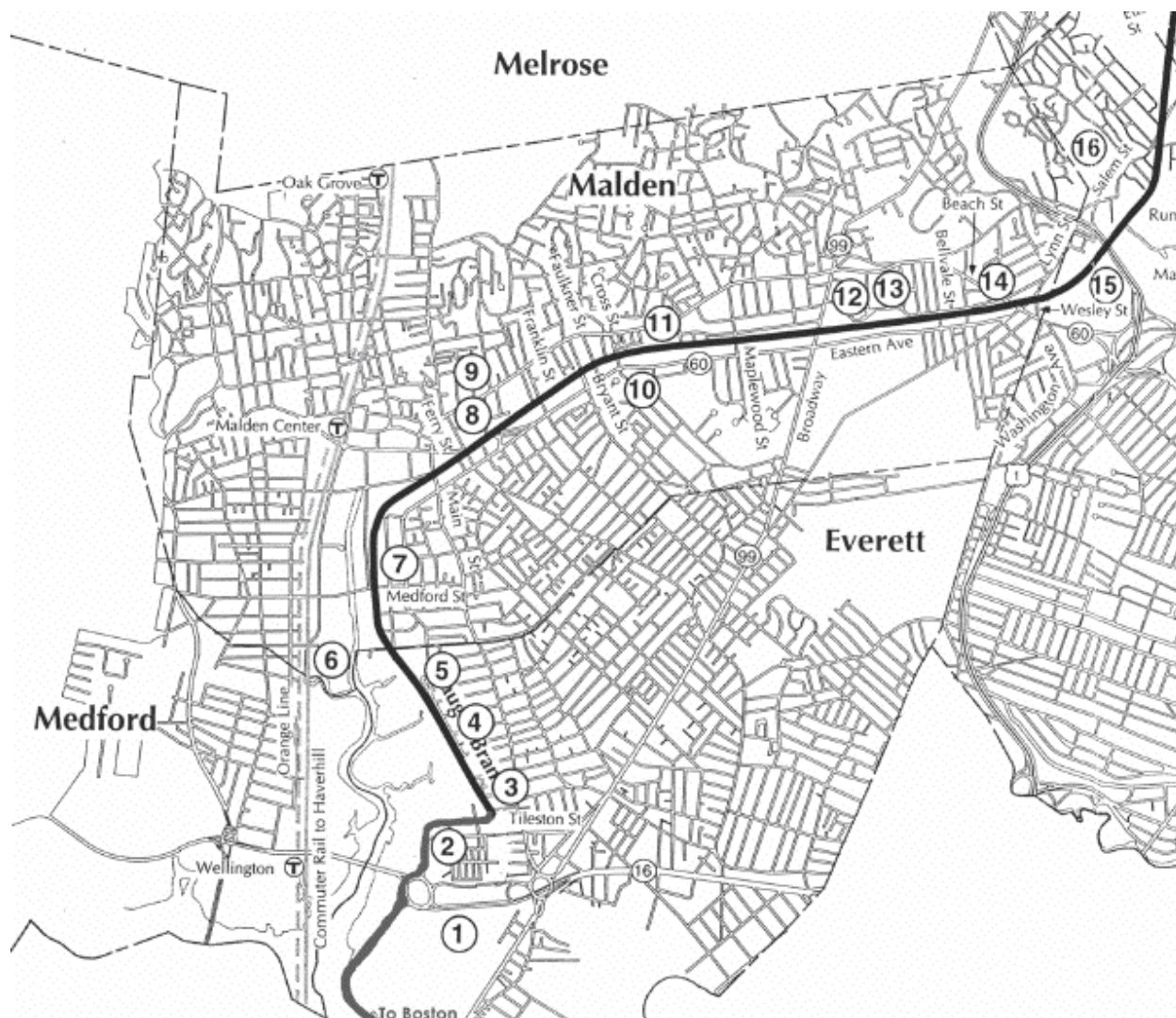


Figure 30: Bike-to-the-Sea Malden Section



**Bicycle racks:** In the spring of 2010, the City will install a total of 47 new bike racks, providing parking for 226 bikes, throughout the City. The racks were purchased with funding from the Metropolitan Area Planning Council (MAPC) Regional Bicycle Parking Program and include a half dozen decorative racks with a custom logo “M” that have already been installed in high visibility areas along the perimeter of the Malden High School. An additional 40 bike racks will be installed as part of the High School renovation project.

### Walking in Malden

According to WalkBoston, a non-profit membership organization dedicated to improving walking conditions in cities and towns across Massachusetts, Malden has many opportunities to walk. Neighborhoods are close together, retail areas are easy to find, safe sidewalks are abundant, and there's a great deal to see. In addition to walks throughout the city, WalkBoston recommends walking to and along the Malden River.



The map below, produced by WalkBoston, shows 4, 5, and 8-minute incremental walks within Malden.<sup>39</sup>

Figure 31: WalkBoston map of Walking Routes in Malden



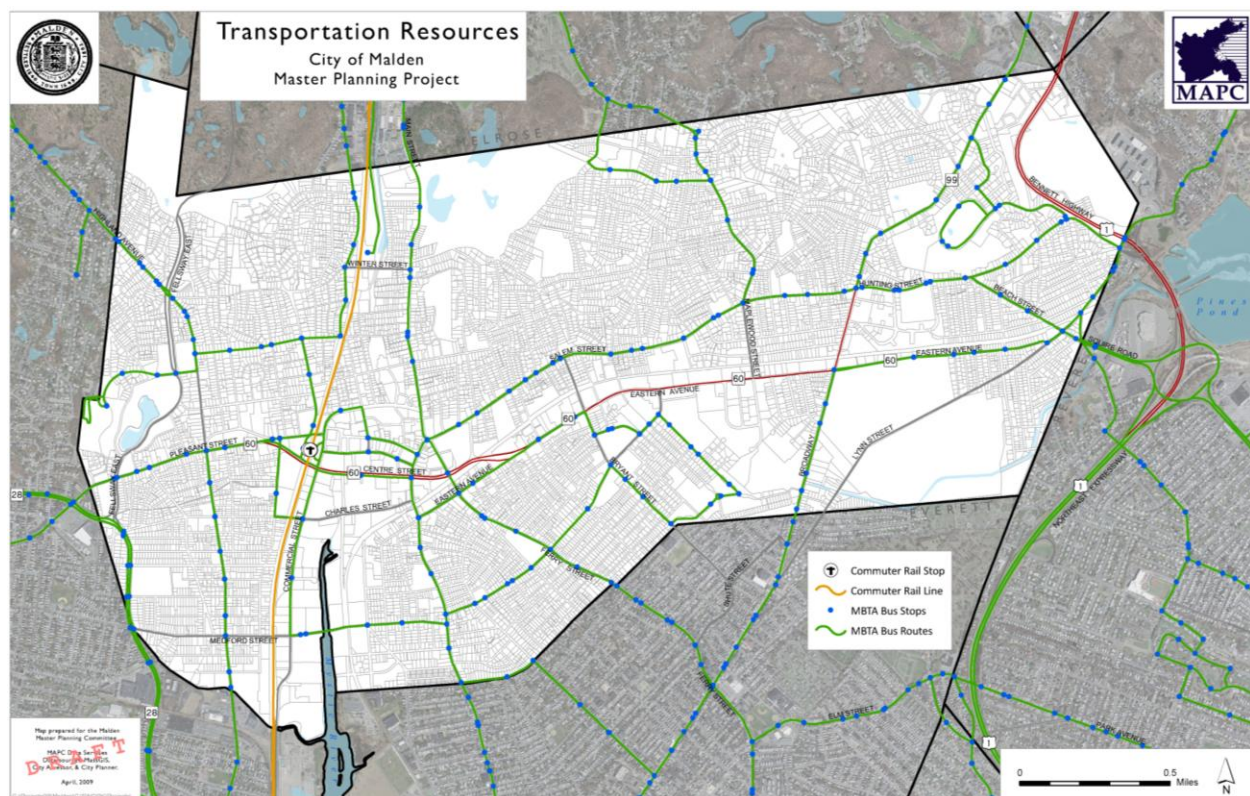
<sup>39</sup> The WalkBoston Malden map and details about walking routes in Malden can be found at <http://www.walkboston.org/resources/images/maldenMap.pdf>, accessed for this document on July 14, 2010.

## Public transportation

Malden is part of the Massachusetts Bay Transportation Authority (MBTA) public transportation system. The MBTA Orange Line, Commuter Rail, and 18 different bus routes serve the City of Malden's public transportation needs. The Oak Grove and Malden Center MBTA facilities accommodate rapid transit service to downtown Boston. Commuter rail service linking Malden to Haverhill via the Reading/Haverhill Commuter Line is available at the Malden Center station. Malden Center is also a regional bus terminal serving seven communities. Malden Center is the fifth busiest station on the MBTA's Orange Line system of eighteen stations; more than 18,000 commuters use the station on a daily basis.<sup>40</sup>

An April 2009 map of Malden's bus stops and routes and commuter rail/subway stations and routes is shown below. Please note that this map does not reflect recent changes in bus routes; it is shown here for illustrative purposes only.<sup>41</sup>

**Figure 32: Bus, Subway, and Commuter Rail Transit Resources in Malden**



<sup>40</sup> “Community Setting” section of *City of Malden Open Space and Recreation Plan Update*, March 2010.

<sup>41</sup> This map was created for analysis purposes during Phase II of the Malden Master Planning project, when the Recommended Land Use Plan and Zoning Recommendations were developed. Because it was not included in the final report, it is still marked “Draft.”

### Recent changes in Malden Square bus routes

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The Massachusetts Bay Transportation Authority (MBTA) altered bus routes serving Malden Square by request from the City of Malden. The route alterations took effect in December 2007 and were intended to help alleviate traffic congestion in Malden Square.

- The following stops were eliminated: Pleasant Street westbound after Main Street and Pleasant Street westbound before Washington Street.
- The following new stops were created: Main Street southbound between Pleasant Street and Exchange Street, Florence Street westbound before Ramsdell Road, and Centre Street westbound before Jackson Street
- The stop at Florence Street westbound before Clement Street was relocated to Florence Street westbound after Washington Street.<sup>42</sup>

### Snow and ice removal

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According to the *Code of the City of Malden*<sup>43</sup> and the Department of Public Works webpage<sup>44</sup>, the City of Malden Department of Public Works is responsible for snow removal, plowing and sanding of the City's streets and property owners are responsible for clearing sidewalks abutting their property.

According to Section 11.35 of the City Code, the owner, occupant, or agent in charge of any land or building abutting a paved sidewalk in the City of Malden is responsible for removing or covering (with sand or other suitable substance) any snow or ice on the sidewalk. The sidewalk must be made safe within the first twenty-four hours of accumulated snow or ice and a minimum passage of thirty-six inches in width must be made.

Vehicles must not be parked so as to impede snow removal (Section 10.12 of the City Code) and any vehicles obstructing snow removal may be moved to another location by the City (Section 11.27 of the City Code).

Parking lots must provide 40-60 feet of lot area per parking space for the storage of plowed snow, except for in single and two-family off-street parking areas or covered parking areas (Section 500 of the City Code).

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<sup>42</sup> City of Malden City Council Paper #267 of 2007, dated June 7, 2007 and *Boston Globe North Community Briefing* from Boston.com dated January 24, 2008, "Bus Routes Change," by Erin Ailsowrth.

<sup>43</sup> Revised Ordinances of 1991, As Amended, City of Malden ("City Code").

<sup>44</sup> <http://www.cityofmalden.org/Public-Works/>, accessed on June 16, 2010.



## Parking

### Parking lots

The *Multifamily Inventory Study* conducted in 2006 included a “preliminary inventory of parking, public and private, available in the City.”<sup>45</sup> This inventory listed the owner of each parking lot, its address, the parking lot name, and the number of parking spaces in the parking lot. In total the study identified 3,528 parking spaces.

### Apartments with parking

According to the *Multifamily Inventory Study*, 87.5% of the apartment units in the buildings and complexes surveyed provided parking and 12.5% of the units had no parking provided. Of the apartments complexes surveyed that provided parking, there were 2,644 parking spaces for 3,026 apartment units.<sup>46</sup>

### Off-street parking in Downtown Malden

The Malden Redevelopment Authority administers the off-street parking program in the downtown area on behalf of the City in five garages and ten surface parking lots located in downtown Malden.<sup>47</sup> The parking program, which is managed by LAZ Parking Ltd., provides more than 2,600 monthly parkers and some 2,000 short-term users on a daily basis.

In addition to selling monthly and daily parking, the office also sells validation coupon books to Malden businesses interested in subsidizing their customer parking in and around the downtown area.<sup>48</sup>

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<sup>45</sup> *Multifamily Inventory Study*, 2006, page 19 and Appendix 8.

<sup>46</sup> *Multifamily Inventory Study*, 2006, page 19 and Appendix 7

<sup>47</sup> *MRA Annual Report 2008*

<sup>48</sup> From <http://maldenredevelopment.com/index.php?page=downtown-parking>, accessed on June 3, 2010.



The following is a list of garages and surface parking lots operated and maintained by the MRA:<sup>49</sup>

Table 20: Garages and parking lots maintained by the Malden Redevelopment Authority

Facility	Spaces	Use	Rate (Monthly)
<b>Garages</b>			
CBD Garage	651	Monthly/Transient	\$100
Dartmouth Gardens	137	Monthly only	\$95
Dartmouth Towers	137	Monthly only	\$95
Jackson Street Garage	651	Monthly/Transient	\$105
Mountain Avenue Deck	83	Monthly/Transient	\$100
<b>Surface Lots</b>			
33 Dartmouth Street	140	Monthly/Transient	\$90
Dartmouth Post Office	171	Monthly only	\$75
Ferry & Main Street	120	Monthly/Metered	\$75
Florence/Heritage	170	Monthly/Transient	\$100
Main Street	46	Transient/Metered	
Maplewood Street	24	Monthly/Metered	\$35/45
Mountain Ave. Post Office	25	Monthly only	\$75
Part-time Post Office	60	Monthly only	\$38
Ramsdell Road	11	Monthly only	\$75
Ruderman's	30	Monthly only	\$75
Pleasant Street (Temporary)	30	Transient	free

**New Pleasant Street surface lot:** The City of Malden, Massachusetts proposes to construct a new municipal parking lot on Pleasant Street in its Central Business District. The proposed parking lot will be situated on land formerly occupied by the Malden YMCA and the land located within portions of the Linden Avenue Public Right-of-Way that will be discontinued to accommodate the parking lot. The tract of land to be used for the construction of this parking area is approximately 21,700 square feet. The new parking lot will be bounded to the north by Garnet Road, the south by Pleasant Street, the east by the recently constructed Massachusetts Department of Education (DOE) administrative building, and to the west by existing retail and commercial buildings as well as a new Senior Center that fronts on Washington Street with a rear entrance off Linden Avenue.

The construction of this new parking lot is a key component of Malden's larger on-going investment in the revitalization of its downtown. This parking lot will address key components contained in a master plan that was prepared for the City in 1997; more specifically, this parking lot will provide needed additional, convenient, and accessible short-term parking and will improve pedestrian and vehicular connection in the downtown area.

The proposed project will create approximately 52 net parking spaces (2 existing on-street parking spaces will be lost to provide access via Pleasant Street) centrally located in the City's Central Business District that can be accessed from both Pleasant Street and Linden Avenue via Garnet Road. The proposed parking lot will include a requisite number of ADA compliant parking spaces.

<sup>49</sup> MRA Annual Report 2008, Malden Redevelopment Authority

The project will include:

- Site preparation including the removal of existing sidewalks, curbs, pavement and other existing features within the limits of the proposed parking lot.
- Installation of a new paved surface including a suitable gravel base course and bituminous concrete binder and wearing surfaces.
- Drainage infrastructure to collect, transport, and mitigate surface stormwater runoff flowing across the new parking surface prior to it entering Pleasant Street.
- Installation of vertical granite curbing.
- Signs and pavement markings for parking and traffic control.
- Access and revenue control equipment.
- Installation of ornamental lighting fixtures and their associated electrical infrastructure.
- Landscaping features, including but not limited to plantings, ornamental fencing, and signage, located on the subject parcels of land and on walkways directly abutting the property.
- Reconstruction and reconfiguration of brick sidewalks, curb and cement concrete pavement on Pleasant Street adjacent to the new parking lot to provide access drives.
- Reconstruction of Linden Avenue from Garnet Road to the entrance of the new parking lot including new sidewalks.
- Construction of a cement concrete walkway providing pedestrian access from the new parking lot to Garnet Road and the Malden Senior Center.

Currently in operation on a portion of the site is a temporary surface lot with 19 parking spaces, accessed via Linden Avenue. Construction of the new lot will start in summer 2010.<sup>50</sup>

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<sup>50</sup> From the Project Narrative for the Pleasant Street Surface Parking Lot, from the Mayor's Office and the MRA.

## Existing Conditions: Residential Development

The City of Malden has approximately 26,000 housing units comprised of owner-occupied single, two- and three-family homes and several multifamily residential complexes. Styles vary; Malden is noted for its rich collection of fine Victorian-era homes.<sup>51</sup>

Two planning documents focused on residential development were reviewed for this document, the *Multifamily Inventory Study* conducted during a moratorium on multifamily development in 2006 and the *City of Malden 5 Year Strategic Plan 2010-2014* conducted for the City's Community Development Block Grant (CDBG) funding. These documents are summarized below.

The City of Malden offers programs to support homeowners, landlords, and renters, as described below.

### Summary of the 2006 Multifamily Inventory Study

The *Multifamily Inventory Study* conducted in 2006 included an inventory of buildings and complexes containing five or more apartment units and focused on vacancy rates. The inventory collected a variety of data about the apartment units, including occupancy, form of management, non-residential units, subsidized units, rent, expansion plans, number of bedrooms, and parking. Multifamily dwelling units containing condominium units were excluded from the survey portions of the inventory.

The study was prepared pursuant to the ordainment of a year-long moratorium on the issuance of special permits, variances or building permits for construction of multifamily residential dwellings and town or row residential dwellings. The moratorium expired on June 1, 2006.<sup>52</sup>

### Summary of the CDBG Consolidated Plan 2010-2014

In April 2010, the City and the Malden Redevelopment Authority completed the *City of Malden 5 Year Strategic Plan 2010-2014*, also known as the CDBG Consolidated Plan. The Consolidated Plan is required by the US Congress every five years and is designed to encourage jurisdictions to shape the goals and strategies for expending the Community Development Block Grants (CDBG) they are eligible to receive. The CDBG Consolidated Plan addresses housing cost burdens for local households, foreclosure trends, the needs of and services provided to homeless and special needs populations, local unemployment trends, and other issues that particular impact low- and moderate-income households in Malden.

The CDBG Consolidated Plan concludes that an average low-income family in Malden, i.e., with an income of less than 80% of median in 2009 (\$49,949) is likely to have experienced the following: 1) reduced household income, 2) increased underemployment and/or unemployment, 3) increased

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<sup>51</sup> From <http://www.cityofmalden.org/About-Malden/>, accessed on June 18, 2010. US Census Bureau numbers from American Community Survey 2006-2008 identifies 24,312 housing units in Malden with a margin of error of 324 units.

<sup>52</sup> *Multifamily Inventory Study*, May 2006, pages 1-2.

family disturbances, 4) increased emotional stress, 5) increased demand for essentials of daily living, 6) increased cost of housing, and 7) increased likelihood of a foreclosure.

According to the CDBG Consolidated Plan, these impacts are being documented everyday by organizations working with Malden children, youth, adults and seniors. To address these problems, there are three major strategies that may be used by the City. The City has limited CDBG funds. The CDBG program resources of approximately \$1.6 million represents less than 1% of the total City budget. It has a nominal impact on the entire City, but when focused on low-income families with appropriate strategies, it can have a more significant impact. After reviewing the needs and strategies which have been used in the past and those which have been suggested or proposed by agencies throughout Malden, the priority themes recommended for 2010-2014 in the CDBG Consolidated Plan were: 1) preserve current housing, 2) increase the availability of affordable housing, 3) improve the quality of life through neighborhood improvements and public service agencies, 4) ensure equal opportunity in housing, 5) promote self-sufficiency of families and individuals, and 6) promote preservation of historic properties.

The CDBG Consolidated Plan for 2010-2014 included the following statement about past use of CDBG funding: "The City of Malden is a HUD entitlement community which received \$1,555,634 in CDBG funding and \$747,855 in Program Income for the fiscal year ending June 30, 2009.

The City's Housing Rehab Program in conjunction with the Mayor's Housing Task Force was responsible for the rehabilitation of 113 dwelling units, 89 of which were occupied by low and moderate income residents. Twenty-four dwelling units were brought up to code by addressing cited code violations under the slums and blight provision of the CDBG Program. The Housing Rehab Program used a combination of CDBG (\$712,525), UDAG (\$146,915), FNMA (\$666,265), Lead-Based Paint (\$187,725), and private funds (\$173,400) totaling nearly \$2.5 million to rehabilitate these 113 units of housing.

An amount of \$243,431 was used to support its fine network of 23 public service agencies and \$596,673 was dedicated to Phase III rehabilitation of Green Street (MacArthur) and Coytemore Lea Parks. Both parks were completed, along with Trafton Park and pedestrian safety improvements at the intersection of Judson Square.

Scheduled payments in the amount of \$358,214 were made on outstanding Section 108 Loans that were use for past CDBG eligible activities."<sup>53</sup>

## Homebuyers programs

### First-Time Homebuyers Program

The MRA First-Time Homebuyers Program utilizes the Soft Second and MassHousing Programs. Both have reduced fixed rate loans and low downpayment requirements. The MRA offers downpayment/closing cost (dp/cc) assistance for income eligible first-time homebuyer households accessing these programs. The dp/cc assistance as of 2009 is as follows:

- \$7,500 for condo or single-family home
- \$8,500 for two-family
- \$9,000 for three-family

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<sup>53</sup> From the Executive Summary of the *City of Malden 5 Year Strategic Plan 2010-2014*

The Soft Second Program does not require mortgage insurance and does not charge points. The MassHousing Program requires mortgage insurance (MI), but through its MI Plus borrowers are protected for up to six months of mortgage payments or \$12,000 in the event of job loss.<sup>54</sup>

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### **Reduced-rate First and Second Time Homebuyers Program**

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There is also a reduced-rate MRA First and Second Time Homebuyers Program. This product adjusts after 5 years and is also insured by MassHousing. This is a choice often utilized when interest rates are much higher than present, and if a household thinks it may move or upsize with family needs.<sup>55</sup>

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### **Prepurchase Homebuyer Counseling**

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The MRA is Prepurchase Homebuyer Counseling certified by the Massachusetts Housing Collaborative. This certification is endorsed and required by the Mass Housing Partnership and the Mass Housing Finance Agency. The MRA encourages all prospective buyers to take this eight hour course to ensure a solid and viable plan for sustaining homeownership.<sup>56</sup>

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### **Homeowner assistance loans and grants**

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Through programs managed by the Malden Redevelopment Authority, the City offers homeowners assistance to improve their property through various programs, including the Lead Paint Removal Program and Home Improvement Loan Program to replace windows, roofs, driveways and lead water lines. Interest rates can be as low as 3 percent depending on income. Loan terms are flexible. The agency also offers grants to help offset some of these rehab/abatement costs.<sup>57</sup>

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### **Mayor's Housing Task Force**

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Established in 1996 by Malden Mayor Richard C. Howard, the Mayor's Housing Task Force takes advantage of Chapter 111, Section 1271 of the Massachusetts General Laws, which provides the opportunity to inspect problem residential and commercial properties throughout the City. The city with the cooperation of the local court system exercises this housing receivership law only after it has exhausted all other avenues with egregious properties that have a long history of code violations and in often cases numerous public safety complaints.

The Task Force unites in a common goal the efforts of the Mayor's office, the Malden Redevelopment Authority, the Malden Fire and Police Departments, the Board of Health, inspectional Services Department, Assessor's and Tax Collector's offices to eliminate blight in the neighborhoods. Cooperative property owners work hand-in-hand with the City to return the home to proper standards. The MRA also offers low-interest loans to assist with renovations.

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<sup>54</sup> April 2009 promotional brochure about Malden from the Mayor's Office (file name "make malden inside final.pdf")

<sup>55</sup> Ibid.

<sup>56</sup> Ibid.

<sup>57</sup> April 2009 promotional brochure about Malden from the Mayor's Office (file name "make malden inside final.pdf") and information provided by Michelle Romero, City of Malden Principal Planner.

The Mayor's Housing Task Force receives its referrals from neighbors, police or fire officials and Malden City Councillors who suspect abandonment, considerable neglect and even illegal activities. In this effort to keep Malden's neighborhoods safe and clean, there have been significant results since the inception of the program to date:

- More than 1,500 properties have been inspected and from those inspections approximately 90% were targeted.
- There have been 50 receiverships and 15 demolitions.
- One-time vacant and abandoned properties have been rehabilitated, sold to owner-occupants and returned to the tax rolls.
- The overall quality of life in neighborhoods has been restored.
- The results have served as catalysts for other home improvements in neighborhoods.<sup>58</sup>

### Rental Unit Inspection Ordinance

Ordained in 2009, the Rental Unit Inspection Ordinance requires landlords to have rental units inspected by the Board of Health Inspectors prior to occupancy/ re-occupancy.<sup>59</sup> This inspection is completed in accordance with the State Sanitary Code, Chapter II, Minimum Standards for Human Habitation. These inspections are required to ensure that the housing stock in the community is being maintained in accordance with state and local regulations and that rental unit residents are living in a safe and maintained residence and to reduce, over time, the number of tenant complaints called into city departments.<sup>60</sup>

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<sup>58</sup> From <http://maldenredevelopment.com/>, accessed June 22, 2010, and the *MRA Annual Report 2008*.

<sup>59</sup> Section 9.40, Chapter 9, Revised Ordinances of 1991, As Amended, City of Malden.

<sup>60</sup> Information provided by Michelle Romero, City of Malden Principal Planner

## Malden Housing Authority Properties

The Malden Housing Authority administers a variety of state and federal housing programs designed to assist low and moderate income residents, as well as the community's senior and disabled populations. The Board owns, operates and manages 1,398 units of housing and provides additional housing assistance through rental subsidies in privately-owned housing.<sup>61</sup> A list of Malden Housing Authority properties is provided below.<sup>62</sup>

Table 21: Malden Housing Authority Properties

Malden Housing Authority Properties				
Address	Year Opened	Type	# Units	# Buildings
427 Forest Street (Forestdale & Roland Graham)	1957 & 1962	Elderly/Disabled	141	8
312 Bryant Street (Suffolk Manor)	1966	Elderly/Disabled	100	1
57 Springdale Street (165 Oliver Street)	1958	Elderly/Disabled	24	1
120 Mountain Avenue	1972	Elderly/Disabled	124	1
630 Salem Street	1973	Elderly/Disabled	216	1
557 Pleasant Street	1974	Elderly/Disabled	172	1
89 Pearl Street	1983	Elderly/Disabled	110	1
90 Plainfield Avenue (Linden Development)	1950 & 1952	Family	220	58
275 Newland Street (Newland Development)	1952	Family	250	63
24 Wolcott Street	1973	Family	1	1
161-163 Adams Street	1983	Family	2	1
20-22 Spring Street	1983	Family	2	1
131 Converse Street	1983	Family	1	1
117 Beachview Avenue	1983	Family	1	1
118-120 Beachview Avenue	1983	Family	2	1
121-123 Beachview Avenue	1983	Family	2	1
124-126 Beachview Avenue	1983	Family	2	1
14-16 Maurello Drive	1983	Family	2	1
13 Rockland Avenue	1985	Disabled	8	1
14-16 Clement Street	1988	Disabled	18	1
<b>Total</b>			<b>1398</b>	<b>146</b>

<sup>61</sup> Information from <http://www.cityofmalden.org/Housing-Authority/>, accessed on June 18, 2010.

<sup>62</sup> As provided to the City of Malden Planning Staff by the Malden Housing Authority, July 2010.



## Agencies serving Malden's homeless and low-income individuals

### Tri-City Community Action Program, Inc.

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Founded in 1978 and headquartered in Malden, Tri-City Community Action Program, Inc. ("Tri-CAP") is a multi-service agency serving low-income individuals and families of Everett, Malden, Medford, and surrounding communities. Tri-CAP serves about 7,000 low-income individuals and families annually. Tri-CAP's special initiatives regarding housing include transitional and permanent (Single Room Occupancy/SRO) housing for homeless or formerly homeless individuals in the following locations in Malden:<sup>63</sup>

**Stan Kaszanek Transitional Housing Program:** The Stan Kaszanek Transitional House is an 11-bed transitional housing program. The program is a collaboration between Tri-CAP in Malden and Shelter, Inc., in Cambridge. The Kaszanek House provides supportive services to residents including case management, life skills development, coping skills training, anger management and conflict resolution skills, relapse prevention and stress management. The Kaszanek House is a safe, drug and alcohol free environment in which individuals have the opportunity to recover from homelessness and develop the skills necessary to be successful in permanent, independent housing.

**Washington Street Residence:** In October 2008, the rooming house opened, providing permanent housing to 14 eligible low-income residents. The house is staffed to provide support and referral services to residents, as well as to help maintain a safe and healthy living environment.

### Housing Families, Inc.

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Founded in 1986 and headquartered in Malden, Housing Families, Inc. ("Housing Families") is an operator and creator of transitional shelter and affordable housing for homeless and very low-income families in Malden and the surrounding communities. Housing Families has helped over 1,450 families since first opening and helps 400 homeless and extremely low-income people each day. Housing Families Inc. Housing Families' programs include:<sup>64</sup>

**Family shelter:** All families living in family shelters participate in the agency's case management, workshops, and housing search programs. Housing Families' congregate (multi-unit) shelter facilities with 24-hour staffing at include: Broadway shelter in Malden (4 units), Salem Street shelter in Malden (5 units) and Walnut Place shelter in Revere (15 units). Housing Families also provides transitional shelter for families by renting 25 individual apartment units for their temporary occupancy.

**Permanent housing:** Housing Families operates forty-five affordable housing units in the following locations.

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<sup>63</sup> Information from <http://www.Tri-Cap.org/>, accessed June 2010.

<sup>64</sup> Information from <http://www.housingfamilies.org/>, accessed June 2010.

- A nineteen-unit affordable housing development, Cross Street Housing in Malden, which offers on-site supportive services for resident families as well as our Children and Family Program.
- Two three-decker properties providing affordable housing to six low-income families, on the Fellsway West in Medford and on Richardson Street in Malden.
- Nineteen apartments leased in Medford and Malden, providing housing and support services for families with a disabled head of household.

## **YWCA Malden**

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YWCA Malden provides safe, affordable housing services for women of all ages and nationalities, working towards their own financial self-sufficiency, and the dream of a better life. YWCA Malden offers a Residency Program in Malden that provides single room housing studios for women engaged in full-time work and/or study. Residents live in a beautiful, well-maintained Victorian home minutes away from transportation and shopping. Supervised by a part-time Residence Director, the program provides safe and affordable housing, 24 hours a day, 365 days a year with support services for 21 women. Cost varies, depending upon the room. The YWCA asks for at least a three-month commitment.<sup>65</sup>

## **Affordable housing**

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### **Existing affordable housing**

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There are currently 2,638 units of affordable housing in the city, representing 11.2% of the total housing units.<sup>66</sup> These units are identified on the City's Subsidized Housing Inventory, the inventory maintained by the Malden Redevelopment Authority and filed annually with the State for the purposes of determining compliance with Massachusetts General Law Chapter 40B, the Comprehensive Permit Law. Given that Malden's stock of low- and moderate-income housing exceeds the 10% threshold mandated by this law, the City is not subject to statutory comprehensive permit regulations that require affordable housing developments.

### **Creating new affordable housing**

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The City zoning ordinance does not contain an inclusionary provision. The City encourages but does not require new housing developments to include affordable housing units.

The Malden Redevelopment Authority is the Representative Member of the North Suburban Consortium (NSC), an affordable housing consortium that serves the communities of Malden, Medford, Arlington, Chelsea, Everett, Revere, Melrose, and Winthrop.<sup>67</sup>

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<sup>65</sup> Information from [www.ywcamalden.org/residency.htm](http://www.ywcamalden.org/residency.htm), accessed June 2010.

<sup>66</sup> Information from [www.mass.gov/Ehed/docs/dhcd/hd/shi/shiinventory.htm](http://www.mass.gov/Ehed/docs/dhcd/hd/shi/shiinventory.htm) and [M.G.L.](http://www.mass.gov/MGLR) Chapter 40B, accessed July 2010.

<sup>67</sup> Information from <http://maldenredevelopment.com/index.php?page=affordable-housing>, accessed on June 18, 2010

The NSC administers a First Time Homebuyer Program for households whose first home will be located in any of those 8 communities. It also utilizes federal HOME funds to create new affordable homeownership and rental units in those communities.

The lead agency for the North Suburban Consortium is the Malden Redevelopment Authority, as designated by the City of Malden. The other agencies responsible for administering the NSC's programs include the Housing/Community Development Departments of the member communities and other city departments as applicable.

Local Community Action Program (CAP) agencies and various non-profit organizations involved in affordable housing development, services for homeless, elderly, disabled, substance abuse and victims of domestic violence are also play an important role in assisting the NSC member communities in creating and maintaining affordable housing in the North Suburban region.<sup>68</sup>

## Homelessness in Malden

### Homeless population estimate

On January 27, 2010, the Tri-City Housing and Homeless Coalition, on behalf of the TriCap Continuum of Care conducted a count of the homeless persons in Malden. At that time, there were 287 individuals experiencing homelessness in Malden, including 102 households with dependent children. At the time of the count, 223 of the sheltered adults counted and 19 of the unsheltered adults were considered chronically homeless. Given the current economic climate, with continuing unemployment or underemployment, homelessness in Malden could increase. The challenge will be to continue to assist those who are chronically homeless while also addressing new homeless populations.<sup>69</sup>

### Homelessness prevention and rapid rehousing

The MRA is the lead agency for the City of Malden in administering the City's Homelessness and Rapid Rehousing Program funds. This funding was made available through the American Recovery and Reinvestment Act (AARA) passed by Congress in 2009.

\$636,677 in federal funds was made available to the City of Malden through the HPRP Program, to assist families and individuals facing homelessness, or at risk of homelessness during the increasingly trying economic times.

The MRA undertook an RFP process to solicit requests to administer the funds, and awarded six agencies with HPRP funding. The agencies and their programs are described below:

- **Tri-CAP:** Housing Search and Financial Assistance for homeless or at risk households (families or individuals). Housing Resource Center located in downtown Malden, as well as tenancy preservation program's legal and clinical services to assist disabled households to maintain their housing.

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<sup>68</sup> This information is from <http://www.northsuburbanconsortium.org/>, accessed on June 18, 2010.

<sup>69</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Executive Summary

- **Heading Home, Inc.:** Case Management and Financial Assistance for homeless or at risk households (families or individuals).
- **Housing Families, Inc.:** Case Management and Financial Assistance for homeless or at risk households (only families).
- **Mediation for Results:** Tenancy Preservation for Malden households. Landlord Mediation and some Financial Assistance funds
- **Malden YWCA:** Credit Counseling and Credit Repair for low income households at risk of homelessness or experiencing homelessness
- **Rediscovery Inc:** Case Management and Financial Assistance for homeless youth at Malden High School.<sup>70</sup>

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<sup>70</sup> This information is from <http://maldenredevelopment.com/index.php?page=hprp-page>, accessed on June 3, 2010.

## Existing Conditions: Economic Development

Since the 1990s, the City of Malden has undertaken several economic development projects throughout the city: in Malden Square, in neighborhood squares, at the edge of the city in the tri-city River's Edge initiative, and in redevelopment and revitalization efforts citywide.

A major focus of the City's economic development priorities has been redevelopment and revitalization of Downtown Malden, also called Malden Square. In 1996-1998 the City of Malden and the Malden Redevelopment Authority worked with consultants to comprehensively examine Malden Square and recommend ways to rationalize its mix of land uses, identify its redevelopment potential, and improve its operations and physical appearance. This study resulted in a report called *Malden Square: Shaping a City Center Zoning and Design Plan*, submitted to the Malden Redevelopment Authority in 1998.<sup>71</sup> The *Malden Square Zoning and Design Plan* is summarized below. In 2000, the City of Malden and the Malden Redevelopment Authority retained the services of the same consultants that produced the *Malden Square Zoning and Design Plan* to undertake a Pleasant Street and Malden Civic Center Study. This study was designed primarily as a site and urban design analysis to determine the physical and economic feasibility of reconnecting Pleasant Street and removing some or all of the existing Government Center complex. In 2001, the study concluded in a report called *Malden Government Center: Restoring Pleasant Street Feasibility Study*. This study is also summarized below. Since the 2001 study, the City has made several improvements in Malden Center and has plans to make additional improvements.

Several redevelopment projects have occurred throughout the city in the past several years. These projects help spur additional business activity in Malden. A major mixed-use regional economic development initiative called River's Edge encompasses 200 acres of underutilized land in the cities of Everett, Malden and Medford adjacent to the Malden River. A few of these redevelopment projects, including River's Edge, are highlighted later in this chapter.

More recently, beginning in 2008, the Small Squares Initiative focuses on revitalization of neighborhood centers with the goal of encouraging development to benefit the long-term interests of the City while balancing and protecting the interests of abutting commercial and residential areas.

### Summary of the 1998 Malden Square Zoning and Design Plan

The 1998 Malden Square Zoning and Design Plan, hereafter called the 1998 Malden Square Plan, was conducted by the zoning and land use planning firm of Connery Associates and the planning and architectural firm of Goody, Clancy & Associates.

### History of Malden Square

The 1998 Malden Square Plan included an overview of the history of Malden Square, from its colonial roots through the Civil War, industrial development in the 19<sup>th</sup> century, decentralization with the rise of the automobile in the early to mid-20<sup>th</sup> century, suburbanization and the advent of

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<sup>71</sup> "Introduction," page 5, *Malden Square: Shaping a City Center Zoning and Design Plan*, March 1998.

suburban shopping malls after World War II, urban redevelopment in the mid-1960s, and present day.

In the mid-1960s, confronted with demographic and economic shifts away from traditional urban downtowns like Malden Square, the City of Malden created the Malden Redevelopment Authority (MRA). The MRA was charged with the revitalization of the Square and older industrial areas and made a number of crucial infrastructure improvements within a decade. These improvements include:

- Construction of a new Government Center
- Realignment of Route 60
- Extension of rapid transit into the city (Malden Center Orange Line Station)
- Construction of parking garages and parking lots to stimulate commercial reinvestment
- The building of Florence Street as a bypass road eased traffic congestion and made Malden Square more accessible to business activity.
- The development of residential high rise towers along Florence Street added a significant residential and architectural component to Malden Square.

The 1998 Malden Square Plan noted that a variety of social, land use, regulatory, transportation, and economic factors had slowed the rate of suburbanization at the time the plan was written. Affordable land values, strong infrastructure, multiple quality modes of access, and the changing nature of business activity were making older communities like Malden more attractive than outer suburbs for both homeownership and business location. The plan recognized the City's long-term commitment to Malden Square, as exhibited by the major transportation, infrastructure, and business investment already in place. These factors made a strong and timely platform for the land use and design improvements recommended in the 1998 Malden Square Plan.<sup>72</sup>

### Land use in Malden Square

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As stated in the 1998 Malden Square Plan, Malden Square is remarkable in the range of land uses it contains within a compact area of a third of a square mile: industrial uses, traditional Main Street retail, strip commercial, transit station, parking garages, office complexes, residential towers, elderly housing, schools, libraries, churches, social clubs, government services, and major utility installations. In short, all the elements of a successful and broad-based city center are present.

In many instances, however, the various components are not visually or functionally linked, and pedestrian access ranges from excellent to nonexistent. Traditional economic benefits derived from mutually supporting commercial activity have been minimized by the disjointed nature of the Square. Over time, separate land use enclaves have been created with little obvious relationship to their location in the center. This outcome is most clearly illustrated by the lack of any overall visual theme or image.<sup>73</sup>

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<sup>72</sup> "History and Context," pages 9-11, *Malden Square: Shaping a City Center Zoning and Design Plan*, March 1998.

<sup>73</sup> "Land Use," page 13, *Malden Square: Shaping a City Center Zoning and Design Plan*, March 1998.

**Highway retail corridor:** As stated in the 1998 Malden Square Plan, Centre Street now functions as the east/west artery through Malden Square, replacing Pleasant Street which now ends at Abbott Street. In recent years a highway retail corridor has emerged along Centre Street. The corridor represents significant new retail expansion and investment. This is important because while it demonstrates the continued retail viability of the Square, it also illustrates the locational preference of larger scale retail development. The corridor is made up of low-rise, low-density development with large surface parking lots. It is not unlike a suburban shopping center.

Unlike most highway commercial corridors, however, it abuts a traditional retail core. While its proximity is apparent, it is not visually integrated with the traditional retail core. It is also operationally segregated from the Square for reasons related to roadway width and traffic volumes on Centre Street. Finally, the highway commercial corridor has a very different retail character: businesses located along the Centre Street corridor tend to be regional or national chain stores.

From one perspective, the growth of the Centre Street retail corridor provides competition for the traditional retail core, but in reality it serves a different market. Due to corporate policies concerning parking rations, high visibility, regional access, and store size, businesses along Centre Street cannot be easily accommodated in the traditional retail core. Similarly, many of the smaller, family-owned enterprises in the retail core would find the Centre Street corridor an inappropriate and expensive venue.

Thus, the Square has two distinct retail areas, each serving different needs within the same market area. While this may seem counter-productive, it reflects retail reality throughout the region. In this case, the only peculiarity is the newer highway retail corridor is part of the Square, as opposed to be located at a highway interchange on the edge of town. In one sense, retail activity has been making a comeback in the Malden Square, even though its characteristics no longer reflect the traditional shopping patterns of the Square.<sup>74</sup>

**Traditional retail core:** In general, as stated in the 1998 Malden Square Plan, the traditional retail core is primarily located along Main Street, Pleasant Street and the north side of Exchange Street. Pleasant Street, in particular, has been the focus retail activity. However, retail activity has visibly languished after Pleasant Street was closed to through traffic in 1971, due to construction of Government Center. While gathering data for the 1998 Malden Square Plan, the project consultants were repeatedly told by local merchants that the Government Center Project was a determining factor in retail decline. They disagreed and stated that they believed the decline in retail activity was inevitable, given that all market and demographic trends were working against traditional retail cores. Cutting off Pleasant Street most likely accelerated the process of retail decline, but more importantly, it masked the inevitability of the process. Focusing on Government Center has diverted attention away from the actual situation, and delayed needed adjustments to the boundaries of the retail core.

In 1998, when the plan was written, the block of Pleasant Street defined by Washington, Abbott, and Exchange Streets was a marginal retail area. Vacancies were high, turnover was common, and pedestrian traffic scarce. Further, the Exchange Street portion of this block had retail activity on the north side, while the remainder of Exchange Street has a hard industrial or rear lot image, where a few well run and respected establishments are located.

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<sup>74</sup> Highway retail corridor description from "Land Use," page 14, *Malden Square: Shaping a City Center Zoning and Design Plan*, March 1998.



The consultants noted that while attractive streetscape and sidewalk improvements had been completed for Pleasant Street, the retail core still lacks a cohesive image. The parking lot on Pleasant Street is vital to business activity, but the overall appearance is that of a vacant lot between high-rise structures. At the time of the study in 1998, the large, blank east wall of the YMCA dominated the central portion of the retail core, creating an unfinished and somewhat abandoned image. Many buildings in the core retail area have significant architectural quality but unfortunately numerous storefronts and signs are poorly designed, creating a jarring and disjointed image. Additionally, the benches at the intersection of Main and Pleasant Streets have been removed. Thus, there is no place for visitors or customers to sit in what is arguably the pedestrian focus of the Square.

According to the 1998 Malden Square Plan, pedestrians simply do not frequent the western end of Pleasant Street in numbers that can sustain high quality retail activity or attract substantial reinvestment in older buildings. Without a through traffic option, the westernmost block of Pleasant Street is viewed by many as inaccessible. The physical size of the existing retail core reflects the expectation of a market condition that no longer exists. In essence, the retail trade area has shifted and diversified, but the physical imprint of the traditional retail core has remained constant. Given current conditions and projections, the physical size of the retail core cannot be justified by either market conditions or pedestrian traffic. The extended nature of the retail core dilutes its overall competitive ability and fosters an image of retail decline. The weakest portions of the retail core are the extremities, specifically the western end of Pleasant Street and the northern end of Main Street from Florence Street to the Gloria Foods store.

The 1998 Malden Square Plan highlighted an example of retail consolidation that had recently occurred through private action. The one-story commercial building on Main Street, directly across from the Florence Street intersection, had been reduced in size. Further, off-street parking was added, a bill board removed, and the store façades redesigned and unified. The result of these changes was a strong presence and an appealing image. As a whole, as recommended in the 1998 Malden Square Plan, the retail core needs to follow a strategy of logical compacting and redesign. It needs to create a unified and attractive image, and focus on areas that can be effectively supported by today's market.<sup>75</sup>

**Housing:** As stated in the 1998 Malden Square Plan, many older centers have a residential component, usually represented by apartments over stores. The Square has similar residential development but it also has a distinct high-rise residential sector. The south side of Florence Street has four residential high-rise structures. Unfortunately, this major residential component has been designed to be operationally segregated from the Square, essentially precluding pedestrian access into the retail core. As a result the residents and their associated purchasing power have little relationship to the traditional retail core. The policy of augmenting retail sales by creating a captured market should have worked in Malden, as it has most everywhere else. Allowing access by automobile only, however, was a critical design flaw which has essentially denied this customer base to the traditional retail core, negating any real economic integration. Thus the residential developments never produced the intended economic return for the Square. Ironically, the residents

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<sup>75</sup> Traditional retail corridor description from "Land Use," page 16, *Malden Square: Shaping a City Center Zoning and Design Plan*, March 1998.

of the Florence Street towers are an important customer base for the Centre Street highway retail area, an area easily accessed by car.<sup>76</sup>

**Regional gateway:** As stated in the 1998 Malden Square Plan, the other two broad categories of land use are the regional and the local gateways. The regional gateway is essentially the area adjacent to the Malden Center MBTA station and Government Center. While providing important rapid transit access to Boston and commuter rail access to the north shore, the station is isolated from the Square by the combined expanse of Commercial Street and the bus way. The rapid transit station should have engendered more intense commercial development in the surrounding area after twenty five years of operation. However, due to improper zoning of a key adjacent parcel, and an extremely hostile pedestrian environment, the MBTA station operates more as a barrier than as a link to the western edge of the Square. The design of the plaza between City Hall and the Police Station and City Hall along Commercial Street is one of the most striking examples of isolation and stymied potential in the Square. In transportation terms, the regional gateway has great value for commuters arriving by bus or car. As it stands, very little of that value can be translated into a benefit for the Square due to inhospitable design.<sup>77</sup>

**Local gateway:** The local gateway is centered on the Malden High School complex which extends from Centre Street to Salem Street. This gateway includes the historic crossroads of Main, Salem, and Ferry Streets. While commercial activity is included, the primary visual image is high quality civic and religious architecture. With Malden High School, the Malden Public Library and the First Baptist Church, this area has the Square's best assembly of buildings and landscaping. However, design quality is not consistent, and in some instances it actively detracts from the more attractive structures. Specifically, Centre Street, behind Malden High School, is visually marred by exposed industrial, storage and automotive uses. Traveling east to west, one enters the Square past a series of visually jarring outdoor storage areas, some of which project the image of a scrap yard. In strong contrast to the Salem Street entrance, the Route 60 entrance projects an image of economic stagnation, if not decline.

The local gateway is a good example of the overall design problem of Malden Square. Specifically, the square and the local gateway have many wonderful individual qualities, but a lack of design consistency creates a blurred and disjointed image that conceals the true potential of the Square. Operational segregation and the resulting lack of an overall image is a key finding concerning existing land use in the Square. For the most part, businesses operate as separate entities rather than a visually cohesive, distinctive whole. The most striking example of operational segregation and disjointed image is the Malden Square MBTA station, one of the Square's defining uses. The station functions as an island of pedestrian actively surrounded by heavily traveled roadways. The width of Commercial Street and the abutting bus way create over 100 feet of asphalt between the station and Government Center. Once across the expanse of asphalt, cars, and buses the pedestrian is confronted by a wall between City Hall and the Police Station. While there is a walkway within the wall, it is not readily visible, nor is there any indication of where the ramp leads. In reality it leads to a well kept but almost invisible park between the City Hall and the Police Station. This key transportation resource has become one of the least accessible sites in the Square. At best, it is

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<sup>76</sup> Housing description from "Land Use," page 18, *Malden Square: Shaping a City Center Zoning and Design Plan*, March 1998.

<sup>77</sup> Regional gateway description from "Land Use," page 20, *Malden Square: Shaping a City Center Zoning and Design Plan*, March 1998.

segregated from the Square it should support; at worst, it is a barrier dividing the City of Malden from its transit access.<sup>78</sup>

### **Economic profile of Malden Square**

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The 1998 Malden Square Plan included an overview of local and regional demographic and economic trends that would affect the economic vitality of Malden Square. According to the report, population in Malden and in surrounding communities had been slowly declining since 1980. This indicated that Malden Square was part of a non-expanding market area. While the total population remained essentially stable, the nature of the population had changed. The percentage of people over 65 years of age had almost doubled since 1980 to become about 22% of the total population. The percentage of foreign-born residents comprised 11% of the market area at the time the report was written. Household income in Malden and the surrounding communities had increased slightly, but at a lower rate than the national average. Malden had one of the lowest gains in annual household income during the analysis period. The changes in the composition of the population provided new challenges and opportunities for the sale of goods and services. The report stated that relative income growth was among the factors, along with population trends, that explained why retail expansion in the traditional core had been difficult, while the more regionally-oriented Centre Street corridor experience retail growth.

The 1998 Malden Square Plan indicated that Malden Square's primary market area has limited income or population expansion potential. Neighborhood retail centers outside of Malden Square were viable sources of competition for the Square. The plan noted that if retail sales are to improve, an additional source of disposable income must be developed. Retail activity in the Square could no longer rely on the traditional market area: it needed to develop a source of sales that would be relatively immune to citywide or regional competition.<sup>79</sup>

### **Overall goal and vision of the 1998 Malden Square Plan**

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The overall goal of the 1998 Malden Square Plan was to identify the urban design and development actions necessary to unlock Malden Square's potential, to create a unified image and mutually supporting components of a mixed-use city center. As the report stated, Malden Square has tremendous potential, though it is at present conspicuously underachieving. As reflected by the lack of any identifiable image, the Square is fragmented into isolated non-supporting land uses. While there are other development-related issues that need to be addressed in a timely manner, the lack of visual and operational cohesion is the most serious problem. The challenges the Square has faced in the latter half of this century and the numerous instances where the City has responded creatively can be easily catalogued. After fifty years of epochal demographic and economic shifts, it is time to rebind and reunite the Square.

As stated in the 1998 Malden Square Plan: The vision for the Square is one that offers diverse attractions and services; it is a place where physical appearance manifests the pride and traditions of a community that has been part of every era in American history. For this vision to succeed the

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<sup>78</sup> Local gateway description from "Land Use," page 20, *Malden Square: Shaping a City Center Zoning and Design Plan*, March 1998.

<sup>79</sup> "Economic Profile," page 22-23, *Malden Square: Shaping a City Center Zoning and Design Plan*, March 1998.

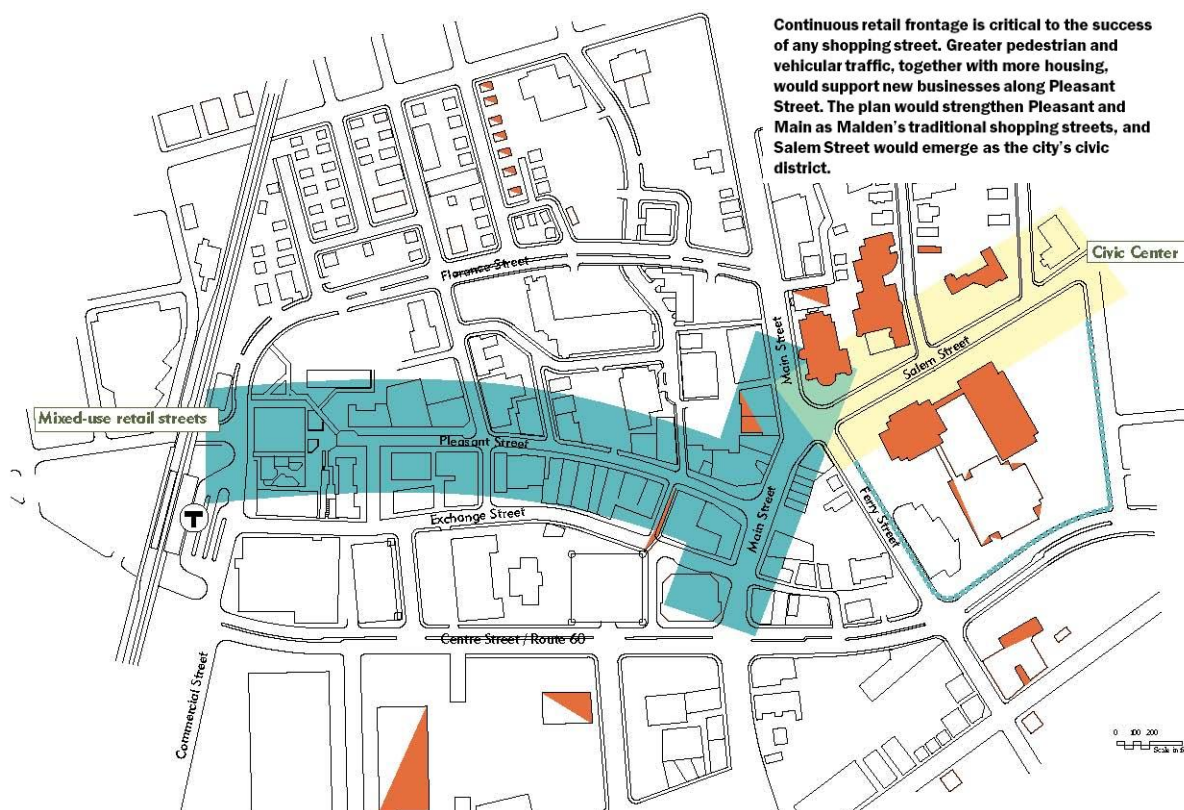
Square must be more than a commercial center. It must embrace public spaces, amenities, and services. It must include the arts and recreation as integral elements of daily activity.

Specific objectives and recommendations from this plan are incorporated in Chapter 5: Economic Development later in this document.

### Summary of the Malden Government Center Study

In 2000-2001 the consulting firms Connery Associates and Goody, Clancy & Associates conducted a Pleasant Street and Malden Civic Center Study, and summarized their findings in a report called *Malden Government Center: Restoring Pleasant Street Feasibility Study* (hereafter called the 2001 Government Center Study). This report built upon a key recommendation from the 1998 Malden Square Plan to create a stronger pedestrian link between the Pleasant Street dead-end, Commercial Street, and Malden Center MBTA Station. The 1998 Malden Square Plan suggested a grand stairway and ramp to create this pedestrian connection; moving City Hall was not considered at that time. The 2001 Government Center Study outlined design scenarios for removing the Malden Government Center building and reestablishing Pleasant Street as a gateway to downtown Malden, with the overall goal of reconnecting Pleasant Street and relocating Government Center functions without creating a fiscal hardship for the city. The consultants worked with a project review committee that included City Council members, city department heads, representatives of the Malden Redevelopment Authority, and the members of the Government Center Commission.

Figure 33: Illustration from 2006 Government Center Study



To create the final concept plan, the consultants, working closely with the project review committee:

- Determined the size and physical attributes of all potential development sites created by removing the Government Center complex.
- Determined the most viable and valuable economic reuse of potential development sites.
- Determined the type, scale, and massing of buildings that would be most beneficial to Malden and Malden Center; this included analysis of the possibilities for providing public open space.
- Determined the economic and fiscal values associated with a final design concept.
- Examined the general traffic implications of a reconnected Pleasant Street.
- Examined and suggested phasing for moving Malden City Hall and the police station.
- Undertook a preliminary examination of areas, sites or buildings for reuse as a new city hall or police station.
- Estimated all costs and fiscal implications of the final design concept.
- Prepared recommendations and suggested and reviewed alternatives as appropriate.

According to the study, reconstituting Pleasant Street would require complete removal of the current Government Center Complex. The consultants noted that it would be possible to leave the police station in place and only move City Hall, but that this approach was not taken in the concept plan since the buildings share a power plant and utility infrastructure, and their separation would add an estimated \$1.2 million to the project cost.<sup>80</sup>

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<sup>80</sup> "Introduction," "Planning Context," and "Final Design Concept," pages 1-6, *Malden Government Center: Restoring Pleasant Street Feasibility Study* by Connery Associates and Goody, Clancy & Associates for the Malden Redevelopment Authority, January 2001.

Figure 34: 2006 Government Center Study Concept Plan



## Development Sites

The concept plan produced two distinct development sites: a South Parcel and North Parcel. The plan also recommends alignment of Pleasant Street at the intersection of Florence Street.

**South Parcel:** The South Parcel is essentially the current footprint of the police station and three-level underground garage. Essentially square, it measures roughly 250 by 240 feet from street line to street line, or 1.37 acres. Its most evident physical characteristic is a significant grade from Pleasant to Exchange streets. This grade—at least 12 feet—and the existing garage excavation would make inclusion of new below-grade parking easier and less expensive than the addition of at-grade parking.

**North Parcel:** The North Parcel is more irregular, comprising the northernmost part of the current City Hall footprint and the park to its north. The original site was relatively small—approximately 160 by 140 feet (.51 acres)—and had a minimal slope. Given its size and proximity to the Heritage, an elderly housing development, the North Parcel has minimal development capacity by itself. Guided by the objective of maximizing redevelopment values for the city, the committee decided to add the adjacent Florence Street parking lot, owned by the redevelopment authority, to the site, creating a viable reuse parcel of approximately 1.5 acres. The enlarged site also holds the potential for accommodating surface parking, thus eliminating the cost of building below-grade parking.



**Reconnecting Pleasant Street:** Pleasant Street would have to be slightly curved (7 to 8 feet over 300 feet) in order for it to align with the intersection at Florence Street. The reconnected street would have 8- to 12- foot sidewalks on both sides, making the potential development sites fully pedestrian-accessible and integrated into the streetscape of Malden Center. Narrower, sidewalks would be maintained on the Florence Street edge.<sup>81</sup>

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### Reuse alternatives

Both commercial and residential reuse options were considered for the North and South Parcels. The committee preferred a residential option with ground-floor retail. An incentive zoning overlay district for the development sites—and possibly abutting parcels—could be designed to achieve this result.<sup>82</sup> More details regarding the options considered are described in the 2001 Government Center Study report.

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### Concept plan objectives

The 2001 Government Center Study provided details of a concept plan with three design objectives: 1) maximizing site development without significantly altering the view or operational characteristics of surrounding uses, 2) respecting the scale of the traditional development along Pleasant Street, and 3) using stepped-back building designs to reduce structural massing and to create architecturally varied and interesting buildings.<sup>83</sup>

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### Economic and fiscal aspects of the concept plan

Economic and fiscal aspects of the concept plan were explored. The consultants spoke with local realtors and developers to estimate the land value of the North and South parcels, the sale value, and the estimated property taxes upon completion of construction. The net annual tax yield could provide strong and sustained fiscal benefits for the city. Additionally, the proposed development would generate increased downtown spending and overall local spending.

The consultants noted that while the concept plan holds considerable economic and fiscal potential, certain associated costs, to be addressed by either a potential developer or the City, would reduce the project's net value to the city. These costs are for demolition of Government Center, reconstruction of Pleasant Street, and a redesign of the Pleasant Street/Florence Street intersection.<sup>84</sup>

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<sup>81</sup> "Development Sites," pages 6-7, *Malden Government Center: Restoring Pleasant Street Feasibility Study* by Connery Associates and Goody, Clancy & Associates for the Malden Redevelopment Authority, January 2001.

<sup>82</sup> "Re-Use Alternatives," pages 7-8, *Malden Government Center: Restoring Pleasant Street Feasibility Study* by Connery Associates and Goody, Clancy & Associates for the Malden Redevelopment Authority, January 2001.

<sup>83</sup> "Concept Plan," pages 8-10, *Malden Government Center: Restoring Pleasant Street Feasibility Study* by Connery Associates and Goody, Clancy & Associates for the Malden Redevelopment Authority, January 2001.

<sup>84</sup> "Economic and Fiscal Aspects of the Concept Plan," page 10 *Malden Government Center: Restoring Pleasant Street Feasibility Study* by Connery Associates and Goody, Clancy & Associates for the Malden Redevelopment Authority, January 2001. Because figures noted in the plan were based on 2001 dollars and the real estate market at that time, as well as a project completion date of 2005, they were not included here.



## Conclusions

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The 2001 Government Center Study also addressed a number of traffic factors in the proposed concept plan, included a review of intersection realignment, discussed project phasing, conducted an initial survey of sites for the new city hall and police station, reviewed cost considerations of the concept plan, outlined alternative scenarios, and proposed next steps.<sup>85</sup>

## Recent downtown redevelopment and revitalization initiatives

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### Recent redevelopment projects in Malden Square

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Recent new redevelopment downtown in Malden Square has included:

- **Irving Street Studios (2009):** A former convent was converted by the Malden Redevelopment Authority into nine artist-live work space condominiums with common gallery and classroom areas.
- **Dept. of Education Headquarters (2009):** The City sold the former YMCA site for private development into a new office building that now houses the state Department of Education.
- **John and Christina Markey Malden Senior Community Center (2009):** The City purchased and renovated a vacant church, converting the property into a 17,000 square foot senior center that includes expanded programs, landscaped interior courtyard, exercise facility, high-tech auditorium and computer lab.
- **Malden Center MBTA Station (2006):** The Malden Center station for rapid transit, commuter rail and buses, the fifth busiest station in the MBTA's Orange Line transit system, was renovated to provide handicapped access, landscaped plaza and period lighting.<sup>86</sup>

### Public initiatives to improve business activity in Malden Square

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On May 19, 2008, Mayor Richard C. Howard and Ward Four City Councillor James Nestor issued a progress report on upcoming public initiatives in Malden Square. As they mentioned, Malden Square is currently undergoing a great number of private and public improvements. Some of these initiatives are listed below as stated in the Progress Report.

**Exchange Street angle parking:** Although this initiative is a bit behind schedule, we are pleased to report that we have decided to expand this project to include not only the implementation of angle parking on both sides of Exchange Street, but also the resurfacing of the roadway between the former Super Fitness location and Main Street and the planting of a dozen new flowering street trees. This project will go out to public bid on June 5 and work should commence shortly thereafter.

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<sup>85</sup> "Traffic," "Project Phasing," "Sites for the New City Hall and Police Station," "Cost Considerations of the Concept Plan," "Alternative Scenarios," and "Concluding Comments," pages 11-18, *Malden Government Center: Restoring Pleasant Street Feasibility Study* by Connery Associates and Goody, Clancy & Associates for the Malden Redevelopment Authority, January 2001.

<sup>86</sup> Information provided by Michelle Romero, City of Malden Principal Planner

**Pleasant Street Re-Striping:** In response to inquiries from several of the downtown merchants, the city's Traffic Department will re-stripe all of the parking spaces on Pleasant Street sometime during the month of June or early July. Work will be done at night, probably the first part of the week in order to minimize inconveniences to those who live and work in the downtown. As the date for the work approaches, we will notify you about the work schedule.

**Free Parking on Saturdays:** Remember to tell your customers that there is free parking on Saturdays at the CBD Garage, corner of Route 60, Middlesex and Exchange Streets, and at all the surface parking lots. Additionally, at your request, the Malden Police Department will continue to increase the enforcement of parking regulations in the downtown area on Saturdays.

**New Sign Ordinance:** In a continuing effort to improve the appearance of the city and the downtown area as well, the city enacted a new sign ordinance which took effect this past October. The city encourages you to familiarize yourself with this ordinance which is posted on the City website so that we can ensure compliance. Please note that there are size restrictions for signs and a limit as to the size and number of allowable window signs. Please also note that banners are not allowed.<sup>87</sup>

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### Malden Square restaurants

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According to a recent article in *Stuff Boston* magazine, "Malden just might be a hotspot waiting to happen." The article noted Malden Center's growing bar scene, in part "thanks to a growing population of young professionals who are migrating away from the city's ever-increasing cost of living." All Seasons Table, Hugh O'Neill's, Pearl Street Station, and the Exchange Street Bistro, four restaurants in Malden Center, were given a positive review in the article. As stated by the author Sara Faith Alterman, "while Malden is still mostly off the radar for people who've never ventured north on the Orange Line, it's a slice of Boston-area life that warrants exploration."<sup>88</sup>

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### Requests for federal appropriations

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The City of Malden made the following 2010 and FY 2011 Appropriations Requests to US Congressman Edward J. Markey, 7<sup>th</sup> District.

**2010 appropriations request:** \$950,000 for Government Center Demolition and Streetscape Improvements

The following explanation was provided with this request: Funding will be used to revitalize Malden's downtown area. The Government Center building, erected in the mid-1970s, choked off what was once a vibrant retail corridor. The demolition of this building is cited as one of the items in a 1997 Master Plan for the Downtown Revitalization Project. The city is using a multi-faceted approach at revitalization including the recruitment of new restaurants and niche retail to the downtown, rezoning initiatives to encourage artists loft space on second and third floors over first floor retail, the recent investment by major developers in commercial and residential developments, and the beautification of the streetscape with period lighting, new facades, and street trees.

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<sup>87</sup> "Progress Report: Malden Square," May 19, 2008, addressed to members of Malden Square's Business and Residential Community and signed by Mayor Richard C. Howard and Ward Four City Councillor James Nestor.

<sup>88</sup> Alterman, Sara Faith. "Northern Exposure: Malden Just Might Be a Hotspot Waiting to Happen." *Stuff Boston*, November 18, 2008.

**FY 2011 appropriations request:** \$500,000 for Malden Downtown Revitalization, Phase 2

The following explanation was provided with this request: Funding would support revitalizing Downtown Malden by providing improved pedestrian pathways and streetscape amenities.<sup>89</sup>

### **Malden Small Squares Initiative**

On November 18, 2008, Malden City Council ordered the Malden Squares Initiative, adopted 10-0. The Malden Redevelopment Authority, in conjunction with the Malden Planning Board, will undertake a Small Squares Initiative in accordance with the following guidelines:

“The Small Squares Initiative Planning Study to be administered by the Malden Redevelopment Authority working in conjunction with the Planning Board will examine potential development opportunities, identify and define height, density, and use guidelines, and develop scenarios for future development in the Bell Rock, Broadway/Salem Street, Highland Avenue area near Charles Street, Judson Square, Linden Square, Maplewood Square, Oak Grove Square and any other area deemed to fit the parameters of this study.

The study will include an assessment of the impacts of density and height on the surrounding neighborhoods, including the impacts on the transportation infrastructure, transit system, parking supply, and utility infrastructure (electrical, water, and sewer). Provisions for and protection of open space, pedestrian access, historically significant buildings, and view corridors will also be included in the study. A determination will also be made on whether period lighting and streetscapes can be standardized in the areas listed in this study.

The focus of the effort is to recommend zoning and development guidelines that encourage development which will benefit the long-term interest of the City, while balancing and protecting the interests of the abutting commercial and residential areas. The area's long-term build-out will impact nearby structures, landmark buildings, residential areas, and open spaces.

The end result of the Small Squares Initiative Planning Study will be new development guidelines and zoning recommendations for the affected areas.”<sup>90</sup>

To date, Judson Square is the first small square to be renovated with streetscape and roadway improvements, including a new island, landscaping, tree planting and period lighting; and additional pedestrian and traffic safety improvements are being considered. Work will begin this summer on Linden Square.<sup>91</sup> A map of the City Squares in Malden, including which squares are part of the Small Squares Initiative, is shown on the following page.<sup>92</sup>

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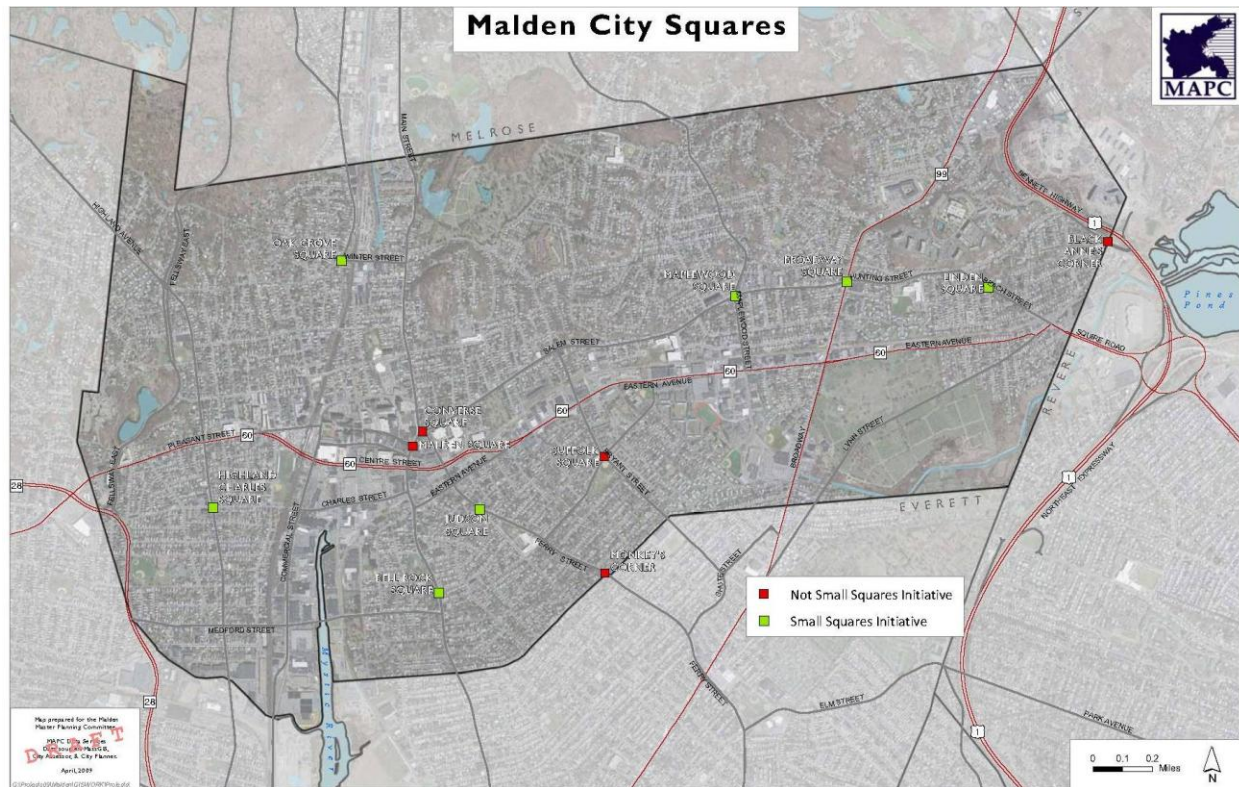
<sup>89</sup> This information is available at <http://markey.house.gov>.

<sup>90</sup> “Malden Small Squares Initiative,” Paper #375 Adopted 10-0 in City Council November 18, 2008, signed by Ward One Councillor Gary J. Christenson, Ward Eight Councillor Judy Bucci, Councillor at Large Craig Spadafora, and Ward Three Councillor Paul J. DiPietro. Recorded by City Clerk Karen Anderson.

<sup>91</sup> Information provided to Michelle Romero, Principal Planner by City Councilor Gary Christenson and Malden Redevelopment Authority.

<sup>92</sup> This map was created for analysis purposes during Phase II of the Malden Master Planning project, when the Recommended Land Use Plan and Zoning Recommendations were developed. Because it was not included in the final report, it is still marked “Draft.”

Figure 35: Malden City Squares Map, Including Small Squares Initiative Squares



## River's Edge

River's Edge is the new name and vision for the award-winning regional economic development initiative previously known as TeleCom City. The new vision broadens the industry focus of the initiative and adds housing to the mix of uses on site. The tri-city redevelopment project encompasses 200 acres of underutilized land in the cities of Everett, Malden and Medford adjacent to the Malden River. The project is a unique combination of integrated economic development and physical redevelopment of this underutilized site at the edges of each city.

The Mystic Valley Development Commission (MVDC), the tri-city agency charged with redeveloping this area, has moved forward on many fronts. It has:

- Accomplished all of the land acquisitions and almost all of the business relocations and building demolitions to prepare approximately 30 net acres of the underutilized 207 acre site for development as the project's Phase 1
- Overseen the full reconstruction of the key roadway serving Phase 1 – River's Edge Drive
- Negotiated financing for Phase 1 involving the Master Developer, other private financing and local, state and federal sources



- Worked closely and successfully with area academic institutions to create a University Consortium, through which universities, emerging and established businesses and venture capitalists collaborate on research and learning projects that are enhancing economic development locally and throughout Massachusetts
- Worked with Tufts University on the development of a boat house for the Tufts crew on the Phase 1 site
- Constructed the first 115,000 square-foot LEED-certified office building
- Constructed 222 units of luxury rental housing

The River's Edge project will create much needed open space and waterfront opportunities for residents of the three cities – approximately 10 acres have been formally designed and another 20 to 30 acres of open space are anticipated. The project includes the signature 75-foot-wide Malden River Park.<sup>93</sup>

The Site Plan for River's Edge is shown below. The following description of the Site Plan was found on the River's Edge website: "Three contemporary office buildings with an aggregate of 410,000 rentable square feet adjacent to the riverfront park in the River's Edge mixed-use development. The initial building, 200 River's Edge Drive, approximates 115,000 rentable square feet on four levels and is sited to maximize river and park views with non-river exposures opening to a two-acre landscaped plaza."<sup>94</sup>

Figure 36: River's Edge Site Plan, from River's Edge Brochure<sup>95</sup>



<sup>93</sup> "Section 3: Community Setting" from the *City of Malden Open Space and Recreation Plan Update 2010*, March 2010.

<sup>94</sup> Found at <http://www.riversedgema.com/offices/site-plan.html>, accessed July 9, 2010.

<sup>95</sup> The River's Edge Brochure is available at <http://www.riversedgema.com/images/riversedgebrochure.pdf>.

## Citywide redevelopment

A few more examples of recent economic development activity in Malden are as follows:

- A new fire station at Overlook Ridge, operated by fire departments from Malden and Revere, was constructed by the developer of the mixed-use redevelopment of the former Rowe's Quarry site (2008).
- The federal Social Security Administration relocated its offices (11,000 SF) from Malden Government Center to the newly redeveloped commercial plaza at 180 Commercial Street (2010).
- A flagship CVS Pharmacy with drive-thru (12,000 SF) was constructed on North Broadway and has revitalized a blighted corner of the City, formerly the site of a motel (2010).
- The Mystic Valley Charter School has acquired four (4) acres on Route 60/Eastern Avenue, formerly the site of a car dealership, which it plans to redevelop into an athletic facility and field (2010).<sup>96</sup>

## Smart growth

In 2003, Malden was designated by Governor Romney's Administration for Smart Growth to encourage mixed-use development around its MBTA stations. The following 2003 *Boston Globe* article describes the "Take it to the T" initiative.<sup>97</sup>

Figure 37: Boston Globe article about "Take it to the T" smart growth initiative

### **Agency Coordination Key to Success of Mixed-Use Development Projects Near MBTA Stations**

Arriving with staff on a Blue Line train at the Wonderland station in Revere, some five miles northeast of Boston, to promote pedestrian-friendly transit-oriented development and transit use as a key part of his "smart growth" policy, Republican Governor Mitt Romney launched his "Take it to the T" initiative, in a pilot phase of which the Massachusetts Bay Transportation Authority (MBTA) and other state agencies will work closely with Revere, Malden, Woburn and Belmont to spur mixed-use development around their MBTA stations. Executive Office of Transportation and Construction Spokesman Jonathan Carlisle told *Boston Globe* correspondent John Laidler, "We've identified properties around transportation hubs like T stations as having great potential to add value to development in those areas," calling it "a great opportunity and something of an untapped resource." Revere Mayor Thomas G. Ambrosino said the city has been preparing development around the Wonderland station for the past three years, stressing, "Development on this site does require coordination and cooperation among various state agencies. It certainly helps if the governor's office is pushing to see that that coordination occurs." – *Boston Globe* 12/21/2003

<sup>96</sup> Information provided by Michelle Romero, City of Malden Principal Planner.

<sup>97</sup> From [www.smartgrowth.org/news](http://www.smartgrowth.org/news), which cites [www.boston.com/news/globe](http://www.boston.com/news/globe).



In 2009, the River's Edge Growth District was created by Governor Patrick's Administration. The following summary of the Patrick-Murray Administration's Growth Districts Initiative dated Fall 2009 describes the River's Edge project.<sup>98</sup>

Figure 38: River's Edge Growth District announcement

**PATRICK-MURRAY ADMINISTRATION AWARDS \$540,000 FOR  
LAND ACQUISITION IN RIVER'S EDGE GROWTH DISTRICT**  
*Funding Key to Regional Revitalization along the Malden River*

In late Fall 2009, Lieutenant Governor Timothy P. Murray joined state and local officials today to announce the creation of the Patrick-Murray Administration's Growth Districts Initiative (GDI) known as the River's Edge. This announcement provides \$540,000 in grant funding for land acquisition in the area to help move the project forward.

"Growth Districts are hubs of economic growth and housing development across the Commonwealth," said Lieutenant Governor Timothy P. Murray. "By identifying these districts and focusing our collective resources on making each one development ready, we are creating the conditions for business growth and regional vitalization for years to come. I congratulate Medford, Malden and Everett for recognizing what they could accomplish by working together to promote economic development in their communities."

Marriott International recently signed a lease for 32,000 square feet of office space at 200 River's Edge Drive. The company expects this office will bring over 100 workers new to the area. Marriott was attracted to River's Edge by the environmentally friendly building, its access to public transportation and the elegant riverfront park.

River's Edge is an inner-suburban, master-planned, development in Medford, Malden and Everett. Phase I of the mixed-use development consists of 30 acres and when complete will include 222 residential rental units, three contemporary office buildings with an aggregate of 410,000 square feet and an elegant 10-acre riverfront park which houses the Tufts University Boat House. Completed to date are the award-winning riverfront Park, the Tufts Boat House, and 200 River's Edge Drive, an 115,000 square foot, four-story office building, which has been LEED pre-certified at the gold level—one of the highest levels in international green building certification. The apartments being developed by Criterion Development Partners are available for lease and occupancy with final completion scheduled for early 2010. Two additional office buildings aggregating approximately 300,000 square feet are planned.

"During very tough economic times, these awards show the commitment of the Patrick Administration to the economic revitalization of the Cities of Medford, Malden & Everett. We are grateful for their efforts to help move us forward," said Mayor Michael J. McGlynn of Medford.

"I'm truly thankful to the Patrick-Murray Administration for their commitment to economic development in our area," said Everett Mayor Carlo DeMaria. "I'm looking forward to continuing our discussion on the next phase of development here in Everett; I'd also like to offer my congratulations to Mr. Preotle, of Preotle, Lane & Associates for his commitment to the River's Edge Project, and the Mystic Valley Development Commission." *(continued on following page)*

<sup>98</sup> From [www.cityofmalden.org/Economic-Development-Rivers-Edge](http://www.cityofmalden.org/Economic-Development-Rivers-Edge), accessed July 2010.

(continued from previous page) "My congratulations to John Preotle of Preotle, Lane & Associates for bringing forth a first class office and residential development with great sensitivity to the River's Edge environment," said Malden Mayor Richard C. Howard. "I would also like to thank the Commonwealth of Massachusetts for its continued partnership with the Mystic Valley Development Commission."

Growth Districts allow the Patrick-Murray Administration to partner with municipalities that have identified one or more areas for significant commercial, residential or mixed-use growth. The transportation bond bill signed by Governor Deval Patrick in April 2008 included a \$50 million grant program to assist communities with commercial and residential transportation and infrastructure development, improvements and capital investment projects in identified Growth Districts.

By identifying designated Growth Districts, the Executive Office of Housing and Economic Development (EOHED) will focus resources to ensure that each district is truly "development ready." The initiative offers a focused approach to work with each community ensuring that all required permits are secured, site preparation is completed, infrastructure improvements are identified and marketing resources are made available. Each district will be put on a fast track for groundbreaking.

## Permitting initiatives

In 2009, as part of its master planning activities, the City worked with the Metropolitan Area Planning Council (MAPC) to review how the City's land use permitting process. The Malden Vision identified "excellence in communications within the city and by the city" as an important component and review of City's permitting process as a key recommended action and implementation strategy to achieve goals for several planning areas MAPC prepared recommendations to streamline the City's permitting processes, including consideration of adopting the following Best Practices to improve the land use permitting process.

- Appoint a Single Point of Contact to coordinate major projects
- Institute Pre-Application project reviews
- Modify the Planning Board's Submission Requirements for Special Permit Applications
- Utilize the City's website for permitting information
- Develop a project tracking system<sup>99</sup>

Also in 2009, the City was briefed by MAPC regarding the expedited permitting statute (M.G.L. 43D) and several areas of the City were identified for consideration.

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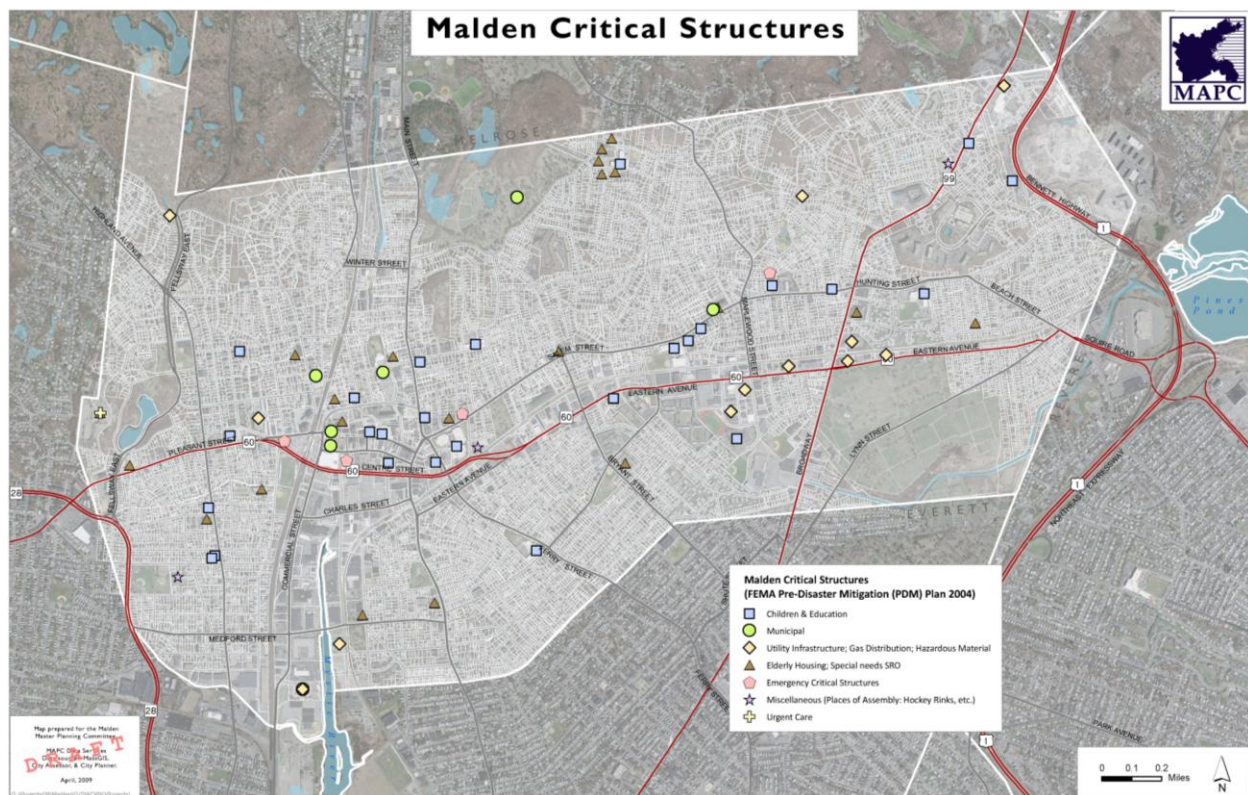
<sup>99</sup> *City of Malden Permitting Survey, 2009 and Technical Memorandum* recommending revisions to streamline the City's permitting process prepared by MAPC, dated September 9, 2009.

## Existing Conditions: Community Facilities and Public Services

### Critical structures

The map below, which uses data developed for Malden's Pre-Disaster Mitigation Plan in 2004, shows the location of a variety of community facilities including those pertaining to children and education, municipal facilities, utilities infrastructure, gas distribution, hazardous materials, elderly housing and special needs single-room occupancy facilities, emergency critical structures, urgent care, and other miscellaneous facilities such as places of assembly.<sup>100</sup>

Figure 39: Critical structures in Malden



<sup>100</sup> This map was created for analysis purposes during Phase II of the Malden Master Planning project, when the Recommended Land Use Plan and Zoning Recommendations were developed. Because it was not included in the final report, it is still marked "Draft."

## Infrastructure

### Municipal water infrastructure

Nearly all of Malden is served by public water and sewer, although some remote locations still have private wells and private sewerage systems. The Massachusetts Water Resources Authority (MWRA) provides water and sewer service to the City of Malden, as well as forty-five other cities and towns in eastern and central Massachusetts.<sup>101</sup>

According to the Utility Infrastructure Assessment conducted in 2006 for the City of Malden by Meridian Associates, Inc., the City of Malden operates three distribution systems: low, high, and extra high service. These systems are comprised of an extensive network of water mains totaling approximately 120 miles in length and ranging in size from 4" to 16". The distribution systems are primarily constructed of unlined cast iron pipe. The systems also include cement pipe and cement lined ductile iron pipe.

The distribution systems transport water supplied by the Massachusetts Water Resources Authority (MWRA) to residential and commercial/industrial customers. The systems are connected to the MWRA system via metered connections and emergency connections. The City of Malden has no storage tanks within its water distribution system and is completely dependent upon the MWRA for service.

The extra high service system consists of three small areas served by booster pumping stations. A booster pump station is located on Neal Street and serves the high elevation areas on Beachview Avenue and High Rock Road. A second pumping station is located on McCormack Street and serves the high elevation area northeast of Highland Avenue and west of the Fellsway East adjacent to the Medford City line. The third booster pumping station serves the Granada Highlands apartment complex off Kennedy Drive. Each pumping station is fed from the City's high service distribution system.

The municipal distribution system generally has adequate nominal pipes size, network design, and hydrant spacing. In its report, Meridian Associates, Inc. indicated that there is a need to refurbish the City's distribution system to restore pipe carrying capacity to support both domestic and fire flow requirements and to maintain water quality.<sup>102</sup>

**Water consumption and supply:** As stated by Meridian Associates, Inc., water consumption is a function of population and land use. Malden's historic annual average daily consumption including all residential, commercial, industrial, unaccounted quantities, etc. is approximately 100 gallons per day per capita.

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<sup>101</sup> "Section 3: Community Setting" from the *City of Malden Open Space and Recreation Plan Update 2010*, March 2010.

<sup>102</sup> This content is copied from the *Utility Infrastructure Report* conducted for the City of Malden by Meridian Associates, Inc. in 2006. It may be found in *Section 4: Municipal Water Infrastructure*, "Description/Condition of Existing Water System," page 9.

Based on the existing supply in the Quabbin and Wachusett reservoirs, there is ample water to support anticipated population growth in Malden and the rest of the communities being served by the MWRA. A statement issued by the MWRA in December 2005 stated that currently, the MWRA supply system is 25% below its "safe yield" of 300 million gallons per day.

According to Mr. Stephen Estes-Smargiassi of the MWRA, the MWRA *"do(es) not foresee getting anywhere [near] our capacity in the foreseeable future. Looking out to 2025 or 2030, using MAPC projections we are way below Safe Yield (SY). Even using the EOEI buildout projections we will be below SY."*<sup>103</sup>

**Areas of concern:** The primary concern for the City's water distribution system is its age and the inherent concerns posed by an aging system. The following table summarizes the age of the municipal distribution system based on information obtained from the Department of Engineering, Planning and Waterworks.

Table 22: Water infrastructure areas of concern

Date Installed	Length (Miles)	% of Total	Pipe Lifespan (Years)*
Pre 1900	37	31	120
1900 to 1929	41	34	100 to 120
1930 to 1949	13	11	75 to 100
1950 to 1969	13	11	75 to 100
1970 to Today	16	13	75
<b>Total</b>	<b>120</b>	<b>100</b>	

\* Source: American Water Works Association estimate

Approximately 65% of the system is more than 75 years old, with approximately a third of the system being over 100 years old. A significant portion of the system is approaching the end of its anticipated service life.

Despite their age, the City's water distribution systems generally have adequate nominal pipe sizes, network layout and design and hydrant spacing. The systems, however, are not without noted deficiencies. The major deficiencies that impact the systems' ability to effectively deliver the required water for consumption, fire flow and other uses include:

- Tuberculated pipes
- Inoperable gate valves and fire hydrants
- Fire flow
- Lead service connections<sup>104</sup>

For more details regarding tuberculation, inoperable gate valves and fire hydrants, fire flow, and lead service connections, see the *Utility Infrastructure Assessment*, pages 11-13.

**Ongoing waterworks improvement initiatives:** According to the *Utility Infrastructure Assessment*, since the late 1990s the City has completed many waterworks improvement projects aimed at

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<sup>103</sup> Copied from the *Utility Infrastructure Assessment*, page 10.

<sup>104</sup> Copied from the *Utility Infrastructure Assessment*, pages 10-11.



strengthening and reinforcing the system's ability to support current and future requirements. These projects have included:

- Replacement of segments of major transmission lines to restore carrying capacity of the backbone of the distribution system
- Replacement of older cement pipe and unlined cast iron pipe 6" and smaller
- Replacement of lead service connections with new copper services

On average the City has replaced approximately one mile of water pipe and 125 service connections annually since 1998.<sup>105</sup>

### **Municipal drainage infrastructure**

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According to the *Utility Infrastructure Assessment* conducted in 2006 for the City of Malden by Meridian Associates, Inc., the City of Malden has an extensive drainage network comprised of catch basins, manholes, pipes, culverts, channels, streams, canals, rivers, and wetlands. The closed portion of the system includes approximately 80 miles of pipes and culverts. The closed drainage system was constructed as development occurred across the City. Like the water distribution system, the majority of the storm drain system is older having been constructed in the early to mid-1900s as the City experienced its period of largest growth. The drainage system is constructed of various materials and includes: vitrified clay, corrugated metal, reinforced concrete, and ductile iron pipe; stone, brick, block, masonry and concrete culverts; and brick, block and pre-cast concrete manholes and catch basins.

Malden has two (2) major drainage outfalls, the Malden River and the Pines River. The Malden River is located on the south west side of the City and is tributary to the Mystic River that flows to the Atlantic Ocean. The Pines River is east of the City located in Revere. The Pines River is surrounded by a large wetland system that flows to the Atlantic Ocean. Generally, the western half of the City drains to the Malden River, while the east side of the City drains to the Pines River.

Several other major outfalls are tributary to the Malden and Pines Rivers. The Spot Pond Brook, the Edgeworth Brook and the West End Brook (Little Creek) along the Malden-Medford city line discharge to the Malden River. Linden Brook and the Town-Line Brook along the Malden-Everett city line are tributary to the Pine River.

Malden's location and low-lying topography make it susceptible to flooding. This is exacerbated by the fact that, because of its location and topography, surrounding communities convey storm water runoff to Malden by either overland sheet flow or direct discharge into Malden's drainage system. Portions of Malden lie within determined flood zones. FEMA Flood Insurance Rate Maps shows specific areas within flood zones. These include:

Areas within Zone A (areas defined as being within the 100-year floodplain having no base flood elevation (BFE) determined).

- Pine Banks Park / Forestdale Cemetery

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<sup>105</sup> Copied from the *Utility Infrastructure Assessment*, page 14.



## Chapter One: Malden's Past, Present, and Future

- Fellsmere Pond
- Various areas along the Edgeworth Brook
- Salemwood School (formerly Roosevelt Park)
- Various areas along the Town Line Brook
- Various areas along the Linden Brook

Areas within Zone AE (areas defined as being within the 100-year floodplain having a base flood elevation (BFE) determined).

- Spot Pond Brook north of Winter Street
- Town Line Brook
- Malden River

In addition to the areas noted in the FEMA Flood Insurance Rate Maps, there are several areas throughout the City known to be prone to localized flooding during storm events. These areas include, but may not necessarily be limited to the following:

- Main Street (near Pine Banks Park)
- Broadway / Eastern Avenue
- Hanover Street
- Durso Avenue / Bowman Street

Because of its location and topography, the Linden area is particularly vulnerable to flooding during coastal storm events because of tidal effects and tide gate operation.

Many of the existing drain pipes and culverts throughout the City are undersized to transport storm water from heavy rain events in an efficient and effective manner. In addition, many of these pipes and culverts are varying states of degradation and disrepair.

By way of example, detailed studies of the municipal drainage facilities in the areas of north Main Street, Pine Banks Park and Forestdale Cemetery conducted previously by FST document failing culverts and undersized pipes. In conjunction with its study, FST employed a subconsultant to inspect the existing drainage system in the Forestdale Cemetery area by means of visual and television inspection. These investigations revealed missing pieces of the fieldstone masonry from the culvert and large amounts of sediment and debris within the drainage system in excess of one (1) foot. The report also included a hydraulic analysis of this particular system that transports storm water from the Forestdale Cemetery and other tributary areas to the Spot Pond Brook. The report concluded the system is under capacity and contributes to the flooding problems associated with the Forestdale Cemetery wetlands and isolated street flooding problems up gradient in Melrose. This is likely illustrative of other segments of the municipal drain system.

Conditions of the existing drainage system found from reports and field investigations are typical of older urban cities. Much of the drainage infrastructure was installed prior to the standards, regulations and requirements that exist today. Applying today's standards, roadway drainage systems are commonly designed for the 10-year storm event, while major culverts are designed for the 25-year storm. Most of Malden's storm drain facilities are not designed to these standards and, thus, have a greater potential to flood during heavy rain events.

In addition, historic development in the City was not subject to today's storm water management practices and controls. Today, the rate and volume of stormwater runoff from development sites are commonly controlled to pre-construction conditions, ensuring the local drain system is not subject to

increased flow. Past practices allowed increased runoff and drainage from development sites to discharge uncontrolled to the municipal drainage system, consuming capacity in an already undersized system.<sup>106</sup>

**Stormwater rules and regulations:** According to the *Utility Infrastructure Assessment*, the City of Malden's Rules & Regulations Governing the Subdivision of Land and the Zoning Ordinance each address storm water runoff impacts. Section VI.B.4.a of the Rules & Regulations Governing the Subdivision of Land states that underground and surface drainage facilities should be adequate to prevent surface erosion, undermining, or flooding in the opinion of the City Engineer. Section VI.B.4.a.i further requires all stormwater management systems shall be designed in accordance with the Massachusetts DEP stormwater regulations, subject to the approval of the City Engineer. By reference to DEP Stormwater regulation, it is implied that post development surface runoff shall not be greater than pre-development surface runoff.

Within the Zoning Ordinance, many sections have regulations regarding stormwater and pre- and post-development surface flows. Section 300.20.4 and 300.26.12 state that a drainage system shall be deemed "adequate" if its capacity is sufficient to accept post-development runoff resulting from a 10-year storm. This is inconsistent with DEP Stormwater regulations, which require pre- and post-development flows to remain unchanged for the 10- and 25-year storm. Section 700.12 of the Zoning Ordinance with regards to drainage and stormwater management, states that post-development runoff amounts shall not exceed pre-development runoff without prescribing the applicable design storm event.

**Stormwater Management and Land Disturbance Ordinance:** In an effort to control construction site runoff, the City adopted a Stormwater Management and Land Disturbance Ordinance.<sup>107</sup> This ordinance is designed to ensure that construction protocols are maintained in accordance with the evolving regulatory guidance and the requirements of the National Pollutant Discharge Elimination System permitting program for construction activities.

Ordained in 2009, the law regulates activities that disturb more than one acre that drains to the municipal storm drainage system and requires a stormwater management plan and erosion and sediment control plan, site inspections and supervision during and after construction.<sup>108</sup>

## Municipal sewer infrastructure

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The City of Malden has an extensive wastewater collection system. The system has approximately 100 miles of pipe ranging in size from 6" to 24" in diameter. Like the other municipal utility systems, most of the sewer pipe was installed prior to 1930. The system is comprised predominantly of vitrified clay pipe, but also includes brick, reinforced concrete, PVC, cast iron and ductile iron sewer pipe. The sewer system is separate and distinct from the storm drain system.

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<sup>106</sup> This content is copied from the *Utility Infrastructure Report* conducted for the City of Malden by Meridian Associates, Inc. in 2006. It may be found in *Section 5: Municipal Drainage Infrastructure*, "Description/Condition of Existing Drainage System," pages 15-17.

<sup>107</sup> Section 11.74, Chapter 11, Revised Ordinances of 1991, As Amended, City of Malden

<sup>108</sup> From information provided by Michelle Romero, City of Malden Principal Planner, and from "NPDES PII Small MS4 General Permit Annual Report", available at <http://www.epa.gov/region1/npdes/stormwater/assets/pdfs/ma/reports/2008/Malden08.pdf>. Accessed on June 18, 2010

The City's sewer system is divided into numerous sump areas. Sewage from each sump area is collected and transported by the municipal system to the MWRA wastewater system where it is treated at the Deer Island Wastewater Treatment Facility before being discharged into Massachusetts Bay. Malden generates approximately 9 MGD of wastewater flow. The MWRA has recently made considerable improvements to the Deer Island Treatment Plant and expects its facilities to have the ability to support anticipated wastewater flows from its member communities.

Vitrified clay piping has been widely used in sewer systems because of its chemical inertness and its natural resistance to abrasion. However, joints for older vitrified clay pipe were not pre-manufactured, but were simply made in the field using hot pour asphalt or cement mortar. These joints were not water tight or root-proof. These joints in older vitrified clay piping allowed a certain amount of infiltration that was seen as a benefit many years ago. The water that was infiltrated helped move the solids through the pipe. This was seen as a positive many years ago as dilution was seen as the solution to pollution.

Today, however, water from infiltration in the sewage system is not desirable. This water puts an increased strain on downstream wastewater treatment facilities and reduces some of the system's hydraulic capacity. Joints are also susceptible to chemical decomposition.

Modern day clay pipe and joints have been developed that minimize the amount of infiltration that enters the system. Clay piping has a proven record of structural stability lasting more than 100 years.

While prior studies reveal the majority of the existing sewer system is in satisfactory condition to collect and transport the City's sewage, Malden's sewer system exhibits considerable infiltration and inflow (I/I). This is attributed to the age and predominance of older vitrified clay pipe throughout Malden's sewer system. I/I is non-sanitary sewage flow within the sewer system.

Infiltration is water entering the sewer system, including sewer services connections, from the ground through means such as defective pipes, pipe joints, connections or manhole walls. Infiltration does not include inflow.

Inflow is water discharged into a sewer system, including service connections, from sources such as manholes covers; roof leaders; sump pumps; cellar, yard and area drains; foundation drains; process water discharges; and cross connections from storm drain systems.

I/I diminishes the capacity of the sanitary sewer system to carry sewage flow. During heavy rains and periods of high groundwater, excessive I/I consumes capacity in the sanitary sewer system that can cause the system to surcharge, discharging sewage from manholes to surrounding streets and from plumbing fixtures in basements. Sewage discharge can cause potential public health concerns. Excessive I/I also increases the total flow in the City's sewer system, increasing transport and treatment charges assessed to the community by the MWRA.

The following table illustrates Malden's I/I in comparison to the MWRA system average.

Table 23: Malden and MWRA sewer infiltration and inflow

	I/I Rate (GPD/IDM)	I/I as % of Total Community Flow
<b>Malden</b>	6,300	64%
<b>MWRA System Average</b>	3,200	54%

In addition to I/I, other system concerns include solids and grease depositions, root intrusion, and structural degradation.<sup>109</sup>

**Ongoing sewer improvement initiatives:** As reported in the *Utility Infrastructure Assessment*, detailed sewer system evaluation studies were previously conducted on considerable portions of the City's sanitary sewer system. Studies conducted by FST in 1994 on the Broadway II Sump Area and by Camp, Dresser & McKee, Inc. (CDM) in 2004 on the Pearl Street Sump Area and Area D (an area bounded by Pierce Street, Forestdale Cemetery, the Melrose City Line, Maplewood Street and Eastern Avenue) identified excessive I/I in the sewers servicing these sump areas.

Analyses performed by FST and CDM determined that it was cost effective to remove I/I in these areas. These cost-effective analyses compare the cost to correct the I/I condition with the total cost to transport and treat the I/I.

Pursuant to these studies, sewer rehabilitation projects were completed upon various sewers within these sump areas. These projects were funded in part by the MWRA's I/I Local Financial Assistance Program. This MWRA program provides assistance through grants and interest-free loans for member communities to perform local I/I reduction and sewer rehabilitation. Various techniques and methods were used to eliminate paths for I/I to enter the sewer system, thus reducing I/I from the system. These include:

- Cured-in-place lining of sewer pipes.
- Point repair (spot replacement) of sewer pipes unsuited for lining.
- Testing and sealing of the joints in sewer pipes that are otherwise sound.
- Manhole rehabilitation.

These sewer rehabilitation projects have restored capacity to the sanitary sewer system, while at the same time restoring the structural integrity of the system.<sup>110</sup>

**Planned capacity assessment of the City's wastewater collection system:** In June 2010, Malden City Council authorized the City of Malden to file a loan application and to execute a loan agreement with the Massachusetts Department of Environmental Protection (MassDEP) and the Massachusetts Water Pollution Abatement Trust for the purpose of funding planning and construction activities relative to water pollution abatement projects. The amount authorized to fund the planning of capacity assessment for the City's wastewater collection system was \$500,000.<sup>111</sup>

## Electric utilities

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Electric utilities are operated by National Grid plc, a private investor-owned electricity and natural gas company.

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<sup>109</sup> This content is copied from the *Utility Infrastructure Assessment* conducted for the City of Malden by Meridian Associates, Inc. in 2006. It may be found in *Section 6: Municipal Sewer Infrastructure*, "Description/Condition of Existing Sanitary Sewer System," pages 19-20.

<sup>110</sup> Copied from the *Utility Infrastructure Assessment*, pages 20-21.

<sup>111</sup> From City of Malden Paper #167 of 2010 and Paper #168 of 2010, *CWSRF Planning Project No. 3373: Authority to File*. Both papers were adopted on June 8, 2010 by City Council and approved on June 11, 2010 by His Honor, Mayor Richard C. Howard.

### Natural gas services

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Natural gas utilities are operated by National Grid plc, a private investor-owned electricity and natural gas company.

### Telephone services

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Telephone services in the City of Malden are privately operated. The three providers of land-line telephone services as of June 2010 in Malden are AT&T, Comcast, and Verizon.

### Cable services

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Cable services in the City of Malden are privately operated. The providers as of June 2010 in Malden are Comcast and Verizon.

### Solid waste disposal

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**Pay-As-You-Throw:** On October 6, 2008, the City of Malden instituted a Pay-As-You-Throw (PAYT) program for households up to six units. Commercial business and larger residential properties have been participating in PAYT since 2000. Persons who live in residential complexes larger than six units are required to participate in Malden's commercial PAYT program or opt to have their trash picked up by a private vendor.

Under the Pay-As-You-Throw program, all household trash must be disposed of in special City of Malden trash bags. The bags are sold at several local stores and establishments and are available in two sizes: a box of ten 33-gallon bags for \$20.00 or a box of ten 15-gallon bags for \$10.00. Recyclables and yard waste are collected at no additional cost.

Supported by the Massachusetts Department of Environmental Protection, the PAYT program encourages recycling—those who recycle more will pay less to dispose of their trash. Under the PAYT program, all Malden residents, not just homeowners, who use the City's trash service will be charged the same. Since the inception of PAYT, Malden's recycling tonnage has increased by 75%.

**White goods:** The City of Malden offers curbside or drop-off disposal of refrigerators, washers, dryers, air conditioners, and dishwashers with the advance purchase of a \$20 sticker per item.

**Bulk items:** The City collects one bulk item for free per property per week at the curb.

**Electronics:** Electronics may be dropped off at the Department of Public Works for disposal at \$5.00 per item.

**Hazardous waste collection:** The City of Malden Department of Public Works holds a Hazardous Recycling Day on a quarterly basis.

**Yard waste:** Yard waste may be disposed curbside on a weekly basis in April, May, October, and November, and on a biweekly basis during June through September. At other times it may be

dropped of in the Department of Public Works City Yards. Yard waste for curbside pick-up must be placed in brown paper bags or in barrels marked "yard waste" and must be separated from other trash.<sup>112</sup>

**PAYT Voucher Program:** To help defray the costs associated with PAYT for income-eligible households, the City of Malden offers vouchers redeemable for PAYT trash bags. This voucher program is available to households with a total combined annual gross income of no more than 50% of area median income. An existing subsidy towards rent would count against qualification. Applications for the voucher program are available through the Malden Redevelopment Authority.<sup>113</sup>

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## Hazardous wastes

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The *Open Space and Recreation Plan Update 2010* includes the Massachusetts Department of Environmental Protection's (DEP) Bureau of Waste Site Cleanup Map in an Appendix.<sup>114</sup>

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## Landfill

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As stated in the *Open Space and Recreation Plan Update 2010*, "according to DEP's landfill listing, Malden has no major landfill disposal areas. There are some vague references to dumping sites with little or no supporting documentation on file. Even if these sites do exist, they are estimated to be at least 30 years old as Malden's solid waste has primarily been sent to Saugus since the early 1970s."<sup>115</sup>

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## Sign design review

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The City established Sign Design Review to regulate signage throughout the City. A Sign Design Review Committee, appointed by the Mayor, adopts rules and regulations to effectuate the intent of the Sign Design ordinance, including but not limited to application requirements, detailed design guidelines, and administrative fees and may issue approvals with such conditions, restrictions and limitations as are deemed in the best interest of the public health, safety and welfare. The Sign Design Review Committee may require that signs be restricted to specific colors, sizes, methods of illumination, materials and appearances so as to achieve uniformity.<sup>116</sup>

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## City communications

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**Citizens Engagement Committee:** Formed in January 2008, this new standing committee of the City Council is charged with increasing and improving communication with the community. The Committee was instrumental in the development of the City's new website, launched in April 2010.

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<sup>112</sup> This information and more details can be found at <http://www.cityofmalden.org/Pay-As-You-Throw-Program/>.

<sup>113</sup> This information and more details can be found at <http://maldenredevelopment.com/index.php?page=payt-voucher-program>.

<sup>114</sup> "Section 4: Environmental Inventory and Analysis" from the *Open Space and Recreation Plan Update 2010*, March 2010.

<sup>115</sup> Ibid.

<sup>116</sup> Found at <http://www.cityofmalden.org/Sign-Design-Review-Committee/>, accessed on June 18, 2010.



## Capital improvement planning

The Office of Mayor Richard C. Howard fields requests annually from City department heads regarding capital improvement needs.

Those requests are prioritized by the internal budget committee consisting of the Mayor and his Special Assistant, the City Controller, the City Treasurer and Chairman of the Malden Board of Assessors. The requests are funded on an as-needed basis when funding sources (City, State or Federal) are identified.<sup>117</sup>

## Quality of life

In 2008, *BusinessWeek* named Malden “the best city in Massachusetts to raise a family” (Gopal). Working with OnBoard Informatics, a New York-based provider of real estate analysis, *BusinessWeek* selected towns with at least 50,000 residents and a median family income between \$40,000 and \$100,000. Criteria used by *BusinessWeek* to narrow this list down included school performance, number of schools, household expenditures, crime rates, air quality, job growth, family income, museums, parks, theaters, other amenities, and diversity. School performance and safety were weighted most heavily, but amenities and affordability were also important. As noted by *BusinessWeek*, “Malden is a racially diverse, relatively affordable, and well-connected city six miles north of Boston. The city is working to rejuvenate its downtown, a mix of shops and restaurants around the Malden Square” (Gopal).

## Schools

Public Schools in Malden include five new K-8 schools, a citywide preschool for 400 children and one comprehensive high school (Grades 9-12). Malden students also attend the publicly-funded Mystic Valley Charter School (K-12), located in Malden. Malden is also host to one parochial elementary school and one parochial high school. Malden is a member of the Northeast Metropolitan Regional Vocational High School System. The Massachusetts Department of Education is headquartered in a new downtown Malden building that opened in January 2009.<sup>118</sup>

Between 1999 and 2001, the City built five new K-8 schools and an early learning center. Currently ongoing is a \$77 million renovation of Malden High School. The renovation began in April 2009 and is scheduled to be completed in early 2012. The project includes renovating the 460,000 square-foot facility with updated science labs, state-of-the-art computer labs, new classroom equipment and additional and expanded classrooms for new programs, new security and fire alarm systems, new roof, updated art, band and chorus spaces; new bleachers, scoreboards, sound and lighting systems, and renovated locker rooms for the gymnasium; and restoration of the Jenkins Auditorium to its

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<sup>117</sup> Information provided by the Mayor's Office.

<sup>118</sup> April 2009 promotional brochure about Malden from the Mayor's Office (file name “make malden inside final.pdf”)

original art deco finish, new seating, video, sound, and lighting systems (completed in February 2010).<sup>119</sup> Ninety percent of eligible costs are being reimbursed by the State.<sup>120</sup>

Table 24: Schools in Malden

Schools in Malden					
School	Public/Private	Location	Current Enrollment	Capacity	Condition
Early Learning Center	Public	257 Mountain Avenue	387	450	New (2002)
Elementary (K-8)					
Beebe School	Public	403 Pleasant Street	893	850	New (1999)
Ferryway School	Public	150 Cross Street	875	850	New (1999)
Forestdale School	Public	70 Sylvan Street	538	650	New (2001)
Linden School	Public	29 Wescott Street	880	875	New (2001)
Salemwood School	Public	529 Salem Street	1,233	1,232	New (1999)
Mystic Valley Regional Charter School	Public	770 Salem Street	1,060	1,060	Good
Sacred Hearts Parish School (Cheverus)	Private	30 Irving Street	350	450	Good
High Schools					
Malden High School	Public	77 Salem Street	1717	2,200	Under Renovation
Mystic Valley Regional Charter School	Public	770 Salem Street	289	450	Good
Malden Catholic High School	Private	99 Crystal Street	621	700	Good
Northeast Metropolitan Regional Vocational	Public	100 Hemlock Road, Wakefield	1,234	1,250	Good

## Malden public schools

From a promotional brochure about Malden produced by the Mayor's Office: "The Malden Public Schools System is one of the most diverse, exciting school districts in Massachusetts. Just as important, Malden is a community that is deeply committed to its schools. Malden schools are dedicated to serving every student. The educators expect hard work, thoughtful engagement and great results from each student and staff member in the district. Whether your child is a superstar in class, or struggling to tackle personal learning challenges, the Malden Public Schools will make your child's school experiences extremely rewarding and productive.

Of particular note, Malden High School has been recognized by U.S. News & World Report and Boston Magazine as one of the finest high schools in Massachusetts. Each year, Malden High graduates move on to Harvard, MIT, Princeton, Boston College and many other fine colleges and universities."<sup>121</sup> In the December 8, 2008 issue of *U.S. News and World Report* the rankings for "2009 America's Best High Schools" were announced. This analysis included more than 21,000

<sup>119</sup> Information provided to the City of Malden Department of Engineering, Planning and Waterworks by the Malden School Department, Malden Catholic High School, Mystic Valley Regional Charter School, Northeast Metropolitan Regional Vocational School and Sacred Hearts Parish School.

<sup>120</sup> April 2009 promotional brochure about Malden from the Mayor's Office (file name "make malden inside final.pdf")

<sup>121</sup> Ibid.

public high schools in 48 states, and Malden High School received a bronze medal ranking. In September 2008, Malden High School was named one of the top 50 public high schools in Massachusetts by Boston Magazine.<sup>122</sup>

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### **Mystic Valley Regional Charter**

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From a promotional brochure about Malden by the Mayor's Office: "The Mystic Valley Regional Charter School strives to provide all of its students, regardless of their background, with the opportunity of a world class education. A measure of the school's success in reaching that goal is that every single graduate of the school has been accepted to a four year college or university many having received the John & Abigail Adams Scholarship which entitles them to free tuition at any Massachusetts state college or university. Mystic Valley students routinely receive excellent scores on the annual MCAS exam which led to recognition as one of the top high schools in the United States by *U.S. News & World Report* (in the top 8% in May 2008). Mystic Valley is the only public school in the Greater Boston area that offers the prestigious International Baccalaureate Diploma Programme. In addition to academic excellence Mystic Valley offers a wide range of athletic and extra-curricular activities."<sup>123</sup>

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### **Malden Catholic High School**

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From a promotional brochure about Malden by the Mayor's Office: "Named one of America's Top 50 Catholic Secondary Schools by the Catholic High School Honor Roll and recognized for academic excellence by *U. S. News & World Report*, Malden Catholic High School maintains a 77-year tradition of leading students to achieve academic excellence in a Catholic, familial atmosphere. Every year, Malden Catholic graduates attend top-ranked colleges and universities. So far this year, the Malden Catholic Class of 2009 has been accepted to a wide range of outstanding institutions, including: Amherst College, Boston College, Brandeis, Brown, Carnegie Mellon, Columbia, Cornell, Dartmouth, Harvard, Johns Hopkins University, MIT, Princeton, and Tufts, as well as many others. Recognized for its dedicated faculty, progressive curriculum, spiritual guidance, social outreach and championship caliber athletic programs, Malden Catholic educates young men from more than 40 communities surrounding Boston."<sup>124</sup>

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### **Cheverus Centennial School**

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From a promotional brochure about Malden by the Mayor's Office: "Founded in 1908, the Cheverus Centennial School, pre-k through eighth grade, was named in honor of Jean-Louis Lefebvre Cheverus, the first Catholic Bishop of Boston. From the outset, the school has had a reputation for spiritual and academic excellence. For most of its history, Cheverus was competently staffed by the Sisters of Providence. In recent years there has been a smooth transition to a very dedicated lay staff. As the years have passed, much has changed at Cheverus, yet the tradition of excellence remains. The school and its great teaching spirit continues to thrive as a legacy to those thousands of students and teachers who have graced its halls."

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<sup>122</sup> Promotional brochure from Mayor's Office "Malden Public Schools, Grades K-8, Educational Opportunities for the 21<sup>st</sup> Century."

<sup>123</sup> April 2009 promotional brochure about Malden from the Mayor's Office (file name "make malden inside final.pdf")

<sup>124</sup> Ibid.

## Community facilities

### Library

A \$6.5 million addition to the library, dedicated in 1996, houses over 231,000 books and other materials. Services include online databases and Internet access for the public. The original building, designed by renowned architect H. H. Richardson, and listed on the National Register of Historic Places, offers access to local history, genealogy and other special book collections. The Ryder Art Gallery, housing an impressive collection of European and American art, is open on request.<sup>125</sup>

## Public safety facilities, staffing, and citizen involvement

### Emergency Operation Center for Emergency Management

Located at 7 Jackson Street, the Emergency Operation for Emergency Management is headed by the Fire Department Deputy Chief with direction from the Public Health Department and Police Department. The mission of the Malden Emergency Management Department is to plan for and train to mitigate all hazards that could affect the lives of our citizens, the education of our children, the furtherance of industry and commerce and the preservation of property.

Current planning efforts include shelter management, natural disaster planning, mitigation and recovery, planning emergency response to hazardous material accidents, emergency dispensing site activation, Citizens, Emergency Response Team formation and public education around various issues related to how the public can protect themselves through prior planning.

The Center oversees the Emergency Center for Fire Rescue & Support and the Auxiliary Police.<sup>126</sup>

### Malden Fire Department

Operations are headed by the Fire Chief and administration is directed by the Fire Commissioner. The Department has four functional divisions: Fire Prevention, Fire Alarm, Training & Maintenance and Fire Suppression.

<b>Headquarters:</b>	One Sprague Street
<b>District 1 Station:</b>	1 Sprague Street
<b>District 2 Station:</b>	4 Laurel Street
<b>District 3 Station:</b>	332 Pleasant Street
<b>District 4 Station:</b>	5 Overlook Ridge Drive (Joint Fire Station, Operated by Malden & Revere)

The Malden Fire Department has a force of 85 Firefighters, 18 Lieutenants, 13 Captains, and 6 Deputy Chiefs who are commanded by one Fire Chief. 4 engines, 2 ladders, and 1 heavy rescue respond from 4 fire stations and average over 7,900 runs annually. Mutual aid availability is 1 engine and 1 ladder.<sup>127</sup>

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<sup>125</sup> Ibid.

<sup>126</sup> Information from City of Malden website, [www.cityofmalden.org](http://www.cityofmalden.org)

<sup>127</sup> Information from Massachusetts Metrofire website, [www.massmetrofire.org](http://www.massmetrofire.org)

## **Malden Police Department**

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Located at 200 Pleasant Street, Malden Police Department operations are headed by the Police Chief and administration is directed by the Police Commissioner.

There are four divisions: Patrol, Criminal Investigation, Administration and Training & Planning.

The Patrol Division includes the Patrols Force, Communications, K-9 Unit, Special Operations Unit, Honor Guard and Traffic Unit. The Criminal Investigation Division includes the General Crimes Section, Family Services Unit, Gang Unit, Drug Unit, Crime Prevention and Evidence Section

The Police force currently consists of 106 police officers, made up of the Chief, 4 Captains, 8 Lieutenants, 15 Sergeants, and 78 Patrol Officers.<sup>128</sup>

## **Neighborhood crime prevention meetings**

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In 2008, the City embarked on a series of neighborhood crime prevention meetings with the intent of addressing crime in specific areas of the City.<sup>129</sup>

These are generally community meetings called by the City Councilor in response to issues within the Ward. The Councilor calls a meeting to deal with real or perceived issues in their ward. Members of the City Police Department attend, respond and portray the issues in that area in a way that is clear to everyone present. The meetings generally have to do with the “fear of crime” and not crime itself. To date, meetings have been held in all Wards of the City.<sup>130</sup>

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<sup>128</sup> Information from Malden Police Department website, [www.maldenpd.com](http://www.maldenpd.com)

<sup>129</sup> From “Crime a ‘Hot’ Topic in Ward 1” by Jen Caranfa, *Gatehouse Media*, April 27, 2007. Found at <http://www.wickedlocal.com/malden/homepage/x2109582910>, accessed on June 18, 2010.

<sup>130</sup> Information from Michelle Romero, City of Malden Principal Planner, as provided by former Chief of Police Ken Coye on July 9, 2009.

## Existing Conditions: Natural and Cultural Resources

### Existing parks, scenic views, and open space in Malden

#### History of Malden open space and the Malden park system

**History of Malden open space:** In Malden's early times, as a small rural village, formal parks were of less importance than they are today. During these early years, development was scattered and covered only a small percentage of land. The rest of the town was held in common ownership and open to all for use. With so much open space and with the long work hours required in farming (as late as 1850, the average man worked 69.8 hours per week), parks and recreation were not in demand and, therefore, were not given much attention.

The 1880s marked the beginning of the public parks movement in Massachusetts. The preservation of open space was very much on the minds of the general public. As metropolitan Boston was coming to grips with its vastly multiplying populations, the preservation of lands for public enjoyment began to be discussed at great length. In 1890, the Trustees of Public Reservations (now the Trustees of Reservations) and in 1893, the Metropolitan Park Commission (now the Department of Conservation and Recreation) were created to preserve Commonwealth of Massachusetts lands of natural beauty and history for the enjoyment of the general public. Either through private or public purchases, these lands would be protected in perpetuity from development and reserved for public recreation. The Board of the Trustees of Public Reservations thought that, in particular, individual cities and towns were not doing enough to preserve areas of common interest that overlapped their town boundaries. It was through the work of the Trustees and the Metropolitan Park Commission that many of Massachusetts' current regional natural resources, including the Middlesex Fells Reservation, were identified and protected.

Sylvester Baxter, a Boston area journalist and Malden resident, was very interested in these initial preservation discussions and, in particular, the work of the Trustees. He was compelled to write about the developing mission of the Trustees many times which, in turn, helped to further the public's understanding of these new and complex parkland ideals. Baxter eventually became involved with the Trustees as a committee member and subsequently, became integrally involved with the creation of the Metropolitan Parks Commission (MPC). It was through these associations that Baxter forged his relationship with Frederick Law Olmsted, Sr., designer of Boston's Emerald Necklace park system, and formed his strong advocacy for the creation of public parks and the preservation of green spaces.<sup>131</sup>

**The Malden park system:** Congruent with the growing population of Boston, Malden's population multiplied over six times between 1870 and 1910. This population growth and, subsequently, the rapid formation of new, dense Malden neighborhoods made the public parkland discussion particularly germane within the Malden community. As much of Malden's open space was being consumed with the division of common lands and their subsequent development, in 1889, the Parks Act of 1882 was accepted by the City of Malden. The Act authorized Massachusetts' cities and towns

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<sup>131</sup> "Section 3: Community Setting" from the *City of Malden Open Space and Recreation Plan Update 2010*, March 2010.



to create public parks within their boundaries. By accepting this Act, Malden could then appoint three commissioners to effectively plan their park system to meet the needs of its growing population and to purchase parkland in accordance with those plans. They could also develop the parks and establish rules for their use. Any lands taken under this Act were to "be forever kept open and maintained as a public park or parks." Accordingly, in 1892, the Malden Park Commission was formed.

Under the leadership of Sylvester Baxter, Malden's first park commission chair, Malden's early park inventory began to take shape primarily through philanthropic gifts. These first gifted parks inspired the City to set aside additional capital funds specifically earmarked for parkland acquisition, thereby beginning to balance the park inventory and intersperse parks throughout the City.

It was through Sylvester Baxter that the Malden Park Commission sought the consultation of Frederick Law Olmsted, Sr., and, later, the Olmsted Brothers landscape architecture firm on several city park projects. This collaboration between the Malden Park Commission, Sylvester Baxter, and the Olmsted family is significant when one considers the legacy of all three. The Malden Park Commission initiated the early preservation of open spaces for the use of Malden city residents, under the direction of Sylvester Baxter. Baxter, a Malden native, was involved in the creation of two significant open space agencies in metropolitan Boston that still exist today; the Metropolitan District Commission and the Trustees of Reservations, and was instrumental in guiding the initial efforts of the Malden Park Commission. Frederick Law Olmsted, Sr. is responsible for the creation of the profession of landscape architecture through the design and construction of public projects such as Central Park in New York City and Boston's Emerald Necklace park system. And, his son, Frederick Law Olmsted, Jr., of the Olmsted Brothers, is responsible for the inauguration of city and open space planning in the United States. In total, Malden's open space history has benefited greatly from the early involvement of these esteemed professionals and open space visionaries.

Baxter, a long time advocate of public parks and the preservation of green spaces, was primarily responsible for including Olmsted, Sr. and Olmsted, Jr. in many of Malden's park projects with the intention of developing a park system through the city. In 1989, Anne Hoover Henderson, Director of the Olmsted Planning Program for the Massachusetts Department of Environmental Management wrote, "Besides the extensive Boston Park System, Malden is the only Massachusetts community to have an Olmsted-designed system, a series of green spaces which would – in Olmsted's view – provide common space that would foster a sense of community and an escape from the noise and stress of city life."<sup>132</sup>

**Malden's park inventory:** In 1883, the Metropolitan Park Commission, of which Baxter was an early member and supporter, acquired the Middlesex Fells Reservation. Both Fellsmere Pond and Pine Banks Park were philanthropic bequests of former mayors; the former by John K.C. Sleeper, the second mayor of Malden, and the latter by Elisha Converse, the first mayor of Malden. Purchases of the Park Commission at the turn of the century included Newman Park (Ferryway Green), John D. Devir Park, and Hunting Field. By 1910, additional parklands within Malden included Pearl Street (Macdonald Stadium), Coytemore Lea, Bell Rock Memorial Park, O'Connell Park, Harris Delta, Amerige Field, Roosevelt Park, Waitt's Mount, and Linden Victory Delta. In 1917, a small piece of land at the top of a 250 foot hill known as High Rock was deeded to the city. No new parks were added to the system again until the 1920s when MacArthur (Green Street) Park, Devir (Pearl Street) Playground, Wallace Park, Hawkridge Delta, Trafton Park, and Tartikoff Park were added.

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<sup>132</sup> "Section 3: Community Setting" from the *City of Malden Open Space and Recreation Plan Update 2010*, March 2010.

It was not until after World War II, that Forestdale Park was added in 1947. The 1950s brought two more parks into the city's system – Oak Grove and South Broadway Park. The 1960s and the urban renewal of the Suffolk Square area brought four additional parks and open spaces into the system – Miller Park, Grape Street Park, Kierstead Park, and Government Center Plaza. In 1975, Callahan Park was completed by the Malden Redevelopment Authority as part of the Industrial Park Urban Renewal Project.

In 1955, the Park Commission was combined with the Public Works Department in the interest of the economy. However, in later years, park maintenance suffered considerably, and in 1977, the Park Commission was reestablished as a separate entity. In the 1970s, the city began a major improvement program with the assistance of federal funds administered through the Community Development and Open Space programs. New equipment such as play equipment, benches, basketball and tennis courts, and lighting were added to many parks.

Until 1998, Malden faced a serious problem regarding the quantity and quality of classroom space available to the children in Malden. For many years, the elementary and secondary schools within Malden lacked the type of infrastructure required for the number of students attending public schools and the ability to provide the type of school curriculum believed to make children successful students and citizens. The City of Malden commissioned a study of the existing school facilities and the City's projected needs, and decided that that best course of action was to build five new public school buildings. Because of Malden's extremely dense population and lack of readily available, buildable land resources, the City decided to use existing parkland to meet their needs. The 1998 study concluded that portions of Roosevelt Park, Newman (Ferryway Green) Park, and Hunting Field would be used for school construction with the condition that new parkland would be created to mitigate the loss of open space taken through school construction. It also stated that the portions of the impacted parks to remain as open space would be completely renovated.

As a result of this school building initiative, two new park sites were identified for park construction: Lincoln Common, the former site of the Lincoln Elementary School, and Maplewood Park, a new park site adjacent to the existing South Broadway Park. These two sites in addition to the renovated school sites represent 7.81 acres of newly designed parkland, a net gain of 1.63 acres of new open space within Malden's parkland inventory.

Since the completion of the 2001 Open Space and Recreation Plan, the City of Malden has developed two new park sites that were identified for park construction as a result of the school building initiative.

**Lincoln Commons:** Lincoln Commons was constructed on the former Lincoln Elementary School site. The park includes a shared softball/soccer field, a tot lot, and extensive landscaping throughout the large passive park area.

**Maplewood Park:** The City of Malden received a \$500,000 Urban Self-Help grant from the State's Executive Office of Energy and Environmental Affairs to assist with the design and construction of a new synthetic multi-purpose athletic field at Maplewood Park, adjacent to the South Broadway Park. The park includes a 90' baseball diamond with a regulation size soccer overlay. Both the infield and outfield were constructed with a synthetic material. Home plate and the pitching mound are constructed of clay. The field was completed in May 2007 and is the envy of surrounding communities.

**World War II Monument at Bell Rock Memorial Park:** The City of Malden, in conjunction with its private sector partner, restored and expanded a monument to honor all local World War II Veterans at Bell Rock Memorial Park on Main Street. Bell Rock Memorial Park is a passive recreational area

designed by Olmsted. The monument will be dedicated in June 2010 as part of the park's 100<sup>th</sup> anniversary. Previously, the monument honored Ward One residents who served in the war and the newly restored and expanded monument will honor residents from throughout the City of Malden, over 9,500, who served in the war.

**Fellsmere Pond:** The City executed an agreement with the Massachusetts Department of Conservation and Recreation in September 2006. Under that agreement, the City received \$175,000 to work on maintenance and repair issues at Malden's Fellsmere Park and Pond. There have been several much-needed public improvements as a result including the installation of two new fountains to help with aeration, the installation of new benches, improvements to the lighting, repairs to the walkways and stairs.<sup>133</sup>

**Waitt's Mount Master Plan:** As written on the Shadley Associates' website, Shadley Associates recently worked with the City of Malden, Massachusetts to develop a Master Plan for Waitt's Mount. Waitt's Mount is a historic park on the tallest point in Malden, with expansive views of the Boston skyline. Home to a WWI Fresh Air Camp, to WWII gun batteries and to observers of the Battle of Bunker Hill, Waitt's Mount has granite outcroppings, WPA-era walls, steps and trails, forest and meadow, and is beloved by its neighbors. Two community meetings have been held to obtain input and gather responses to the Draft Master Plan.

The initial public meeting and a community survey provided clear direction for the development efforts at Waitt's Mount. Key concerns for nearby residents are a strong sense of safety and consistent maintenance, resulting in the proposed Ranger's house and the design of clear and easily accessible entrances to promote appropriate use of the park.

The main attraction of Waitt's Mount is the summit, which provides views over the surrounding area and Boston skyline. A major goal of the Master Plan is to facilitate access to the summit, but preserve it as a natural space. Universally accessible routes and strategically placed informational signage will enhance the user's experiences of the park and encourage public use. Community members requested walking or jogging paths, as well as a tot lot, picnic tables, and a gathering space for organized events. A circular flat space just below the summit, created for the water tower which once stood there, provides a location for this gathering space. This could potentially be rented out for special occasions, and provide a source of income for the park's upkeep. The cliffs along one side of the Mount are popular with rock climbers, and while visually discreet fencing is being placed along some of the most dangerous areas of the park, room will be left for the continued recreational use of these rock faces. Graphics from the Waitt's Mount Master Plan are shown on the following page.<sup>134</sup>

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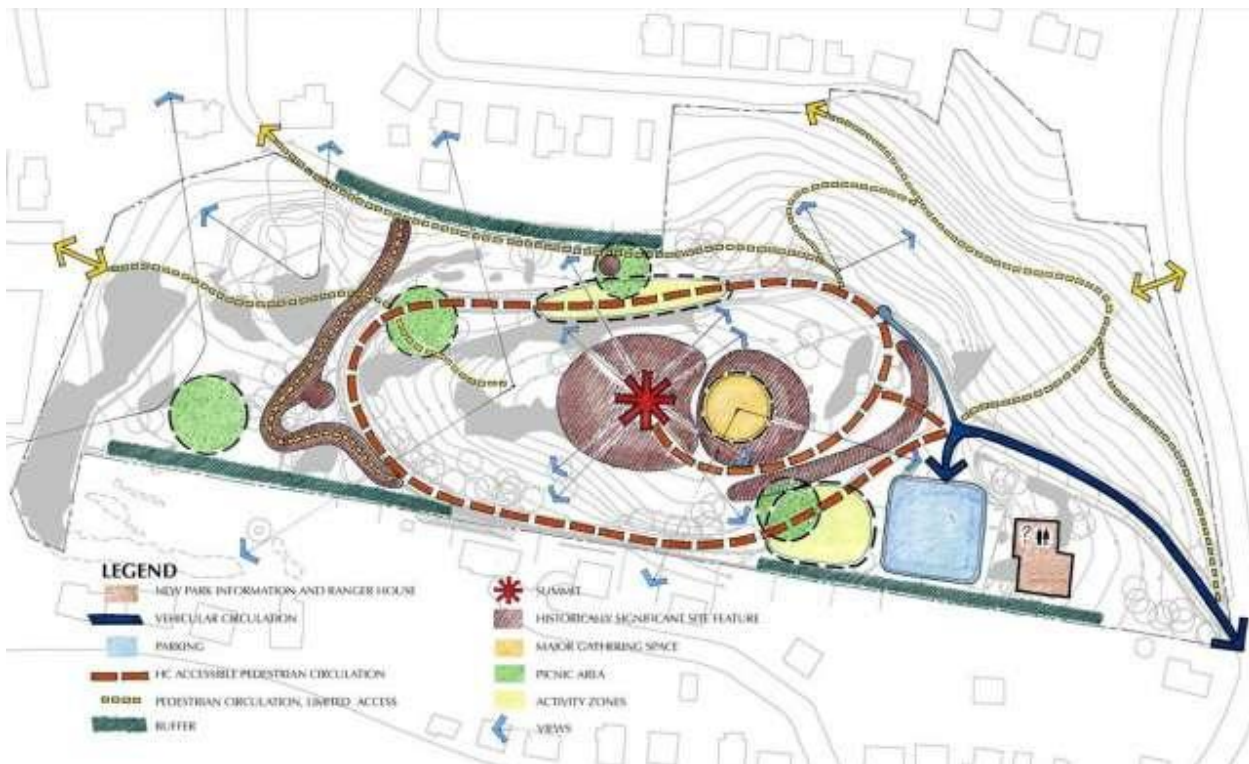
<sup>133</sup> "Section 3: Community Setting" from the *City of Malden Open Space and Recreation Plan Update 2010*, March 2010.

<sup>134</sup> Narrative and graphics from <http://www.shadleyassociates.com/project?project=waitts>, accessed July 2010.

Figure 40: Site Plan from Waitt's Mount Master Plan



Figure 41: Features and circulation from Waitt's Mount Master Plan



**Additional park improvement projects completed since 2001:**

- Renovated the Green Street Park and Tot Lot
- Installed new basketball courts at Green Street Park
- Renovated tennis courts at Amerige Park (home to Malden High School tennis team)
- Renovated ballfield at Coytemore Lea Park
- Renovated tot lot and installed Tai Chi Court at Coytemore Lea Park
- Improved ballfield and tot lot at Trafton Park
- Installed new tennis courts at Trafton Park<sup>135</sup>

### Protection of open space

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Details regarding the protection status of open space is included in “Section 5: Lands of Conservation and Recreation Interest” of the *Open Space and Recreation Plan Update 2010*. The highlights are summarized below. The City of Malden’s comprehensive inventory of park facilities and open space was updated by the Department of Public Works and Fay, Spofford and Thorndike (FST) for the *Open Space and Recreation Plan Update 2010*. This inventory is available in an appendix of that document.

There are approximately 450 acres of open space in Malden, representing 3% of Malden’s total land mass. Of those 450 acres, 61% are permanently protected parks and open spaces. In terms of its current population, Malden has 8.2 acres of existing open space for every 1000 residents. The *Open Space and Recreation Plan Update 2010* identifies an additional 80 acres of potential open space in both evolving projects (River’s Edge and Rowe’s Quarry developments) and public initiatives (Bike-to-the-Sea).

**Protected lands:** Malden has 42 protected park sites that comprise 221.68 acres, or 50% of its total open space. The City of Malden currently owns 113.9 acres of parkland that is protected in perpetuity and is specifically reserved for public recreational use.

**Unprotected public lands:** The City of Malden owns 69.09 acres in public cemeteries, 14.77 acres of school yards, and 170.37 acres of vacant lots.

**Unprotected semi-public properties:** Private cemeteries comprise 137.45 acres of open space in Malden.

**Protected private parcels:** There are no conservation easements over private property owned by the Malden Conservation Commission, and no other protected private parcels are recorded within the Malden city limits.

**Unprotected private parcels:**

- The Malden Catholic High School recreational fields comprise 11.30 acres within Malden.
- The River’s Edge Project will provide approximately 60 total acres of open space in Malden, Medford and Everett once completed, including waterfront access to the Malden River.

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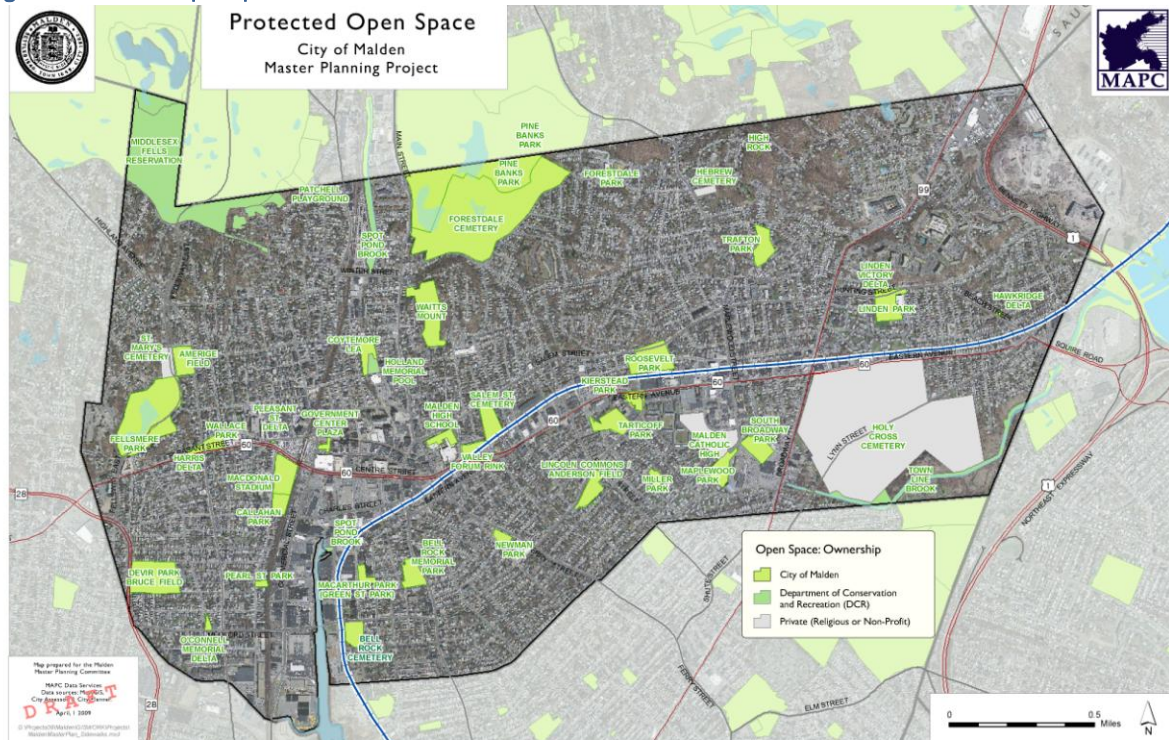
<sup>135</sup> “Section 3: Community Setting” from the *City of Malden Open Space and Recreation Plan Update 2010*, March 2010.



- The Saugus Branch of the Boston & Main (B&M) Railroad represents the future Bike-to-the-Sea Path, a part of the Northern Strand Community Trail. This privately-owned abandoned railroad corridor will create a nine-mile recreational and intermodal commuter trail between Everett, Malden, Saugus, Revere and Lynn. The Malden section of the trail is 3.1 miles long.<sup>136</sup>
- Rowe's Quarry, being redeveloped to provide new housing, may include parks in an area of the city that previously lacked any type of recreational open space.

The map below shows protected open spaces in Malden as of April 2009.<sup>137</sup>

Figure 42: Protected Open Space in Malden



<sup>136</sup> For more information about Bike-to-the-Sea, please see the Existing Conditions: Transportation section earlier in this chapter.

<sup>137</sup> This map was created for analysis purposes during Phase II of the Malden Master Planning project, when the Recommended Land Use Plan and Zoning Recommendations were developed. Because it was not included in the final report, it is still marked “Draft.”



## Open space in or near recent private development projects

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The City of Malden has partnered with the development community to expand open space and recreational opportunities. In some cases, there have been monetary contributions earmarked for specific projects, and in other cases, the developers developed new open space areas as part of their construction projects. Recently completed examples include the river walkway at Plaza 88, the 2-acre Town Common at Overlook Ridge, and the 10-acre park at River's Edge.

**Plaza 188:** This project includes the construction of a 29,959 square-foot Super 88 store at 184-188 Commercial Street. As part of the Planning Board approval, the owner agreed to construct a landscaped walkway along the rear property line, providing public access to the Malden River. The walkway is approximately 400 feet in length.

**Overlook Ridge Project:** The Overlook Ridge project is a mixed-use development in the cities of Malden and Revere. The MEPA Certificate allows for a maximum of 2,800 residential units and up to 600,000 square feet of commercial space. The total project area is 99 acres, with 55 acres within the City of Malden. The development includes two significant open space areas. The first is a newly constructed 7-acre stormwater/wetlands area that has created a new passive recreation area for the residents' enjoyment. In addition, the project plans include the development of a 100,000- 110,000 square-foot (2.5 acres) public park in the center of the project. This area will provide both active and passive recreational opportunities for the residents. Potential uses include basketball, tennis, and picnic areas.

**Cambridge Health Alliance:** This project, located at 195 Canal Street, includes a two-story building and one single-story accessory structure, which contains an environmental remediation system. The two-story building has a gross floor area of approximately 75,536 square feet. Cambridge Health Alliance will utilize the building for medical offices and a clinic. Cambridge Health Alliance contributed to improvements for the Green Street Park.

**River's Edge:** The River's Edge tri-city redevelopment project, encompassing 200 acres of underutilized land in the cities of Everett, Medford and Malden adjacent to the Malden River will create much needed open space and waterfront opportunities for residents of the three cities – approximately 10 acres have been formally designed and another 20 to 30 acres of open space are anticipated. The project includes the signature 75-foot-wide Malden River Park.<sup>138</sup>

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<sup>138</sup> "Section 3: Community Setting" from the *City of Malden Open Space and Recreation Plan Update 2010*, March 2010.

## List of public parks and recreation facilities and school facilities

The following list includes Malden's public parks and recreation facilities as well as its recreational facilities at schools.<sup>139</sup>

Table 25: Public and school parks and recreation facilities

Park/Facility Name	Location	Facilities
<b>Public Parks and Recreation Facilities</b> <i>(continued on following page)</i>		
Amerige Park	Fellsway East and Highland Ave.	Baseball diamond, soccer fields, playground, tennis courts
Anderson Field at Lincoln Commons	Cross and Bryant Streets	Softball diamond/soccer field
Bell Rock Memorial Park	Main and Wigglesworth Streets	Olmsted-designed passive park with World War II Monument. Listed in the National Register of Historic Places.
Callahan Park	Pearl Street	Softball diamond, soccer field
Coytemore Lea Park	Mountain Ave.	Playground, open grass, ballfield, Tai Chi court, tot lot
Devir Park	Fellsway and Malden Street	Soccer field, baseball diamonds, softball diamond, basketball courts, tennis courts, playground
Donovan Field at Brother Gilbert Stadium	Malden Catholic High School, 99 Crystal Street	Football field
Fellsmere Pond	Fellsway, West Border Road, Savin Road	Open grass, walking path, pond, two new fountains and other recent renovations. Fellsmere Park Parkways and Fells Connector Parkways are listed on the National Register of Historic Places.
Forestdale Park	70 Sylvan Street	Softball diamond, soccer fields, playground
Holland Memorial Pool	Mountain Ave. and Dartmouth Street	Department of Conservation and Recreation-operated pool
Hunting Field (Linden Park)	Linden School, 29 Wescott Street	Softball diamond, soccer field, playground, basketball court, street hockey rink
Kierstead Park	Eastern Ave. and Short Street	Baseball diamond, playground
Lincoln Commons	Cross and Bryan Streets	Passive park with extensive landscaping, tot lot, Anderson Field (see above)
MacArthur Park (Green Street Park)	Green and Wadsworth Streets	Tot lot, basketball courts
Macdonald Stadium	Pearl and Centre Streets	Football/soccer field, hockey field, track
Maplewood Park	Maplewood Street (at Malden Catholic)	Baseball diamond/soccer field
Miller Park	Harvard Street	Playground, open grass

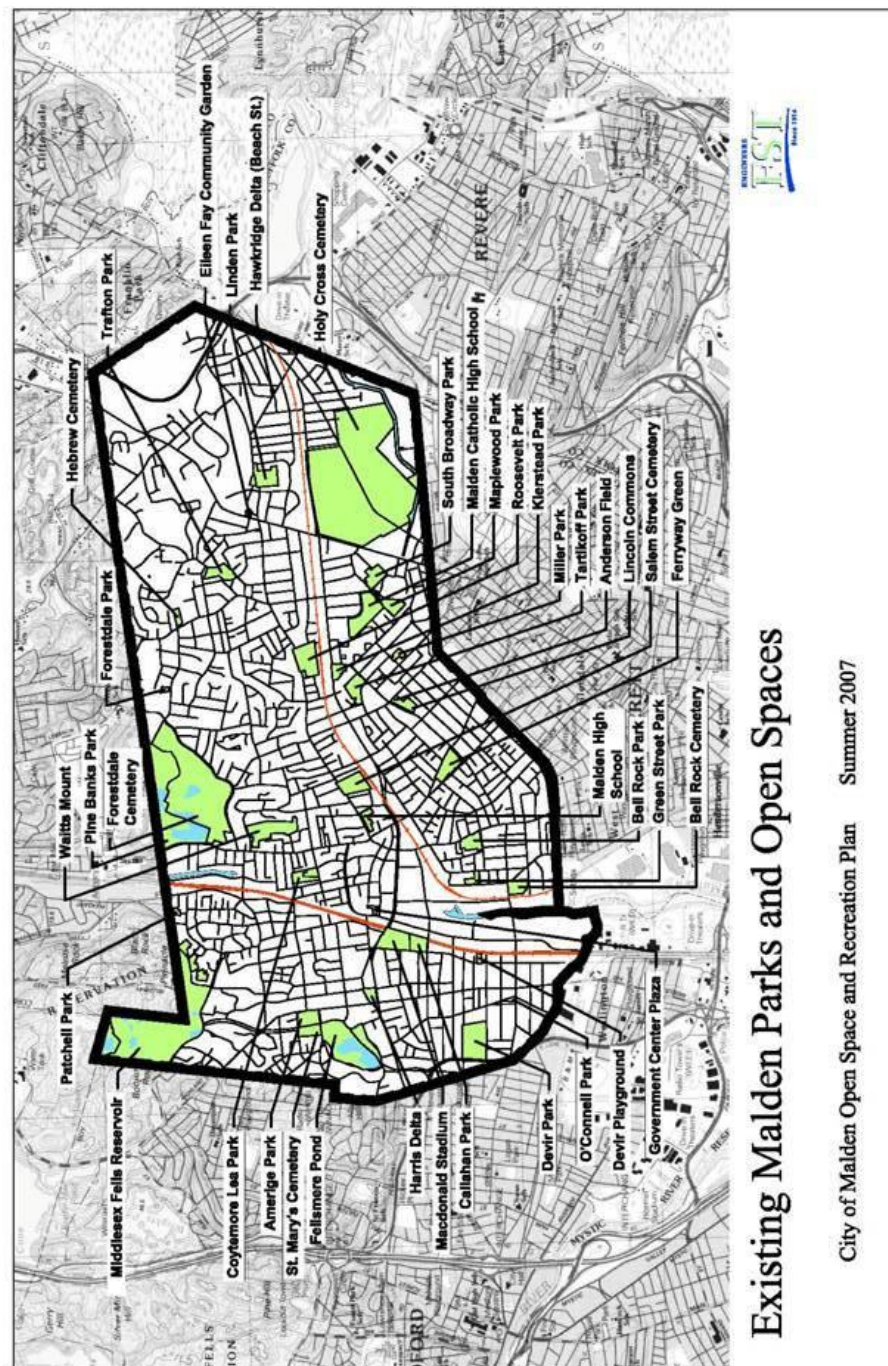
<sup>139</sup> This information was found at <http://www.cityofmalden.org/Parks-and-Recreation/>, accessed on June 15, 2010, and supplemented with information from the *Open Space and Recreation Plan Update*, 2010.

<b>Park/Facility Name</b>	<b>Location</b>	<b>Facilities</b>
<b>Public Parks and Recreation Facilities</b> <i>(continued from previous page)</i>		
Mystic Valley Forum II	Holden Street (opposite Malden High School)	Ice hockey rink
Newman Park	Ferryway School, 150 Cross Street	Softball diamond, soccer field, playground
O'Connell Park	West and Medford Streets	Passive recreation area
Patchell Park	Glenrock Ave.	Child safe playground, basketball court
Pearl Street Park	Pearl Street	Basketball courts, playground
Pine Banks Park	Main Street at Melrose Line	Soccer fields, baseball diamonds, softball diamonds, multi-use synthetic field, walking/cross country running path
Roosevelt Park	Salemwood School, 529 Salem Street	Football/soccer field, softball diamond, baseball diamond, playground
South Broadway Park	Maplewood Street and Broadway	Soccer field, basketball courts, playground
Tartikoff Park	Willow and Lyme Streets	Skateboard park
Trafton Park	Granite and Jacob Streets	Baseball diamond, basketball courts, playground, tot lot, tennis courts
Waitt's Mount	Leonard Street	Passive recreation area, recently completed a Master Plan. Recommended for the National Register of Historic Places in Malden's 2002 <i>Comprehensive Communitywide Survey Project</i> .
Wallace Park	Beebe School, 403 Pleasant Street	Passive recreation area
YMCA	99 Dartmouth Street	Pool, Gymnasium, Fitness center
<b>School Facilities</b>		
Beebe Gymnasium	Beebe School, 401 Pleasant Street	Basketball court, volleyball court
Ferryway Gymnasium	Ferryway School, 150 Cross Street	Basketball court, volleyball court
Finn Gymnasium	Malden High School, 77 Salem Street	Basketball courts, volleyball court, badminton courts, indoor track
Forestdale Gymnasium	Forestdale School, 70 Sylvan Street	Basketball court, volleyball court
Linden Gymnasium	Linden School, 29 Wescott Street	Basketball court, volleyball court
Marshall Gymnasium	Malden High School, 77 Salem Street	Basketball court
Malden High School Pool	Malden High School, 77 Salem Street	Pool
Salemwood Field House	Salemwood School, 529 Salem Street	Basketball courts, indoor track, volleyball courts, badminton courts

## Map of existing parks and open spaces in Malden

This map is included in the *City of Malden Open Space and Recreation Plan Update 2010*.

Figure 43: Map of Existing Parks and Open Spaces by Fay, Spofford and Thorndike, Inc.





## Scenic resources and vistas in Malden

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Malden contains a number of rock outcroppings that offer dramatic vistas of the City of Malden, its surrounding communities, the Boston skyline, and the Atlantic Ocean. These outcroppings include High Rock, Maplewood Highlands, Linden Highlands, Waitt's Mount, and portions of the Middlesex Fells Reservation. Waitt's Mount and Middlesex Fells Reservation are all protected open spaces.<sup>140</sup>

## Malden's natural environment

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### Landscape character

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Malden's location at the northern edge of the Boston Basin provides a varied physical setting. The city is divided north to south between the rolling uplands of the Mystic River Watershed and the flatter lowlands of the Coastal Plain. According to the United States Department of Agriculture, Soil Conservation Division, the Boston Basin is "characterized by a relatively smooth plain with about 100 round and oval hills called drumlins that rise sharply above the plain". These drumlins were created through episodes of glacial activity where the glaciers moved over the terrain leaving behind large deposits of flat glacial till and higher areas of land with bedrock very close to the ground's surface. This type of geology is clearly demonstrated within Malden in its highlands (north section of the city) at the Middlesex Fells, Waitt's Mount, and High Rock, and in its lowlands (south section of the city) in the Edgewood, Maplewood, and Linden neighborhoods. The drumlins within Malden are unique in that they fall within the only known drumlin field to intersect a coastline. These geographic highpoints in Malden are geologically related to the hills that were historically used to fill in the modern-day Boston shoreline, as well as the hills that comprise many of the Boston Harbor islands.

Today, these highpoints are predominantly undeveloped due to either steep grades, which make access difficult, or challenging subgrade conditions that are not conducive to economical construction. Waitt's Mount, High Rock and much of the Middlesex Fells are heavily wooded in areas where pockets of soil exist between exposed bedrock. The low, flat areas of Malden are predominantly comprised of residential neighborhoods. These areas were developed in the early 1900's to accommodate Malden's growing community and were more easily developed than the steep, rocky slopes to the north. In fact, most of the flatter terrain within Malden has been developed for residential, industrial, or municipal use.<sup>141</sup>

### Geology

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Most of Malden's topography is comprised of bedrock very near or at the surface. The bedrock was formed millions of years ago through volcanic action that has resulted in large rhyolite (equivalent of granite) deposits throughout the city. Many of these areas are located in the northern half of the city, and the rhyolite is actively being removed from the Rowe's Quarry in the northeastern section of Malden. All occurrences of rhyolite within Malden are considered part of a larger geologic phenomenon called the Lynn Volcanic Complex. The Lynn Volcanic Complex defines the perimeter of

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<sup>140</sup> "Environmental Inventory and Analysis" section of *City of Malden Open Space and Recreation Plan Update*, March 2010.

<sup>141</sup> Ibid.

activity for the ancient volcano that occurred in this specific region of New England. Following the Lynn Volcanic Complex, glacial activity resulted in the formation of drumlins within the Boston Basin. It was this activity that further defined Malden's topography by creating its highlands and lowlands. The southern portion of Malden is comprised mainly of urban soils that have been filled in or deposited throughout the city over its history and for its economic development. More specifically, many of these areas were filled to provide easier and more convenient access to the Malden River, which assisted Malden's thriving industry in the early- to mid-1900s.<sup>142</sup>

### Soils

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The distribution of soil types closely parallels the topographical character of Malden. Although the vast majority of the city is classified as "urban land", soil types vary markedly from north to south. North of the Pleasant-Salem Street line, soils are either shall to bedrock or are of the very poorly drained organic type. Interspersed within this area are some sites containing well-drained or even droughty gravel deposits left by the last continental glacier. Soils in the southern half of the city are even more urbanized than those in the north. They range from the well-drained gravelly deposits of Belmont Hill to the moderately drained clay and organic deposits in the southeastern quadrant and along the Malden River. In the latter case, soils have been highly modified over the years by large quantities of urban fill.<sup>143</sup>

### Topography

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Elevations and topography range between two extremes. The southern half and easternmost parts of the city are low and level, exhibiting only minor topographical relief and few natural ledge outcroppings. From a near sea level elevation at Nowell Creek on the Revere line, elevations rarely rise above 50 feet south of the Pleasant-Salem Street east-west corridor. The exception is in the Belmont Hill area, where a gentle glacially formed hill rises 110 feet to offer a pleasant view of the downtown Malden area. Several areas along the Nowell Creek and in the southwestern corner of the city are presently marshy.

The steep escarpments and ledge outcroppings north of the Pleasant-Salem Street corridor characterize the land morphology of the entire northern portion of the city and are in stark contrast to the benign topography of the south. Where sedimentary deposits underlie the landforms to the south, volcanic action was responsible for the physical relief of the north. The rocky hills of Malden are part of a chain known as the "Lynn Volcanic Complex". These highly eroded and glaciated hills are all that remain today of once active volcanoes. Many of these hills offer impressive views of the surrounding countryside, particularly of the lowlands to the south and east. Elevations of more than 280 feet are found in the Middlesex Fells Reservation and in Maplewood Highlands. Elevations of over 150 feet are commonplace. Linden Highlands, in particular, with elevations of approximately 200 feet, offer dramatic views of the Atlantic Ocean and the Boston skyline.

There exist three natural north-south "passes" through this line of hills. The broadest is the area between the MBTA railroad right-of-way and Main Street, following the course of Spot Pond Brook. A second narrower pass follows the old course of a major Indian trail through the eastern section of the city. This pass was utilized in the construction of the old "Newburyport Turnpike", now called

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<sup>142</sup> "Environmental Inventory and Analysis" section of *City of Malden Open Space and Recreation Plan Update*, March 2010.

<sup>143</sup> Ibid.



Broadway, and designated as Route 99. Finally, a third winding pass exists along Lebanon Street in Maplewood, following the course of an old brook. Only the first of these passes maintains significant width and it is here, therefore, that the railroad was established and where the major development of the northern part of the city is centered.<sup>144</sup>

## Surface waters

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The following surface waters were identified in the *City of Malden Open Space and Recreation Plan Update*:

- Malden River
- Townline Brook
- Fellsmere Pond
- Pond at Forestdale Cemetery
- Pond and unmapped wetlands in Pine Banks Park

**Malden River:** The first Europeans in Malden settled along the banks of the Malden River. The river served as the major means of transportation and trade during Malden's early development. Today, the river has become a physically severed and forgotten resource.

The Malden River lies toward the southwestern part of Malden near Medford. The river once ran through the downtown section of Malden north of Charles Street until the 1960's when this section was placed in a closed culvert. The portion of the river near the Oak Grove MBTA station is located in an open culvert. South of Charles Street near Canal Street, the river continues as open water for 1.3 miles (0.7 miles in Malden) until joining the Mystic River near the Wellington MBTA Station. The river is fed by the Spot Pond Culvert, the Saugus Branch Culvert, and the Fells in Melrose.

Approximately 100 years ago, Malden industrialists convinced the U.S. Government to straighten and deepen the river course south of Charles Street in order to create a federal channel for use by industry. As a result, recreational access to the river became limited. The construction of the Amelia Earhart Dam in the 1960's further changed the character of the Malden River. The dam blocked the tidal flushing of the river, so today; the river has characteristics more of a lake or a reservoir.

The Mystic Valley Development Commission (MVDC) received funding from the United States Environmental Protection Agency and the United States Army Corps of Engineers to study the quality of the Malden River's water and sediments and to propose methods to improve the water quality of the river.

The U.S. Army Corps of Engineers (USACE) in partnership with the MVDC developed the "Malden River Ecosystem Restoration Detailed Project Report and Environmental Assessment". Restoration of the Malden River ecosystem to the "highest quality that it can reasonably support and sustain" is the overriding project goal for the MVDC and USACE. Numerous ecosystem restoration components were developed and evaluated as building blocks for a comprehensive strategy designed to restore the environmental quality of the Malden River ecosystem. These measures are directed towards the three primary restoration objectives: wetlands restoration, aquatic habitat restoration and riverine migratory restoration. The primary elements of the recommended plan were developed through the

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<sup>144</sup> "Environmental Inventory and Analysis" section of *City of Malden Open Space and Recreation Plan Update*, March 2010.

detailed evaluation of the Mystic/Malden River ecosystem characteristics. The elements are as follows:

- Removal of 36,000 cubic yards of invasive species along 14.9 acres of the riverbank corridor and replanting with native wetland plant species
- Creation of 5.4 acres of emergent wetland within the existing oxbow
- Placement of 4,400 cubic yards of gravel/sand substrate to create 2.8 acres of fish spawning habitat
- Miscellaneous debris removal and disposal
- Operational changes at the Amelia Earhart Dam to improve fish passage for anadromous species

Finalization of Detailed Plans and Specifications is estimated to be completed in May 2010 with construction scheduled between March 2011 and June 2013.

**Townline Brook:** Townline Brook lies on the east side of Malden near the border of Revere and Everett. The brook is a 1.7 mile (1.0 mile in Malden) long surface water body that runs from Broadway to Rumney Marsh in Revere.

The Metropolitan District Commission (MDC) placed the brook in a concrete culvert for its entire length; however, the brook remains subject to tidal flows. MDC has current plans to upgrade the floodgate near the Revere Cinemas to better control flood tides and to allow regular tidal flows. The tidal flows greatly influence groundwater levels in some adjoining Malden and Revere neighborhoods. The Linden neighborhood in Malden has the most substantial flooding problems as a result.

The brook runs along the southern edge of the privately-owned Holy Cross Cemetery. An unpaved MDC access road runs the length of the culvert and may offer the potential for a short linear park. A large strip of open land lies between the fence of the MDC land and a berm in the Cemetery. A large undeveloped parcel (of approximately 2 acres) is also located along this access road.

**Fellsmere Pond:** Fellsmere Pond is owned and maintained by the State's Department of Conservation and Recreation (formerly known as MDC.) In 2006, the City of Malden petitioned the State Legislature for control of Fellsmere Pond. The City received \$175,000 from DCR. The funds were used to clean-up the pond and implement several improvements, including the installation of fountains. In addition, there is an active Friends of Fellsmere Pond group that has worked to control the influx of geese at Fellsmere Pond. The Friends Group has a trained dog and a canoe and volunteer periodically patrol the pond.

**Forestdale Cemetery:** A small surface pond that provides habitat to ducks and geese exists within the Forestdale Cemetery. A small wetland area also exists between the Forestdale Cemetery and Pine Banks Park.

**Pine Banks Park:** Pine Banks Park is owned by the Cities of Malden and Melrose and managed by the Pine Banks Park Trustees. The cities received funding from the State's urban Self-Help program to construct a multi-purpose synthetic field at Pine Banks Park. The field was completed in May 2007. The new field provides much needed open space for the residents of Malden and Melrose.

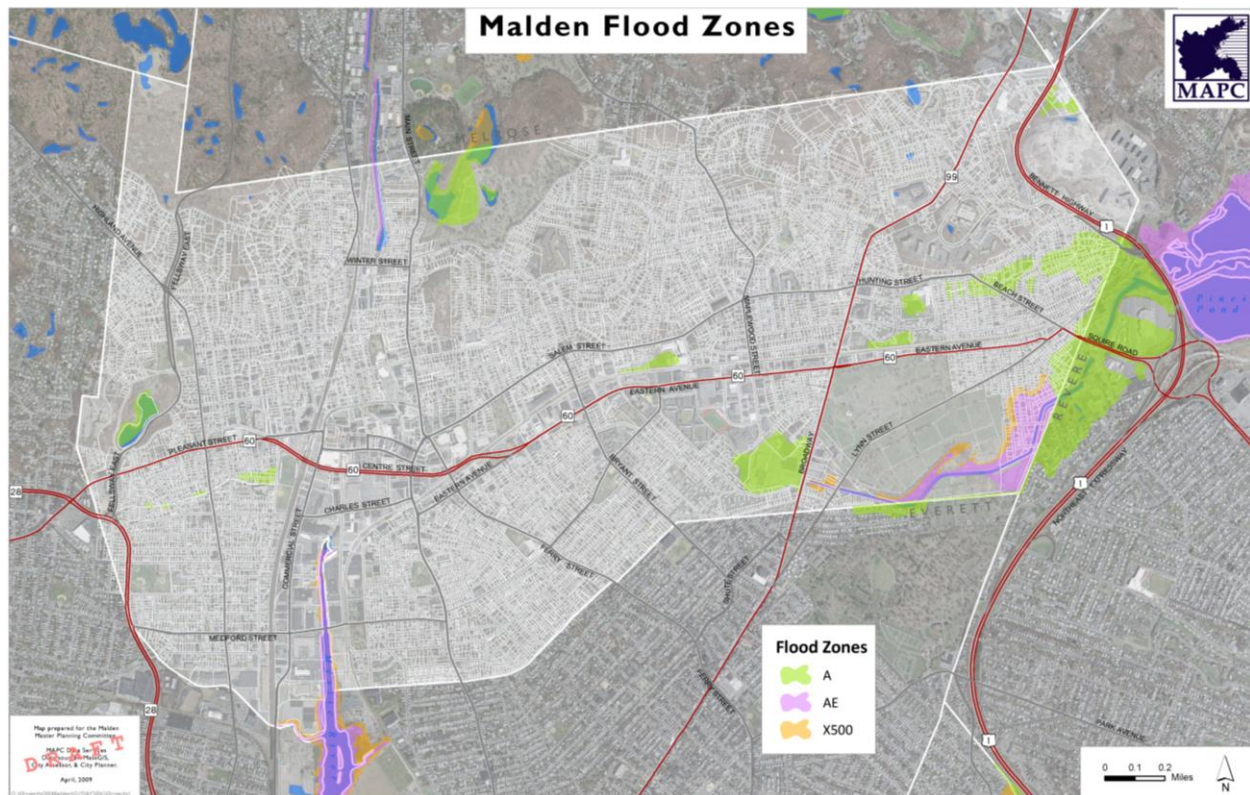
Pine Banks park features a small pond in the Melrose portion. Some unmapped wetland areas exist within Pine Banks as well.<sup>145</sup>

## Flood hazard areas

The following flood hazard areas were identified in the *City of Malden Open Space and Recreation Plan Update 2010*: Malden River, Townline Brook, the Linden area, Forestdale Cemetery, and Roosevelt Park. Flood zones are shown in the map below.<sup>146</sup>

- **Malden River:** Limited areas along the Malden River lie in the flood zone. The channeling of the River and the Amelia Earhart Dam limit the extent of these flood areas.
- **Townline Brook:** Lands along this brook in Malden are within the 100-year flood hazard zones and this area is subject to tidal surges of seasonal storms and hurricanes.
- **Linden Area:** The area between Oliver and Salem Streets lie within the 100-year flood hazard zones, and are subject to flooding in large storm events.
- **Other Areas:** Areas of Forestdale Cemetery and Roosevelt Park (immediately behind the Salemwood School) also are within flood hazard zones.<sup>147</sup>

Figure 44: Malden Flood Zones



<sup>145</sup> "Environmental Inventory and Analysis" section of *City of Malden Open Space and Recreation Plan Update*, March 2010.

<sup>146</sup> This map was created for analysis purposes during Phase II of the Malden Master Planning project, when the Recommended Land Use Plan and Zoning Recommendations were developed. Because it was not included in the final report, it is still marked "Draft."

<sup>147</sup> "Environmental Inventory and Analysis" section of *City of Malden Open Space and Recreation Plan Update*, March 2010.

## Wetland areas

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In addition to the wetland areas that lie along the Malden River, Townline Brook, and the Forestdale Cemetery, some isolated wetlands exist in the Middlesex Fells Reservation and the undeveloped highlands of Malden.<sup>148</sup>

## Aquifer recharge areas

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Malden does not contain any public water supply aquifers. Malden receives its public water from the Massachusetts Water Resources Authority (MWRA) reservoirs in the Middlesex Fells Reservation.<sup>149</sup>

## Vegetation

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**Inventory:** The natural vegetation of Malden has been highly modified by the urban environment. Originally, almost completely forested by the central hardwoods group, only certain park, ledge, or wetland areas in the northern part of the city remained forested. The Middlesex Fells Reservation and adjacent private parcels are the largest areas of continuous natural forest within Malden. Pine Banks Park also contains a significant amount of forested land, including a number of large pines. These two areas comprise essentially all of the quality woodlands within Malden. Other wooded areas are smaller and of varying quality. Tree species native to the area include oak, maple, hickory, cherry, ash, locust, elm, birch, aspen, beech, pine, and willow. Elsewhere in the city, vegetation is restricted mostly to lawns, and ornamental and shade trees.

**Rare, threatened, and endangered species:** The Massachusetts Natural Heritage and Endangered Species Program has confirmed that there are no rare, threatened, or endangered species in Malden.

**Public shade trees:** The City of Malden continues to maintain the many public shade trees throughout the city. In addition, the City continually plants new public shade trees as part of the street construction program. Between June 2001 and June 2007, the City planted 409 street trees in various locations throughout the city. The species planted included Green Ash, Red Maple, London Plane, Callery Pear and Norway maple trees. The 2010 Open Space and Recreation Plan Update includes a chart with more details about the trees planted in an appendix.<sup>150</sup>

## Fisheries and wildlife

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**Inventory:** Wild bird and animal life in Malden is quite limited. The densely settled areas see only migratory song birds, while the more rural areas near the eastern, northern, and western city limits house small mammals and larger birds such as squirrels, rabbits, raccoons, woodchucks, pheasants, ducks, and hawks. Ducks (both domesticated and wild) are particularly common at Fellsmere Pond, Spot Bond Brook, and Pine Banks Park; and as pollution issues are continuing to be addressed along the Malden River, shore birds and waterfowl are beginning to reappear there.

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<sup>148</sup> "Environmental Inventory and Analysis" section of *City of Malden Open Space and Recreation Plan Update*, March 2010.

<sup>149</sup> "Environmental Inventory and Analysis" section of *City of Malden Open Space and Recreation Plan Update*, March 2010.

<sup>150</sup> "Environmental Inventory and Analysis" section of *City of Malden Open Space and Recreation Plan Update*, March 2010.

Goldfish, carp, shiners, sunfish, pickerel, bass, frogs, and turtles are found particularly in Fellsmere Pond, and to a lesser extent, in the pond at Forestdale Cemetery. Those species more tolerant of urban conditions have begun to return to the Malden River.

**Wildlife corridors:** Malden currently contains no active wildlife corridors. It is the hope of the City that as redevelopment along the Malden River is implemented, the water quality of the river will improve and provide wildlife habitat within that emerging river system. It is also the hope that the Bike-to-the-Sea Path project will one day provide a link between some of the open spaces not only for park users, but for some wildlife within the city, as well.

**Rare, threatened and endangered species:** The Massachusetts Natural Heritage and Endangered Species Program has confirmed that there are no rare, threatened, or endangered species listed within Malden.<sup>151</sup>

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### Areas of Critical Environmental Concern

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Malden enjoys many of the scenic advantages of the nearby Rumney Marsh Area of Critical Environmental Concern (ACEC) located on the fringe of Rowe's Quarry.<sup>152</sup>

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### Development impact (erosion, chronic flooding, sedimentation)

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As Malden is largely built out, typical development impacts such as traffic congestion and urban runoff have long been felt. Erosion has not been presented as a significant issue associated with new development given Malden's existing high percentage of impervious surface area and when considering the native composition soils as primarily bedrock.

Flooding has been increasingly problematic in the neighborhoods adjacent to the Town Line Brook and the Linden Brook. Recent trends in development, such as building in lowland areas identified as flood zones on Federal Emergency Management Agency (FEMA) maps, have increased the occurrence and severity of flood events in those areas. The City's drainage capacity is also taxed by new development in highland areas that do not adequately capture stormwater runoff into the City's systems. Properties below these developments have experienced many problems in more recent storm events.

Sedimentation has become a problem in the Town Line Brook. It is difficult to determine if the accumulation of sediments in the Department of Conservation and Recreation (DCR) box culvert is a result of irresponsible development practices or other activities along the banks of the brook. The Commonwealth is looking into the possibility of removing sediment from the brook in an effort to increase the capacity during storm events and prevent additional flooding during high tides. The Commonwealth also installed new tide gates designed to control the level of water entering the brook in significant storm events.<sup>153</sup>

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<sup>151</sup> "Environmental Inventory and Analysis" section of *City of Malden Open Space and Recreation Plan Update*, March 2010.

<sup>152</sup> "Environmental Inventory and Analysis" section of *City of Malden Open Space and Recreation Plan Update*, March 2010.

<sup>153</sup> "Environmental Inventory and Analysis" section of *City of Malden Open Space and Recreation Plan Update*, March 2010.



## Ground and water pollution

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Ground water contamination is much easier to identify and monitor than water pollution. The Massachusetts Contingency Plan (MCP) has created a process for classification and remediation of contaminated sites. (See chart by DEP's Bureau of Waste Site Cleanup in Appendix) Water pollution is a much more difficult problem to assess as most contaminants have mixed with other sediments underwater. The River's Edge Project has done some analysis to determine the level of contamination that exists within the Malden River. One major component of the project is to restore the river as much as practicable and introduce recreational opportunities along its bank.<sup>154</sup>

## Brownfields

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The City of Malden actively pursues the redevelopment and adaptive re-use of brownfield properties. The River's Edge Project represents the most ambitious effort to remediate contaminated and underutilized parcels for the creation of new economic opportunities. The goal for the River's Edge Project is to convert 200 acres of underutilized industrial land with a significant contamination history into a modern, productive, employment-generating, tax-producing development including a mix of office, residential and new recreational amenities on and around the reclaimed Malden River.<sup>155</sup>

## Forestry

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Since Malden's natural vegetation has been highly modified by the urban environment, there are limited areas that remain forested. The Middlesex Fells Reservation and adjacent private parcels are the largest areas of continuous natural forest within Malden. Pine Banks Park also contains a significant amount of forested land, including a number of large pines. These two areas comprise essentially all of the quality woodlands within Malden. Other wooded areas are smaller and of varying quality. Tree species native to the area include oak, maple, hickory, cherry, ash, locust, elm, birch, aspen, beech, pine, and willow. Elsewhere in the city, vegetation is restricted mostly to lawns, and ornamental and shade trees.<sup>156</sup>

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<sup>154</sup> "Environmental Inventory and Analysis" section of *City of Malden Open Space and Recreation Plan Update*, March 2010.

<sup>155</sup> Ibid.

<sup>156</sup> Ibid.



## Historic Resources in Malden

Established in 1634, Malden history is deeply rooted in business and commerce. Located just outside of Boston, early Malden settlers were too far from deep water for shipbuilding and the land proved too rocky for any significant, long-term farming. It seemed that Malden was destined for something different, and early established itself as a mill and factory town. It is this focus on industry that has propelled Malden's evolution through its 350 years.

Even though much of Malden's history may not be readily visible in its predominantly "new" downtown (much of it being built within the last 50 years), a few significant reminders still stand as a testament to Malden's rich past and early town contributors. Malden has twelve sites listed on the National Register of Historic Places. These sites represent some of the oldest sites in Malden as well as significant examples of period architecture within the community.<sup>157</sup>

### Malden historic property inventories 1977-2008

Over four-hundred properties in Malden have been identified and surveyed for their historic, architectural, and cultural significance. An inventory for each property was completed in accordance with methodology defined by the Massachusetts Historic Commission (MHC) and is on file with MHC. At the time this document was written, 426 properties in Malden were included in the Massachusetts Cultural Resource Information System (MACRIS), the online database of historic properties throughout the Commonwealth maintained by MHC.<sup>158</sup> Inventories of historic resources are contained in the following survey documents, available for public review at the Malden Engineering, Planning and Waterworks Department office and on file with MHC<sup>159</sup>:

- *Bastille-Neiley Architectural Survey, 1977*, hereafter referred to as the "1977 Survey"
- *Converse-Sprague Historic District Survey, 1998*, hereafter referred to as the "1998 Survey"
- *Malden Comprehensive Communitywide Survey, 2002*, hereafter referred to as the "2002 Survey"
- *Malden Comprehensive Neighborhood Survey Project, 2007-2008*, hereafter referred to as the "2008 Survey"

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<sup>157</sup> "Environmental Inventory and Analysis" section of *City of Malden Open Space and Recreation Plan Update*, March 2010. Also, see the History section in Chapter One: Malden's Past, Present, and Future in this document.

<sup>158</sup> The MACRIS searchable online database is available at <http://www.mhc-macris.net/index.htm>, accessed for this report on June 14, 2010.

<sup>159</sup> Visit the Malden Historic Commission's webpage for more information, <http://www.cityofmalden.org/Historic-Commission/>. Accessed on June 14, 2010 for this report.

### **Malden properties listed on the National Register of Historic Places**

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The following properties in Malden are listed in the National Register of Historic Places<sup>160</sup>:

1. Bell Rock Memorial Park, Main Street
2. Common Burying Ground at Sandy Bank (Bell Rock Cemetery), Medford Street at Green Street
3. Converse Memorial Building, 36 Salem Street
4. Charles A. Daniels School, 20 Daniels Street
5. Fells Connector Parkways, Metropolitan System of Greater Boston
6. Fellsmere Park Parkways, Metropolitan Park System of Greater Boston
7. Wilbur Fiske Haven House, 339 Pleasant Street
8. Marcia P. Browne Junior High School, 295-303 Broadway
9. Middlesex Fells Reservation Parkways
10. Odd Fellows Building, 442 Main Street
11. St. Paul's Parish Church, 18 Washington Street
12. Waite Brick Block, 422-424-426 Main Street

Descriptions of most sites were included in the *Open Space and Recreation Plan Update 2010*. These descriptions are as follows:

**Bell Rock Memorial Park, 1908:** This is the site of Malden's first and second meeting houses, and the current site of Revolutionary War, Civil War, and WWII memorials honoring Malden war heroes. The park site was designed by the nationally recognized and noted landscape architects, Olmstead Brothers, to receive a Bela Lyon Pratt (widely noted for his public artwork in New England) bronze sculpture, The Flag Defenders, which still stands in the site today. Bell Rock Memorial Park was listed in the National Register of Historic Places on February 9, 2001.

**Common Burying Ground at Sandy Bank (Bell Rock Cemetery), established sometime before 1649:** Known as Bell Rock Cemetery and formerly known as the Sandy Bank Burying Ground, this site holds many historic and artistically notable gravestones. It is thought to be Malden's oldest public site. Bell Rock Cemetery, listed as the Common Burying Ground at Sandy Bank, was listed in the National Register of Historic Places on August 27, 1981.

**Converse Memorial Building (Malden Public Library), 1885:** This building was designed by noted architect H.H. Richardson (also noted for Trinity Church in Boston) in honor of Frank Eugene Converse, the slain son of Malden's first mayor, Elisha Converse, on a site selected and designed by Frederick Law Olmstead. Built of varying colors of granite block, it is one of Malden's most beautiful buildings. The Converse Memorial Building was listed in the National Register of Historic Places on September 5, 1985.

**Charles A. Daniels School, 1906:** Designed by the influential architectural firm of Brainerd and Leeds, the school is an important example of early 20th century architecture. From 1880 to 1910, ten public schools were built to accommodate Malden's rapidly growing population. The Daniels

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<sup>160</sup> As listed on <http://www.cityofmalden.org/Historic-Commission/> and [http://en.wikipedia.org/wiki/National\\_Register\\_of\\_Historic\\_Places\\_listings\\_in\\_Middlesex\\_County,\\_Massachusetts](http://en.wikipedia.org/wiki/National_Register_of_Historic_Places_listings_in_Middlesex_County,_Massachusetts) on June 14, 2010

Schools, the largest and most significant of the new schools, was named in honor of Charles A. Daniels, former headmaster of Malden High School. Daniels was considered the “father” of Malden’s public school system, and a progressive and innovative leader in the field of public education. Charles A. Daniels School was listed in the National Register of Historic Places on January 6, 1987.

**Fells Connector Parkways, Metropolitan System of Greater Boston:** This was not listed in the *Open Space and Recreation Plan Update 2010*, as it was a more recent addition. The Fells Connector Parkways, located in both Malden and Medford, were added to the National Register of Historic Places on May 9, 2003.

**Fellsmere Park Parkways, Metropolitan Park System of Greater Boston, 1894:** Another May 9, 2003 addition to the National Register of Historic Places, Fellsmere Park was listed in the *Open Space and Recreation Plan Update 2010* as a potential site and was recommended for consideration in the 2002 Survey. The *Open Space and Recreation Plan Update 2010* included the following description of Fellsmere Park: the original park design is attributed to the firm of Olmsted, Olmsted, and Eliot, nationally recognized and noted landscape architect professionals. Arthur A. Shurcliff, also a nationally known and recognized landscape architect, restored the site with the WPA in 1936.

**Wilbur Fiske Haven House, 1866:** The Wilbur Fiske Haven House is an Italianate/Mansard style residence of wood construction that was built for hardware merchant Wilbur Fiske Haven. The house survives today as the sole remaining example of its many Victorian counterparts within Malden and has been meticulously restored. The Wilbur Fiske Haven House was listed in the National Register of Historic Places on December 17, 1992.

**Marcia P. Browne Junior High School:** This was not listed in the *Open Space and Recreation Plan Update 2010*, as it was a more recent addition. The Marcia P. Browne Junior High School was added to the National Register of Historic Places on November 2, 2000.

**Middlesex Fells Reservation Parkways, 1893:** Included in the *Open Space and Recreation Plan Update 2010* as the Middlesex Fells Reservoirs Historic District, this is one of the first sites owned by the Commonwealth that was preserved specifically through the efforts of the Metropolitan Park Commission (then known as the Metropolitan District Commission and now known as the Department of Conservation and Recreation) for public recreation and enjoyment. A 2,070 acre tract of land including portions of Malden, Medford, Melrose, and Stoneham, it was set aside as a nature/wildlife preserve open to the public. The Middlesex Fells Reservation Parkways were added to the National Register of Historic Places on February 4, 2003.

**Odd Fellows Building, 1907:** Included in the *Open Space and Recreation Plan Update 2010* as the Odd Fellows Temple, the Malden Odd Fellows Building has a Venetian façade with fine terra cotta ornament. The building was constructed to function as a meeting place for both the Old Fellows Lodge (for men) and the Rebekah Lodges (for women). The Independent Order of Odd Fellows, from which these groups were derived, was an international secret fraternal and benevolent society that originated in England in the 18th century. The Odd Fellows Building was added to the National Register of Historic Places on December 22, 1988.

**St. Paul’s Parish Church, 1911:** St. Paul’s Parish Church was designed by R. A. Cram and added to the National Register of Historic Places on September 28, 2001.

**Waitt Brick Block, 1852:** Malden’s oldest brick building, built in the Greek revival style, is curved to reflect its contemporary Main Street alignments. The building represents Malden’s sole link to its

early commercial beginnings. The Waitt Brick Block was added to the National Register of Historic Places on November 12, 1982.<sup>161</sup>

### **Summary of the Converse-Sprague Historic District Study of 1998**

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**Formation of the Historic District Study Committee:** In May 1996, Mayor Richard Howard appointed a Historic District Study Committee to explore the possibility of establishing a local historic district and to provide specific recommendations for that district, including an inventory of properties within the proposed district. The Historic District Study Committee, which consisted of five members (initially seven), was confirmed by City Council later the same month and included representatives from a variety of organizations including the Malden Historical Society, the Board of Realtors, and the American Institute of Architects. Funding for the project was provided through the cooperation of the City and the Malden Redevelopment Authority, the Malden Cultural Council and the Massachusetts Cultural Council.<sup>162</sup>

**Purpose of establishing local historic districts:** Under Massachusetts General Law Chapter 40C, cities and towns may establish Local Historic Districts with the purpose of preserving and protecting distinctive characteristics of buildings and places significant in the history of the state or its cities and towns. The establishment of a Local Historic District can help maintain and restore the historic character of the area in the district, encourage new building designs to be compatible with existing architecture, protect historic assets from needless demolition, and promote local historic and architectural resources as a source of pride and community identity. In many communities, the protection offered by a Local Historic District has acted to stabilize an area, encourage reinvestment and increase property values.<sup>163</sup>

**Selection of Converse Memorial Library area:** In July 1996, the committee began walking all the wards of Malden in order to become acquainted with its architecture and the range and distribution of historic buildings. By October 1996, after much deliberation, the Historic District Study Committee proposed the library area as Malden's first historic district. This area would be called the Converse-Sprague Historic District.<sup>164</sup>

**Converse-Sprague Historic District proposed boundaries:** The boundaries initially defined for the proposed Converse-Sprague Historic District were Salem Street on the south, Main Street on the west, the north lots of Spring Street to the south lots of Gellineau Street on the north, and the east lots of Sprague Street with Sprague Court on the east. This original area was expanded during the study to include the area north to Concord Street, including Main Street Park, Barrett Lane, and the west lots of Hudson Street. Therefore, for the Chapter 40C local historic district, the final boundaries proposed were: Salem Street on the south, Main Street on the west, the southerly side of Concord

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<sup>161</sup> "Section 4: Environmental Inventory and Analysis" from the *City of Malden Open Space and Recreation Plan Update 2010*, March 2010. Dates of National Register of Historic Places designation were found at [http://en.wikipedia.org/wiki/National\\_Register\\_of\\_Historic\\_Places\\_listings\\_in\\_Middlesex\\_County,\\_Massachusetts](http://en.wikipedia.org/wiki/National_Register_of_Historic_Places_listings_in_Middlesex_County,_Massachusetts) on June 14, 2010.

<sup>162</sup> From "Introduction," page 1, and "Background and Methodology," page 2, *Preliminary Report of the Malden Historic District Study Committee*, January 1999.

<sup>163</sup> From "Introduction," page 1, *Preliminary Report of the Malden Historic District Study Committee*, January 1999.

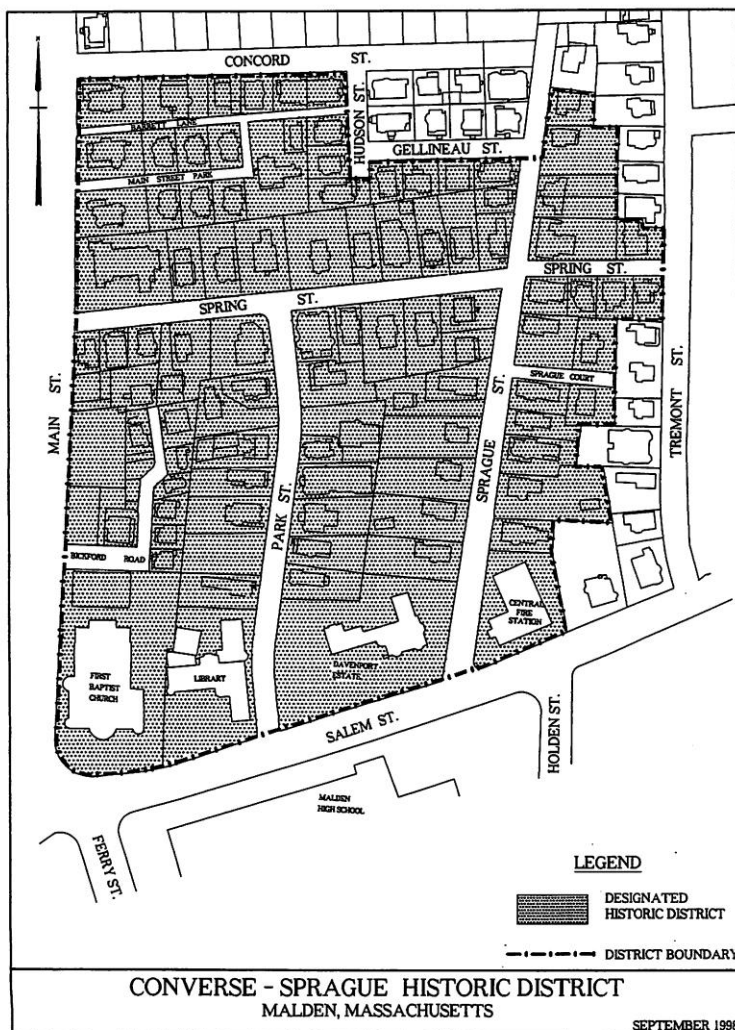
<sup>164</sup> From "Background and Methodology," page 2, *Preliminary Report of the Malden Historic District Study Committee*, January 1999.

Street, the westerly side of Hudson Street and the southerly side of Gellineau Street on the north, and Sprague Court to Tremont Street on the east.

The boundaries for the proposed Converse-Sprague Historic District encompass an area that can be traced back directly to Malden's earliest settlement in the 17<sup>th</sup> century. Its street patterns and collection of buildings illustrate a physical development from 18<sup>th</sup> century farmsteads to a 19<sup>th</sup> century suburb of single family homes through the present urban structure. The area contains single and multifamily residences, post-World War I apartment houses, a commercial row, and religious and civic buildings that represent outstanding 19<sup>th</sup> century architecture.

Many of the properties have undergone changes in the twentieth century through the present. A primary reason for creating the Converse-Sprague Historic District would be to protect the area from inappropriate development thus protecting the heritage of Malden for future generations.<sup>165</sup>

Figure 45: Proposed Converse-Sprague Historic District



<sup>165</sup> From "Description of Proposal," page 2, "Justification for the Boundaries," page 3, and "Survey Objectives," page 4, *Preliminary Report of the Malden Historic District Study Committee*, January 1999.



**Inventory of properties:** The charge of the Malden Historic District Study Committee included undertaking a comprehensive inventory of properties within the boundaries of the proposed Converse-Sprague Historic District according to the standard practice of the Massachusetts Historic Commission (MHC). The original intention was to inventory approximately one-hundred properties, later adjusted to ninety-six properties within the survey area. This Historic District Inventory Survey was conducted by Arthur Krim of Survey Systems in Cambridge, Massachusetts, the same consultant who conducted the subsequent 2002 and 2008 Surveys.<sup>166</sup>

**Assessment of Previous Research:** The Malden Historic Survey of the proposed Converse-Sprague Historic District (referenced here as the 1998 Survey) was designed to update the 1977 Survey. The 1977 Survey included six properties within the proposed Converse-Sprague Historic District. The 1998 Survey made additional recommendations for two areas outside the proposed historic district, 1) three business blocks on Pleasant Street in Malden Center and 2) Maplewood Depot. These areas were also identified in the 1977 Survey. Properties that were listed in both the 1977 Survey and the 1998 Survey are listed below.

Table 26: Properties listed in both 1977 Survey and 1998 Survey

MHC#	Address	Name	Date
5	73 Sprague Street	Burditt-Sprague House	c. 1730-40
9	9 Gellineau Street	George Simonds House	1841-45
22	44 Park Street	Whitehouse-Wilmarth House	1852-54
33	70 Salem Street	A.H. Davenport House	1891-92
42	485 Main Street	First Baptist Church	1890-91/1915-16
49	36 Salem Street	Converse Memorial Library	1884-85/1896-1996
59	81 Maplewood Street	Maplewood Depot	1853-1854
60	15-2 Pleasant Street	Barrett Block	1883-84

The Converse Memorial Library (Converse Memorial Building) was listed in the National Register of Historic Places in 1985.

The inventory of the 1977 was undertaken using basic property research and local history included in *Malden Houses on Parade*, 1962-1970 by Mildred F. Hall and *History of Malden*, 1899 by Deloraine P. Corey. *Malden Houses on Parade* was based on oral histories and directory listings of houses built before 1860. The *History of Malden* was limited to houses dated prior to 1775. Therefore, no research was available for those properties built after 1860 and only limited historic background was available for properties built between 1775 and 1860.<sup>167</sup>

**Products of the 1998 Survey:** The final inventory of the Converse-Sprague Historic District included 96 properties with one area of National Register of Historic Places potential and two street gate post forms. These properties totaled 90 MHC inventory forms, including:

- 1 Area (Form A)
- 4 Streetscapes (Form G)
- 83 Buildings (Form B)
- 2 Objects (Form C)

<sup>166</sup> From "Description of Proposal," page 2 and "Survey Objectives," page 4, *Preliminary Report of the Malden Historic District Study Committee*, January 1999.

<sup>167</sup> From "Assessment of Previous Research," page 5 and "Converse-Sprague Historic District Street Index of Inventoried Properties," *Preliminary Report of the Malden Historic District Study Committee*, January 1999.



Beyond the boundaries of the Converse-Sprague Historic District, 4 additional inventory forms were included, with three business blocks on Pleasant Street in Malden Center and the Maplewood Depot in Maplewood listed as additions to the final Street Index of Historic Properties.

The 1998 Survey provided a detailed database of early development in Malden Center. The sequence of building types and architectural styles shows a transformation from farmstead of the colonial era to early cottages and suburban subdivisions of the Civil War period, to the final infill of apartment and commercial blocks after the World War I, marked by the transformation of Salem Street as a civic boulevard of landmark buildings for Malden Center.

By retrieving historic records detailing early architectural styles and the names of early landowners, the 1998 Survey provided a model of historic sources for dating development in Malden from initial settlement in the mid-17<sup>th</sup> century to urban renewal in the mid-20<sup>th</sup> century. In addition to the detailed dating of buildings, the 1998 Survey provided an outline of social history in the area, reconstructing the early family names and craft trades of the initial suburban sequences in the 1840s, through the transformation to urban apartment living for widows and single women in the 1930s.

The Historic District Study Committee unanimously recommended establishment of the Converse-Sprague Historic District, as stated in the *Preliminary Report of the Malden Historic District Study Committee* dated January 1999. The study included a proposed Historic District Ordinance establishing both the district and a Commission to administer it. Recommendations from the study are included under "Recommendations to Protect Historic Resources," section N3 in *Chapter Seven: Natural and Cultural Resources* later in this document.<sup>168</sup>

## 2002 Comprehensive Communitywide Survey summary

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In 2002, the City of Malden, including the Malden Historic Commission and the Planning Division, worked with a consultant<sup>169</sup> to undertake a Comprehensive Communitywide Survey Project<sup>170</sup> with funding from the Massachusetts Historical Commission (MHC) and from the City. The Survey was intended to extend the inventory of building sites and areas of architectural, historical and cultural significance in the city beyond those properties included in earlier surveys, namely, the Bastille-Neiley *Architectural Survey of Malden* from 1977<sup>171</sup> and the Converse-Sprague Historic District Survey of 1998<sup>172</sup>. The products of the 2002 survey were:

- 103 properties inventoried to Massachusetts Historical Commission standards as required by a 2001 RFP issued by the City of Malden. The inventory included a location map of all properties and a list of 35 recommended properties for National Register of Historic Places consideration.

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<sup>168</sup> From "Introduction," page 1, "Description of Proposal," page 2, and "Products and Accomplishments," pages 7-9, *Preliminary Report of the Malden Historic District Study Committee*, January 1999.

<sup>169</sup> Arthur Krim of Survey Systems, Cambridge, MA

<sup>170</sup> The *Malden Historical Commission Comprehensive Communitywide Survey Project 2001-2002 Final Report* is also referred to as the "2002 Survey" in this document.

<sup>171</sup> The Bastille-Neiley *Architectural Survey of Malden* from 1977 is also referred to as the "1977 Survey" in this document.

<sup>172</sup> The Converse-Sprague Historic District Survey of 1998 is also referred to as the "1998 Survey" in this document.

- 97 MHC inventory forms were completed for the 103 properties<sup>173</sup>, including:
  - 2 Area-A Forms
  - 87 Building-B Forms of which six were revisions of 1977 Survey forms
  - 5 Burial Ground-E Forms of which one was a revision of the 1977 Survey
  - 3 Park Landscape-H Forms
- The inventory of 103 properties in the 2002 survey, along with the previously inventoried properties in the 1977 Survey and the 1998 Survey, expanded the total number of surveyed historic properties in the city to 285.
- The survey provided “precise dating and building sequences on a number of notable properties otherwise unknown or confused or confused by historic tradition”

**Proposed historic districts in 2002 Survey:** The primary objective of the 2002 Survey was to establish the properties for a proposed National Register Historic District in the Las Casas Street Area, comprising late 19<sup>th</sup> century and early 20<sup>th</sup> century suburban houses of Shingle and Colonial Revival Styles on the rock ledge highlands above Glenwood Street, focused along Greystone Road.

Other districts recommended in the 2002 survey included the Pleasant Street business block in Malden Center and the Italian “Cachinas” on Beachview Terrace.

**Municipal parks inventoried in the 2002 survey:** The 2002 Survey also inventoried municipal parks within the city, including Waitt’s Mount, Fellsmere Park, Pine Banks Park of late 19<sup>th</sup> century design with overlays of Works Progress Administration (WPA) stonework features.

**Municipal and private cemeteries inventoried in the 2002 survey:** The 2002 survey inventoried the early Hebrew Cemetery (1851), the oldest suburban Jewish cemetery in the Boston metropolitan area, St. Mary’s Cemetery (1854) and Holy Cross Cemetery (1868) both with well-preserved Irish County burial stones, the Salem Street Cemetery 1832) of early Ornamental plan, and Forestdale Cemetery (1885), which includes notable memorial sculptures.

**Notable industrial buildings inventoried in the 2002 survey:** The 2002 inventoried the Fuller Bicycle Shop (1898), the Malden Electric Plant (1903), and Malden Knitting Mills (1915).

**Notable churches inventoried in the 2002 survey:** The 2002 survey inventoried a variety of local churches including the Edgeworth Chapel (1866), the First Lutheran Church (1897), Temple Ezrath Israel (1928), and the Immaculate Conception Convent (1926).

**Federal period houses inventoried in the 2002 survey:** The 2002 survey documented surviving Federal period houses including the Tufts-Russell House (1785-1820), the Pratt House (1828), and the historically significant Cox-Haven House (1811-1815), birthplace of Abolitionist Bishop Gilbert Haven.

**Notable 19<sup>th</sup> century residential buildings and streetscapes in the 2002 survey:** The 2002 survey included streetscapes such as those on Converse Avenue and Gould Avenue, and singular houses of architectural interest in the West End, Maplewood and Linden districts.

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<sup>173</sup> Copies of the inventory forms are included in the 2002 Survey. These forms include detailed descriptions of the properties and their historical context.

**Notable 20<sup>th</sup> century buildings included in the 2002 Survey:** The 2002 Survey included a few notable 20<sup>th</sup> century buildings such as Malden High School, which was intact with an Art Deco auditorium, and the Malden Bowladrome which included a period neon sign.<sup>174</sup>

**The following recommendations were made in the 2002 Survey:**

- Listed 35 properties to submit for National Register for Historic Places consideration
- Establish Las Casas National Register Historic District
- Establish Malden Square Local Historic District
- Establish historic district along Salem Street
- Establish Park and Cemetery Historic District along Malden-Melrose line
- Recognize locally significant historic streetscapes
- Study historic district potential of area in West End
- Inventory Edgeworth and Belmont Hill areas for properties of historic significance
- Inventory Maplewood and Linden districts for properties of historic significance
- Survey early railroad commuter suburb area for potential historic district designation
- Survey Eastern Avenue (Route 60) industrial corridor
- Reexamine documented Colonial and Federal period houses

These recommendations are further detailed in the Natural and Cultural Resources chapter of this document.

### **2007-2008 Comprehensive Neighborhood Survey Project summary**

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The Malden Comprehensive Neighborhood Project 2007-2008 (2008 Survey) was funded through a grant of the Massachusetts Historical Commission (MHC) to the Malden Historical Commission to inventory neighborhoods in two key sections of the city: Edgeworth and the West End. The 2008 Survey was conducted by the same consultant, Arthur Krim, who conducted the 2002 Survey. Eighty-two properties were selected from a potential list of about 100 properties that included the Maplewood Square commercial district, which had to be omitted from the final inventory. The 2008 Survey expanded the existing inventory of Malden historic resources.

The final total of selected addresses in both Edgeworth and the West End was 82 properties, which expanded the existing inventory of 344 Malden historic resources as described in the 1977, 1998, and 2002 Surveys for a total of 426 properties in Malden inventoried according to the MHC methodology and requirements.

Like the surveys conducted earlier, the 2008 Survey included accurate building dates and details of social area history that gives context and individual identities to the architectural description and historical narrative required by the MHC Survey Manual (1992).

**Edgeworth:** For Edgeworth, the primary selection of historic properties was made for streetscapes of intact mid-19<sup>th</sup> century workers' housing that could form potential local historic districts. The final selection included twenty-five properties on Hubbard, Malden, Oakland and West Streets, as well as notable corner buildings elsewhere throughout Edgeworth.

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<sup>174</sup> From the Abstract of the *Comprehensive Communitywide Survey Project 2001-2002*.

The Edgeworth district can be reconstructed from the selected samples that documented the first housing tracts of the Edgeworth Company Plan (1853). Also provided was the transition from original local residents to Irish immigrants by the Civil War and, eventually, to Italian immigrants after 1900. The Hubbard Street properties were especially helpful in highlighting the immigrant experience from the first workers' cottages in 1875 when the street was platted to the tenement houses built in 1882-1883 that were first occupied by Italian families as early as 1910, most of whom worked for the Boston Rubber Shoe Company.

**West End:** The primary criterion for the West End was to select intact preservation of notable late 19<sup>th</sup> century suburban houses, especially in well-preserved streetscapes that had not been previously surveyed. Fifty-two properties comprised the final selection and included intact streetscapes on Dexter, Grace, and Beltran Streets, with adjoining houses on Rockland Avenue, Francis, Maple and Hawthorne Streets. Additionally, individual houses on Bartlett, Elm, Earl, and Glen Streets were selected. Also, adjacent corner buildings such those on Woodland Road and Summer Street were selected. Five suburban houses on Corey Road were selected as representative of mid-20th century designs in the West End.

In the West End, a detailed history of development was reconstructed primarily through the subdivisions of the Dexter brothers and Frederic de Las Casas, beginning in 1885, with several prominent builders who included Alexander Grant and Ezra Pratt. Most notable of the houses in the West End is the house of Sylvester Baxter (1882-1884) at 11 Ledgewood Terrace (MAL. 342) and that of Michael O'Donnell, later known as the Tribble house, at 31 Murray Hill Road (MAL. 347). Both are innovative examples of Victorian styles on Fellsway East. The Baxter house is especially important as an early example of Arts and Crafts Style built by Baxter, a leading Boston writer and associate of Charles Eliot, who together established the Metropolitan Park Commission in 1892. The O'Donnell house, which can be seen from the Fellsway, is of note as a landmark example of the Stick Style.

Similarly, the group of houses built on Corey Road between 1955-1960 is an innovative example of post-war Contemporary Modern Style. Most were designed by Salsberg & LeBlanc of Boston. Samuel Reinherz, a prominent realtor in Malden, was the first to build his house and subsequently sold off parcels of land to a number of his friends and associates.

**National Register Recommendations:** The 2008 Survey recommended twenty-four properties for National Register consideration. These properties are detailed in the Natural and Cultural Resources chapter of this document.

**Publications, Press releases:** While no press release has been issued, public awareness has been created through a program on Malden Access Television (MATV) which showcased three segments of the survey: Dexter Street in the West End, Corey Road, also in the West End, and Hubbard Street in Edgeworth. As part of the program, Arthur Krim was interviewed about the survey. An expanded stand-alone program is in the works to showcase more of the final product and also to illustrate an architectural and social history of the development of Malden's neighborhoods.

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### Archaeological sites in Malden

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The *Open Space and Recreation Plan Update 2010* includes the following information about archaeological sites in Malden: "It is our understanding from the MHC that Malden contains five recorded archaeological sites. However, not many details are known about these sites as all of the current information was reported through amateur archaeologists. The MHC believes that these five may only represent a fraction of the actual number of sites because Malden has never been subject

to a systematic survey by professional archaeologists. The general locations of the known sites are within the upland areas on the north side of the city (Massachusetts General Law, Chapter 9, ss.26A,27C, prohibits the exact locations of these sites from being made publicly known.) It is speculated that Native Americans may have been attracted to these areas for the easy access to stone at rock outcroppings. It was from this stone that they could craft their essential tools.”<sup>175</sup>

### Local arts and cultural resources in Malden

Malden has a growing arts population and the City is hoping to capitalize on this creative talent. The City recognizes the benefits of arts and culture. There are several organized groups promoting the arts including the Malden Sketch Group, the Malden Cultural Council, Window Arts Malden and Malden High School's Blue and Gold Gallery. Malden is also host to organized exhibits and informal meetings.<sup>176</sup>

The City of Malden sponsors and partners with local community groups, such as Malden Arts, in various initiatives, including the downtown exhibition *Window Arts Malden*, the summer concert series at Government Center plaza, the citywide Switch Box Project, and the Community Mural Project.

The City also completed the Irving Street Studios in 2009. This nine-unit live-work space condominiums with a common gallery and classroom areas is a former convent converted by the Malden Redevelopment Authority.<sup>177</sup>

A list of community, arts and cultural venues in Malden is regularly compiled and updated by artSPACE@16 ONLINE. This list includes:

- Artist live/work loft studios
- Artist studios and galleries
- Exhibition spaces
- Arts, community, cultural organizations
- Online resources
- Music and performances
- Dance studios
- Local public school auditoriums
- Local newspapers
- A report on the results of a survey of artist studio space needs in Malden<sup>178</sup>

In addition to resources located within Malden, the city is also within easy distance of major arts and entertainment venues throughout the Greater Boston Region, such as theaters and museums.

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<sup>175</sup> “Section 4: Environmental Inventory and Analysis” from the *City of Malden Open Space and Recreation Plan Update 2010*.

<sup>176</sup> April 2009 promotional brochure about Malden from the Mayor's Office (file name “make malden inside final.pdf”)

<sup>177</sup> Information provided by City of Malden Principal Planner Michelle Romero, June 2010.

<sup>178</sup> “Community, Arts and Cultural Venues in Malden” by artSPACE@16 ONLINE, <http://mysite.verizon.net/vze3p99u/listings.htm>, accessed on June 30, 2010.

Other cultural resources include a wide variety of civic, charitable, social and fraternal organizations active in the community.<sup>179</sup>

## Passive and active recreational resources in Malden

### Recreational facilities

Approximately thirty park sites throughout the City provide a variety of recreational facilities including tennis courts, basketball courts, playgrounds and ballfields. Other sites include a 400-meter synthetic running track at MacDonald Stadium, the 56-acre Middlesex Fells Reservation, the 25 acre Fellsmere Pond, a DCR-owned and operated swimming pool, a privately owned ice rink, a state-of-the-art YMCA, and Pine Banks Park which is operated by a Board of Trustees with equal representation by the cities of Malden and Melrose.<sup>180</sup>

A listing of the recreational facilities available at public parks, recreation buildings, and schools are included in a table in the existing parks, scenic views, and open space section of this chapter (before this section).

### Rowing on the Malden River

The City of Malden has continued to promote the Malden River and has been successful at bringing people to the River.

The Gentle Giant Rowing Club (GGRC) is a 501(c)3, not-for-profit organization, which has a mission to bring the sport of rowing to the historically rowing-free communities of the Mystic and Malden River Valleys. The organization is five years old, and since its inception has brought hundreds of people to the sport and recreation of rivers.

Since April 2007, GGRC has operated from the Tent behind the Malden Department of Public Works at 356 Commercial Street. Since it opened, GGRC has served 60 High School students and a matching 60 adults from the surrounding communities. Youth rowers practice after school from 3:30 – 5:30 P.M., and adult rower have the choice of before or after work with 5:45-7:15 A.M. and 6:00 – 7:30 P.M. time slots available. 50 of the 60 High School students come from Malden High School, which has partnered with GGRC for three years. In addition to the record turnout this year for the High School team, they boasted their first ever two qualifying boats to the Grand Finals at the Massachusetts Public School Regatta including the Boys Varsity Four and the Girls Novice Four.

GGRC also shares space in the tent with the Mystic Valley Charter School Rowing Team. The Charter School has twenty-five students on their team and operates in the afternoons from 4:00 – 6:30 P.M. in the spring and fall.<sup>181</sup>

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<sup>179</sup> April 2009 promotional brochure about Malden from the Mayor's Office (file name "make malden inside final.pdf")

<sup>180</sup> Ibid.

<sup>181</sup> "Section 3: Community Setting" from the *City of Malden Open Space and Recreation Plan Update 2010*, March 2010.



## Organized sports programs for youth in Malden

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The City of Malden offers a wide variety of organized sports programs for Malden's youth. These organized sports programs are heavy-users of Malden's indoor and outdoor recreational facilities.

As these programs grow and new programs are introduced, there is even greater demand placed on Malden's facilities and therefore, the need to continuously improve the existing facilities and plan for new facilities.

**Malden Youth Hockey:** The Malden Youth Hockey program has 150 participants. The program will merge with the 70-participant East Boston program, through the Hockey East/Hockey America Program.

**Malden Pop Warner Football:** There are currently 300+ participants in this program. The program ranges in age from 5 to 15 years old. The program uses the following parks:

- Pine Banks: August 1 through the first week of September (15 hours per week)
- Linden and Maplewood Parks: September through the end of November (3 days per week/3 hours per day)
- Macdonald Stadium: For home games on four Sundays at 12 hours per game. This excludes playoff games.

The program rents gymnasium facilities throughout the city for off-season camps and conditioning programs.

**Malden Pop Warner Cheerleading:** This program uses the gymnasiums at the Salemwood School and Malden High School four days per week/3 hours per day from September through November.

**Little League West Baseball:** There are currently 300+ kids enrolled in the Little League West Baseball Program. The program ranges in age from 5 to 13 year olds. The League also runs a Challenger Program for children with disabilities, which currently enrolls 34 children from Malden and the surrounding cities. The Little League West Program is currently using the following parks:

- Pine Banks, Bruce Field, Choppa Field and Forestdale Park are being used from April 1<sup>st</sup> through July, five days per week/four hours per night and all day on Saturdays.

**Little League East Baseball:** There are currently 360+ kids enrolled in the Little League East Baseball Program. The program ranges in age from 5 to 13 year olds. The Little League East program is currently using the following parks:

- Kierstead, Trafton, Linden and Suffolk Parks are being used from April 1 through July, five days per week/four hours per night, and all day Saturday.

**Malden Babe Ruth Baseball:** There are currently 250 participants in the Malden Babe Ruth Baseball Program. The ages are 13-15 year olds. There are two older teams of 16-18 year olds. The Babe Ruth program is currently using Maplewood Park, South Broadway Park, Pine Banks 1 and 2, and Devir Park. The program runs from March through August.

**Malden Girl's Softball:** There are currently 250 participants in the Malden Girl's Softball Program. The program is looking to expand to 350-400 participants. The Girl's Softball Program is currently using the following fields:

- Linden, Forestdale, Ferryway, Newman and Amerige Park from April 1 through August. These parks are being used constantly at various times.

**Malden Youth Lacrosse:** There are currently 120 participants in the Malden Youth Lacrosse program. This number is increasing every year. The Youth Lacrosse program currently uses the Malden Catholic field for 10 hours per week. The Youth Lacrosse has a need for space 20 hours per week.

**Basketball:** There are currently 80 participants in the Malden Youth Basketball Program on the travel teams. The program uses the Salemwood and Forestdale School Gymnasiums on Mondays and Wednesdays from 6:00 -9:00 P.M. and on Saturday from 8:30 A.M. until 5:00 P.M. In addition, there are 90+ participants in the City League for students in grades 3-6. This program uses the High School gymnasium from 9:00 A.M. – 2:00 P.M.<sup>182</sup>

**Malden Youth Soccer Association:** There are currently 500 participants in this program with three seasons running from August through June. Malden Youth Soccer Association offers a recreational in-city program for children ages 4-8 year olds and a more competitive travel program affiliated with the Middlesex Youth Soccer League for ages 8-18 year olds. The program uses the following parks at various days and times during the fall and spring seasons: Pine Banks, Devir Park, Amerige Park, Callahan Field and Linden Park. The program rents gymnasium facilities throughout the city during the winter for the in-city program for 4-8 year olds and a skills clinic and conditioning to help travel teams to prepare for the competitive spring season.<sup>183</sup>

## Sustainability awareness in Malden

Malden's Pay-as-You-Throw program encourages residents to recycle and reduces environmental impacts by reducing the amount of solid waste incinerated.

This program and other sustainability initiatives are described in greater detail in other sections of this document.

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<sup>182</sup> "Section 3: Community Setting" from the *City of Malden Open Space and Recreation Plan Update 2010*, March 2010.

<sup>183</sup> Malden Youth Soccer Association description provided by Charles Ioven, Malden Planning Board member and Chair of the Malden Master Plan Steering Committee, July 8, 2010.

## Existing Conditions: Land Use and Zoning

### Current land use in Malden and planning for future growth

Over 90% of Malden's land area is currently developed. Only seven municipalities in Massachusetts have a higher proportion of their land area already developed. However, this does not mean that the community is "built out" or unlikely to see much future growth. With its excellent public transit and highway access, proximity to the Inner Core, and abundant community assets, Malden will remain an attractive place for new residential and commercial development. In addition, the community needs new growth to help provide housing, employment, and shopping opportunities for current and future residents.

Because of the current land use patterns, almost all new growth in Malden will occur through the re-use of already-developed properties, in close proximity to existing residents and businesses. Consequently, Malden's main planning challenge is how to direct growth in order to minimize impacts and maximize community benefits. For example, residents living near an MBTA station will have more opportunities to use transit instead of driving, so the overall traffic impact of transit-oriented development will be less than for new housing in a residential neighborhood further from the subway (though there will still be some local impacts).

### Residential development

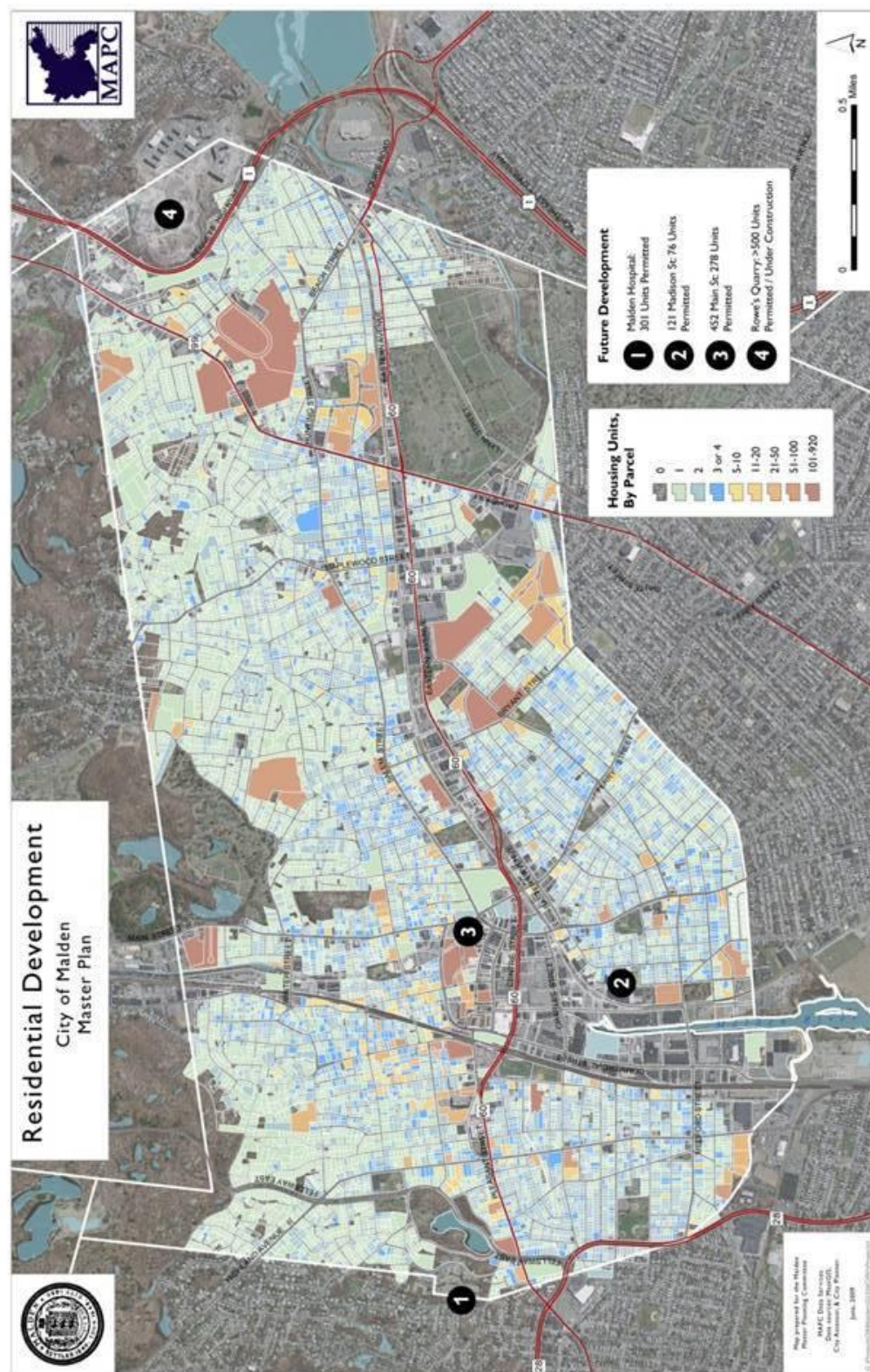
Residential development is fundamental to the future of Malden. The Malden Community Vision Statement identifies a need for "housing opportunities that meet the needs of all ages and income levels, including choices close to public transit." Demographic trends reinforce this finding:

- Due to declining household size, Malden will need over 1,000 of new housing over the next decade just to accommodate existing residents.
- The over-55 population is likely to increase by 10,000 people from 2000 – 2030, an increase of over 80%. Many of these seniors will be looking for alternative housing options

Residential development also has a role to play in the city's economic future and municipal health: new housing has the potential support the creation of new shops and services; and new development can increase tax revenue, both directly and indirectly by influencing the values of nearby properties. There are also many challenges associated with existing and new residential development in the city: impacts on neighborhood character, code compliance, parking, "overdevelopment," crime, and the community's balance of ownership and rental properties.

A Residential Development map was created as a component of this analysis and is shown on the following page.

Figure 46: Residential Development in Malden





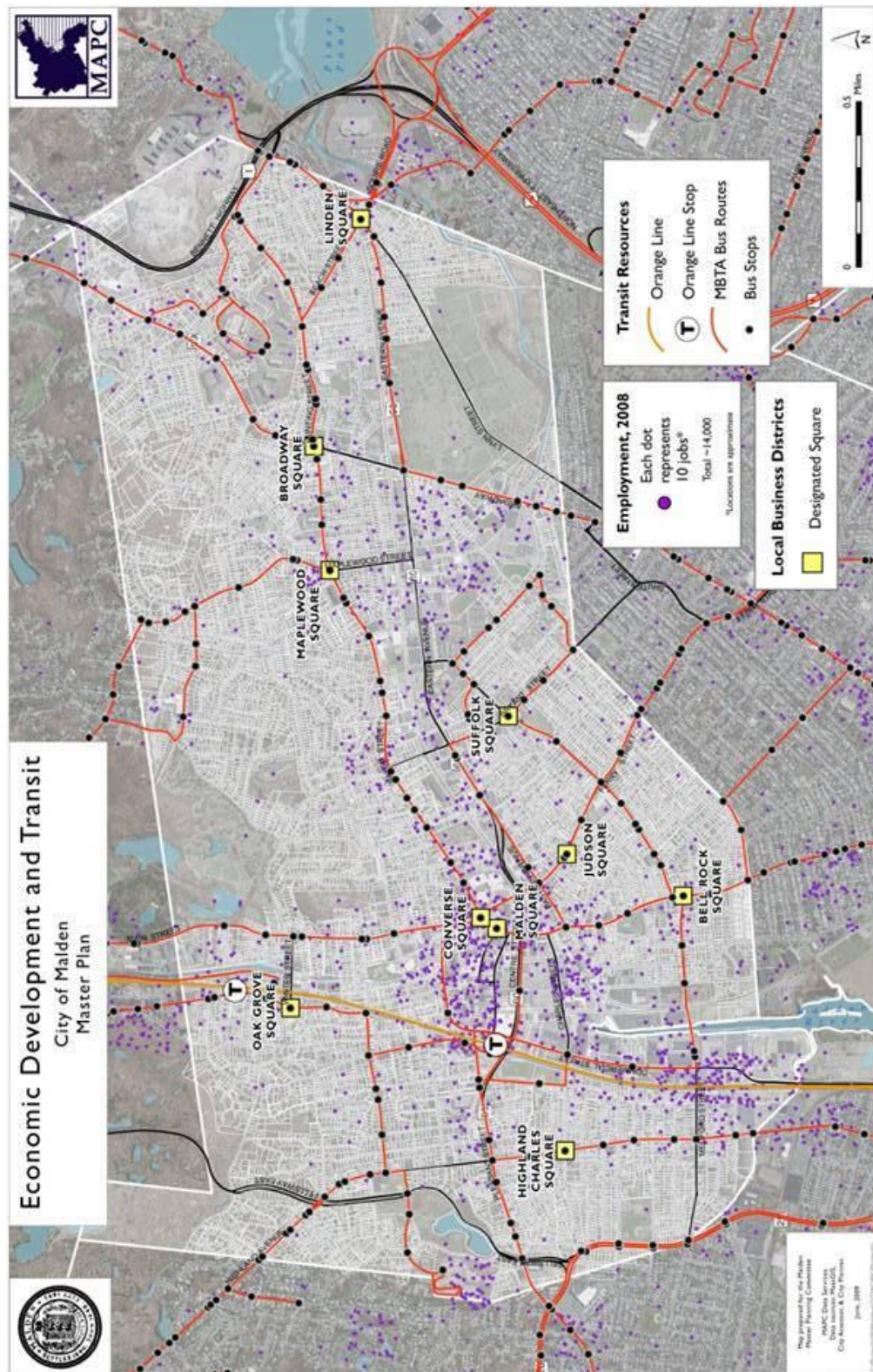
## **Economic development**

Economic development provides many benefits to Malden: goods and services, employment opportunities, and tax revenue. The Malden Community Vision identifies a need for economic development strategies that will make Downtown Malden a “revitalized, vibrant, and livable place” and will ensure “viability of the many [other] commercial areas and squares.”

Economic development planning in Malden must take place in the context of overall regional employment trends. MAPC projects that employment in basic industries such as manufacturing is likely to decline over the coming decades; meanwhile, growth is expected in retail and service sectors. In Malden, retail employment is projected to increase by 10% (on par with regional trends), while manufacturing employment is likely to decline. These trends indicate that the demand for industrial space will slacken, while the need for retail space will continue to increase. Consequently, a prudent strategy might shift some land currently in the industrial zones to mixed use zoning, where it can be used for a mix of residential development and small-scale retail uses.

An Economic Development map in relation to transit was created as a component of this analysis and is shown on the following page.

Figure 47: Economic Development and Transit in Malden

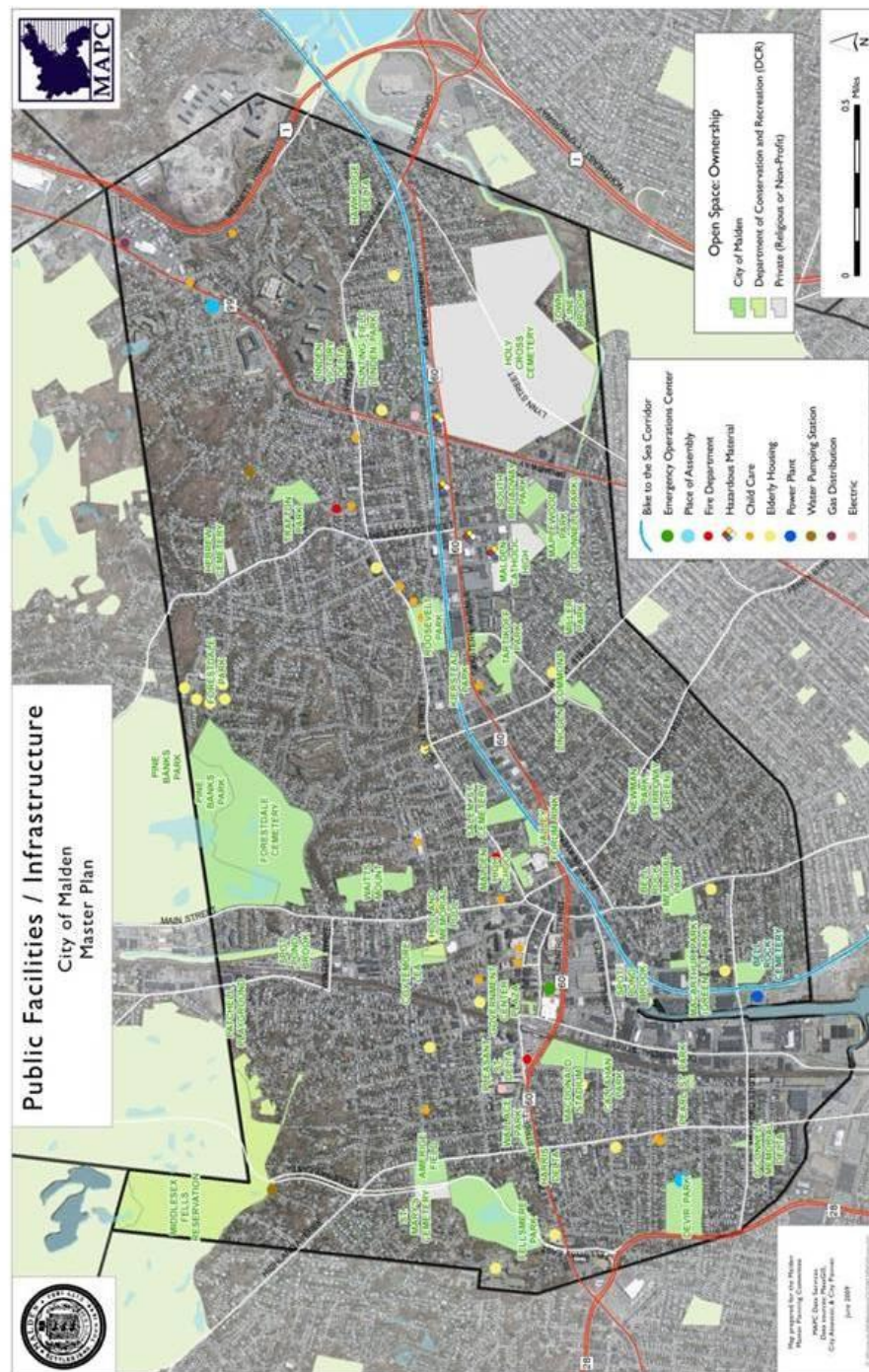




## Public facilities and infrastructure

MAPC also created a Public Facilities and Infrastructure map as part of the Master Plan process and to facilitate the discussion around future development opportunities. The map is shown here.

Figure 48: Public Facilities and Infrastructure in Malden



## Four Decades of Planning in Malden

### City of Malden planning initiatives since the 1970s

During the late 1970s, the City of Malden adopted the Zoning Ordinance, completed its last comprehensive master plan and prepared its first survey and inventory of historical properties. The master plan was updated periodically during the 1980s. During the 1990s, a Downtown plan, citywide open space plan and a second inventory of historic properties were completed. Over the last decade, the City considered the impacts of on-going multifamily residential growth and studied the vacancy rates of apartment buildings; major traffic intersections across the city; the status of its utility infrastructure systems; and studied the redevelopment of Government Center and Pleasant Street. The City also updated its open space plan and completed a third and fourth survey and inventory of historic properties. For a list of previous and current planning documents consulted for the Malden Master Plan and details regarding how each document was incorporated, see the Annotated Bibliography at the end of this document.

### Amendments to the City of Malden Zoning Ordinance: 2005-2010

Chapter 12 of the Revised Ordinances of 1991 as Amended of the City of Malden (the “Malden Zoning Ordinance”) is the primary means of regulating how land is used in the city. While periodic updates to the Malden Zoning Ordinance have occurred since 1977, from 2005-2010, the City Council has made substantial revisions to:

- Increase the minimum lot sizes for new single-family homes
- Improve outdated parking requirements for multi-family properties and religious facilities
- Create regulations for drive-thru businesses
- Regulate ledge removal
- Establish uniform requirements for residential and commercial development
- Allow artist live/ work units in the downtown
- Increase open space and lot sizes for multifamily homes
- Establish bicycle parking requirements
- Create uniform sign regulations through a citywide sign design review ordinance
- Protect existing residential, business, and industrial districts
- Expand the notice requirements for public hearings so that more citizens and property owners are notified about proposals in their neighborhoods.
- Lessen regulations for retail sales and services and general offices in Highway Business and Industrial districts
- Establish site plan review for drive-thrus
- Promote commercial redevelopment and revitalization of upper Broadway by rezoning
- Establish use variance regulations for two-family residential dwellings in the Residence A district
- Increase the parking requirements for two-family residential dwellings
- Establish Reclamation & Redevelopment Zoning Districts, including the Rowe's Quarry Reclamation & Redevelopment District

- Lessen regulations for general and convenience retail services in the Neighborhood Business districts
- Establish parking requirements for single-family residential dwellings with two (2) kitchens
- Enhance non-residential redevelopment options for preexisting nonconforming property in residential districts
- Reduce time period to exercise special permits
- Regulate towing businesses
- Standardize dimensional controls to facilitate redevelopment of storefronts in Neighborhood Business district
- Increase time period to maintain preexisting nonconforming status
- Standardize parking requirements for all retail sales, services, recreation for gainful business, general office and bank office uses

Every day, new residents move to Malden and residential growth continues to occur citywide. Residential development planned and permitted over recent years includes the new construction of single-family homes, high-rise apartment buildings and transitional housing, the conversion of institutional and industrial sites for townhouse complexes, condominium buildings and a senior/assisted living facility. Malden also shares on-going mixed-use residential developments with our neighboring cities, Revere, Melrose, Everett and Medford.

Every day, new businesses come to Malden and commercial growth continues to occur citywide. Commercial development planned and permitted over recent years has consisted of a variety of new businesses, including a supermarket and health clinic; bank branches, offices, restaurants, auto body shops, convenience stores, hair salons and upgraded gas stations.

## City of Malden Master Plan Development: 2007-2010

The City of Malden Master Plan was developed in three phases. The Metropolitan Area Planning Council has provided technical assistance to the City throughout the project, which is funded by the City's Community Development Block Grant.

### Phase I: The Malden Visioning Project

Using a community-based planning process, the Malden Vision forms a concise statement of the community's goals and provides a guide for future planning and development. Details regarding the community engagement strategy for the Malden Visioning Project and community feedback received during the planning process are included in Chapter 2. The Malden Community Vision Statement is at the end of Chapter 2 and the supporting visions for each planning element can be found at the start of Chapters 3-7.

**Master Plan Steering Committee:** In February 2008, with the input and support of the City Council, the Planning Board proceeded with the main implementation strategy recommended in the Malden Vision to form a Master Plan Steering Committee. The Master Plan Steering Committee serves as an advisory body to the Planning Board and was established for the purpose of creating, adopting and amending a master plan for the City of Malden. To achieve its purpose, the Committee will oversee and recommend master planning efforts; prioritize planning initiatives; guide implementation of the planning action items contained in the Malden Vision; and communicate project progress with the general Malden public, City Council and Mayor.

The Master Plan Steering Committee is chaired by a Planning Board member and includes representatives of the City Council Citizens Engagement Committee, City Council, Planning Board, Principal Planner and citizen representatives. All Committee members must be Malden residents, and all wards of the City are represented on the Committee. The Master Plan Steering Committee charter can be found in Appendix C.

## **Phase II: The Recommended Land Use Plan and Zoning Recommendations**

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The recommended land use plan and zoning recommendations were developed by MAPC in 2008-2009. This phase of the master planning process built upon the Malden Visioning Project by identifying specific land use and zoning actions that the City could take to make the Malden Vision a reality. The previous section of this chapter describes MAPC's analysis of Malden's current zoning and land use planning growth potential, including analysis for residential, commercial and industrial development. Chapter 8 of this document summarizes the results of the Master Planning Public Forum held in April 2009, details the alternative residential development scenarios developed by MAPC and presented at the Forum, and presents a series of maps.

During this phase of the project, MAPC worked with the Malden Planning Board, Planning Staff and the newly-formed Master Plan Steering Committee. The Master Plan Steering Committee played an important role at two critical points during the master planning process. The committee assisted with the program design and reviewed maps prior to the April 2009 Public Forum. The committee also reviewed the zoning recommendations made by MAPC.

## **Phase III: The City of Malden Master Plan**

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This document, the Malden Master Plan, is the culmination of the Malden Vision, the recommended land use plan and recommendations, and planning documents related to the topics identified during the Malden Master Planning process. The Malden Master Plan brings together recommendations from a variety of sources into a single, cohesive document that can guide the City as it develops, redevelops, and changes. For a list of previous and current planning documents consulted for the Malden Master Plan and details regarding how each document was incorporated, see the Annotated Bibliography at the end of this document.





## CHAPTER TWO: THE MALDEN VISION

In early 2007, the Malden Planning Board initiated the Visioning Project consisting of three components: a Citywide Visioning Workshop, a Citywide Community Survey, and Ward-level Visioning Workshop Series. These efforts culminated in The Malden Vision, which included a Community Vision Statement and supporting visions, goals, and recommended actions for five planning elements: 1) transportation, 2) residential development, 3) economic development, 4) community facilities and public services, and 5) cultural and natural resources. The Malden Vision was developed through the participation of over one-thousand residents. It was adopted by the Malden Planning Board and endorsed by the Malden City Council in 2008.

This chapter includes the process the City and MAPC undertook with the Malden community to develop a vision that reflected shared perspectives on the city's desired future. The chapter ends with the Malden Community Vision Statement. The supporting visions, goals, and recommended actions for each planning element are included at the beginning of their respective chapters.

### Community Engagement

The importance and significance of citizen participation cannot be understated. Throughout the Visioning Project process, the Planning Board and Planning Staff actively worked to engage and reach out to the community at large with the intent of gaining maximum involvement and input into the Vision. The outreach strategy used for each phase of the Visioning Project included creating and disseminating flyers, postcards and posters, advertising in all local newspapers and on local cable networks, and making announcements at various community meetings.

The City also created a webpage on their website [www.cityofmalden.org](http://www.cityofmalden.org) about the Visioning Project. All information about the process, including a Question and Answer Sheet about Visioning by MAPC and a Master Planning Overview by the Planning Department, was posted on the site. On an ongoing basis as they became available, detailed results from the Citywide and Ward Workshops and Community Survey were posted on the website.

For the Citywide and Ward Workshops and Community Survey, the Planning Board invited all members of the Malden community by direct mailings to taxpayers and residents, leaders and members of the City's civic, social, youth and non-profit groups, educational, religious and cultural organizations, City Boards and Commissions, government officials and leaders. Publicity for the Workshops and Survey included weekly advertisements in all local newspapers and on MATV and flyers sent to all members of the Malden Chamber of Commerce and parents of all students of the Malden Public Schools and the Cheverus School.

### Citywide Visioning Workshop

The first event of its kind in the City, the Visioning Workshop held on June 13, 2007 was attended by a diverse group of over 300 residents, business and property owners, representatives of the Malden's civic, social, youth and non-profit groups, leaders of educational, religious and cultural organizations, members of the City's various Boards and Commissions, and elected and unelected government officials. From all neighborhoods and areas of the City, all were there to discuss Malden's strengths and the challenges they see the City facing, and to describe a vision for Malden's future.



Figure 49: June 2007 Visioning Workshop Flyer

Workshop attendees were greeted by Planning Board and Planning staff and provided with a name tag, a random assignment to one of nine groups, and a workshop package that included a Workshop Agenda, an Overview of Past Planning Activities, a notice about the Community Survey, and a Malden map with various landmarks for reference. Each group was also provided with extra note paper and pens for attendees.

Addressing the standing-room only crowd gathered in the City Council Chamber, Mayor Richard Howard gave opening remarks, followed by a welcome by Timothy Glynn, Chairman of the Malden Planning Board, and an explanation of the Workshop's format by Jennifer Raitt of the Metropolitan Area Planning Council. Michelle Romero, the City's Principal Planner, served as host.

The first activity of the evening was a small-group exercise. Each group of 25-30 participants was led by a trained facilitator from the MAPC, Planning Board,

Planning staff or City. As group members identified Malden's strengths, challenges and visions or future headlines for the City, a trained scribe recorded the ideas for all to see on large posters. Each group member then voted by posting sticker dots next to their top three items within each category. The posters from each group remained on display throughout the evening for all to review.

The second activity allowed individuals to move away from the group activity and visit any of the five Planning Stations set up in the Chamber: Economic

Development, Natural and Cultural Resources, Residential Development, Community Facilities and Services and Getting Around. At each Station, participants wrote and posted their ideas of strengths, challenges and opportunities related to the topic. A facilitator was available to assist participants with questions. Chairman Glynn and Ms. Raitt thanked participants and closed the meeting.

The Workshop was a success with high attendance and participants' willingness to thoughtfully contribute. Participants remarked that activities were well-orchestrated and user-friendly. Substantive information was gathered. More importantly, the Citywide Workshop inspired and re-invigorated a deep sense of place and community in Malden. Participants remarked on the fact that they shared so much common-ground and ideas with each other.

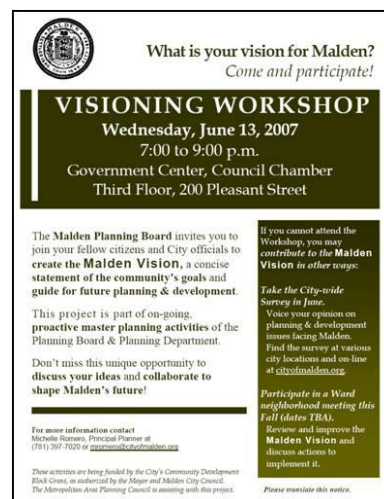


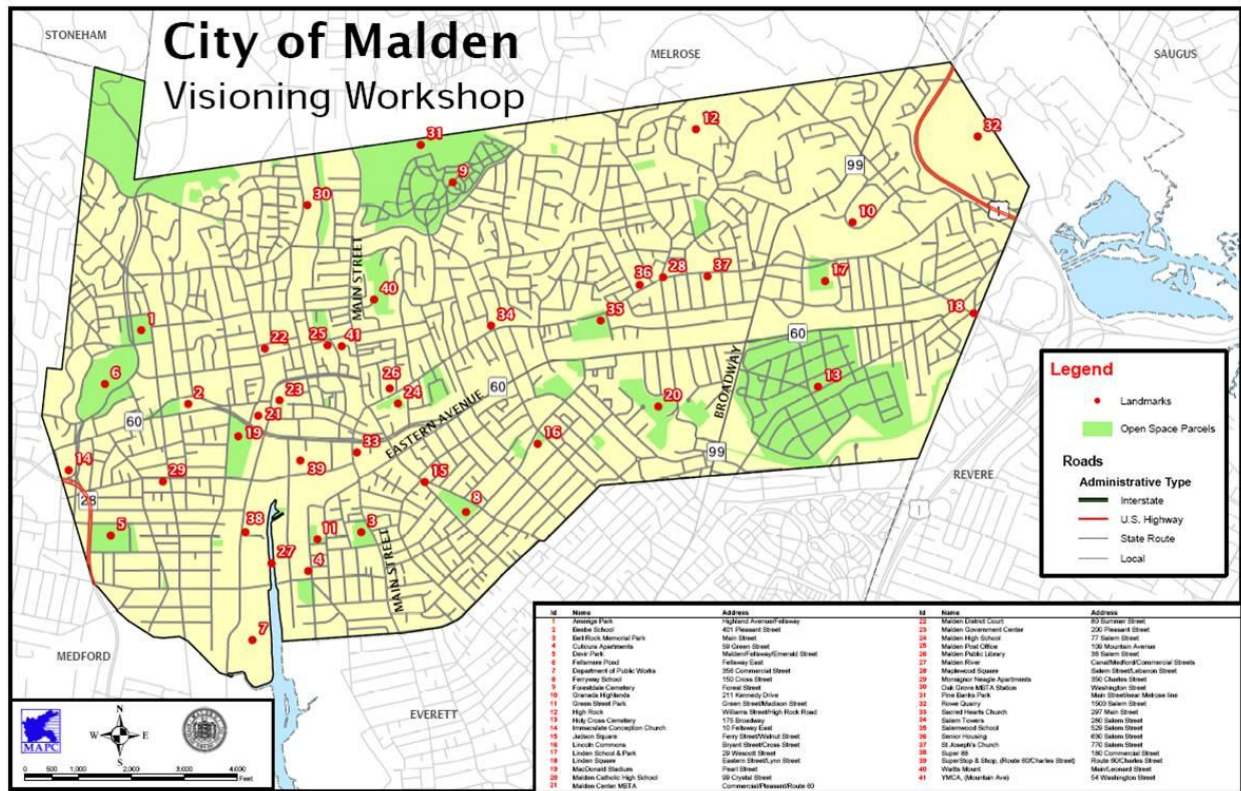
Figure 50: Participants provide comments at each Planning Station at the June 2007 Visioning Workshop



Figure 51: Participants during their small group activity at the June 2007 Visioning Workshop



Figure 52: Map used during June 2007 Visioning Workshop



## The Community Survey

Following the successful Citywide Workshop, the second part of the Visioning Project was the Community Survey **Your Voice: Our Future**. The survey was launched online on the night of the Workshop (June 13, 2007) and available to the community through September 2007. It was accessible online through the City's website and in paper-copy at the Malden Public Library, City Clerks' Office and Planning Department. The Community Survey provided information about how the Malden community views current conditions and gain insight into community values and the results will be compiled and used to formulate the Malden Vision.

A total of 1,001 people responded to the survey. Only 11.8% or 119 had attended the June Citywide Workshop, which means that many new people were brought into the visioning process. The survey was primarily taken by individuals who have resided in Malden for 10 or more years. Only 35% of survey-takers resided in Malden for 10 years or less. Response rates varied by Ward, with the top Ward respondents as follows: Ward 3 at 17+%, Ward 4 at 17%, and Ward 6 at 14%.

Figure 53: Flyer for Community Survey

**What is your Malden Vision?**  
*Share your opinions about Malden!*

**Your Voice Our Future**

Take the **Community Survey** @  
[www.cityofmalden.org](http://www.cityofmalden.org)

The Malden Planning Board invites you to take the **Community Survey** to use your voice to help shape Malden's future!

Community Survey results will help create the **Malden Vision**, a concise statement of the community's goals and guide for future planning & development.

This project is part of on-going, proactive master planning activities of the Planning Board & Planning Department.

These activities are being funded by the City's Community Development Block Grant, as authorized by the Mayor and Malden City Council. The Metropolitan Area Planning Council is assisting with this project.

Look for more **Malden Vision** events this Fall!

**Participate in a Ward neighborhood meeting** (dates TBA).

Review and improve the **Malden Vision** and discuss actions to implement it.

Survey also available at Malden Public Library, City Clerk's Office, Planning Department.

For more information contact  
Michelle Romero  
Principal Planner at  
(781) 397-7020 or  
[mromero@cityofmalden.org](mailto:mromero@cityofmalden.org)

This is an important notice. Please have it translated. Este es un aviso importante. Por favor hagalo traducir. 本通知很重要，請將其譯為中文。 Este aviso é importante. Por favor mande traduzir. Ceci est important. Veuillez faire traduire. Đây là một bản thông cáo quan trọng. Xin vui lòng cho người lập, thông cáo này.

Results of the survey revealed that neighborhood satisfaction was strongest in Maplewood, Forestdale and the West End with the strengths cited as location, walkability, neighbors, and upkeep of surrounding properties.

Survey results also showed that the Downtown-Malden Square was the top shopping destination due to its specialty stores. Primary reasons to shop both Downtown-Malden Square and Maplewood Square pointed to the support to local businesses and walkability. Primary reasons to shop along Route 60 (Centre Street) and Broadway Plaza were due to parking availability and the variety of shopping options.

The survey also pointed to those issues Maldonians felt were most important to Malden's future. These included schools, crime, city services, litter and downtown development. The types of development Maldonians voted for much more of included retail and affordable housing. There was also an overwhelming response to the need for more passive and active recreational opportunities.

While affordable housing was cited as a strong need, it was conversely chosen as a type of development not needed. Other development types considered not needed were apartment and condominium buildings.

Finally, the Survey provided respondents with an opportunity to voice their opinion about key funding and development issues. The idea of establishing a fund for open space, affordable housing, and historic preservation received support, particularly the open space and historic preservation components. With further regard to affordable housing, while 39% of respondents said they would support a measure to fund affordable housing in the city, 38% of respondents said they would not.

Key development questions showed that 53% of respondents would like to encourage more housing and commercial development near the MBTA stations through special zoning.

While survey respondents showed a strong preference for mixed-use zoning near the MBTA stations, 75% would not allow developers of larger commercial or mixed-use developments a so-called fast-track permitting process.

There were similarities, though different rankings, between the overall strengths cited at the June Workshop and the Survey as follows:

Table 27: Malden's key strengths as identified during visioning phase

<b>Malden's Key Strengths, as identified in the Citywide Visioning Workshop and Community Survey</b>	
<b>June 13, 2007 Workshop</b>	<b><i>Your Voice: Our Future Community Survey</i></b>
Diversity (37%) <sup>1</sup>	Location (83.9%)
Location (36%)	Public Transportation (83.1%)
Public Transportation (27%)	Diversity (47.5%)
Affordable Living (8%)	Affordable Living (33.8%)

The overall challenges cited at the June Workshop versus those selected in the Survey were different but share some similarities. Issues related to community maintenance and upkeep spill over from public facility and infrastructure improvements to community attitude.

Table 28: Malden's key challenges, as identified during visioning phase

<b>Malden's Key Challenges, as identified in the Citywide Visioning Workshop and Community Survey</b>	
<b>June 13, 2007 Workshop</b>	<b><i>Your Voice: Our Future Community Survey</i></b>
Downtown (50%)	Overcrowding (48.3%)
Appearance and Maintenance of Public Amenities and Infrastructure (31%)	Traffic (41.5%)
Building and Code Enforcement (19%)	Lack of Community Pride (40.5%)
	Lack of Business Variety (36.2%)

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<sup>1</sup> Meaning that 37% of those at the workshop voted for diversity as Malden's top strength.



## The Ward Workshops

The third part of the Visioning Project occurred in October 2007 at four neighborhood-level Ward Workshops. Locations for the meetings were chosen based on the proximity and centrality in relation to specific Wards and the convenience of the facilities. All four Workshops took place in City elementary schools. While there are eight Wards in Malden, the Workshops were designed and staffed to accommodate two Wards per night.

At each Workshop attendees were greeted by Planning Board members and Planning staff. They were provided a workshop packet that included an agenda and the draft Malden Vision and Goals Statements for each of five Planning Elements: Transportation, Residential Development, Economic Development, Community Facilities and Public Services, and Cultural and Natural Resources. These documents were created based on input provided at the Citywide Workshop and Community Survey.

A total of 236 community members attended the Workshops. Public participation and attendance at all Workshops was as follows: Wards 1 and 7 had a total of 40 participants; Wards 2 and 3 had a total of 84 participants; Wards 4 and 5 had a total of 52 participants; and Wards 6 and 8 had a total of 60 participants. Participants were tracked by Ward prior to entering the workshop room, and, given limited attendance by some Wards, each Workshop was conducted as a single group that included both Wards.

MAPC launched each meeting with a presentation showing the results from the Citywide Workshop and the Community Survey. The presentation included an outline of the next steps in the planning process, an emphasis on the important role of the Wards, and the need for feedback on the draft Vision Statement and the Key Actions needed to move forward with that vision.

Following MAPC's presentation, a 10 minute break was given for participants to review and discuss the draft Vision and Goals statements with their neighbors at each table. Comments were then provided in the larger group to refine the Vision Statement; hand-written feedback and comments were also provided.

Figure 54: Front of the Ward Visioning Workshop Series flyer. Planning for the fall workshop series began with this flyer.

How does the Malden Vision apply to my Ward?  
You tell us...Come and participate!

## WARD VISIONING

### Wednesday Workshop Series

LOCATION	DATE & TIME
<b>Wards 1 &amp; 7</b> Ferryway School (Gym & Cafeteria)	<b>October 3, 2007</b> 7:00 to 9:00 p.m.
<b>Wards 2 &amp; 3</b> Beebe School (Gym & Cafeteria)	<b>October 10, 2007</b> 7:00 to 9:00 p.m.
<b>Wards 4 &amp; 5</b> Forestdale School (Gym & Cafeteria)	<b>October 17, 2007</b> 7:00 to 9:00 p.m.
<b>Wards 6 &amp; 8</b> Linden School (Gym & Cafeteria)	<b>October 24, 2007</b> 7:00 to 9:00 p.m.

The Malden Planning Board invites you to join your neighbors and City officials to review and improve the Malden Vision, a concise statement of the community's goals and guide for future planning & development.

The project is part of on-going, proactive master planning activities of the Planning Board & Department.

*These activities are being funded by the City's Community Development Block Grant, as authorized by the Mayor and Malden City Council. The Malden Planning Board is assisting with this project.*

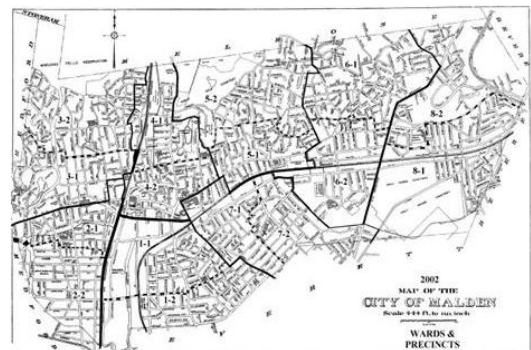
**Don't know your Ward?**  
For more information contact Michelle Romero, Principal Planner at (781) 397-7020 or mromero@cityofmalden.org

You may attend any Workshop but are encouraged to attend where you live, work or own property.

This is an important notice. Please have it translated. *Este es un aviso importante. Por favor haga lo traducir.*  
本通知很重要，請將之譯為中文。

*Este aviso é importante. Por favor mande traduzir.*  
Ceci est important. Veuillez faire traduire.  
Đây là một bản thông cáo quan trọng  
Xin vui lòng cho dịch lại thông cáo này

Figure 55: Back of the Ward Visioning Workshop Series flyer, a map of Malden's Wards and Precincts.



MAPC facilitators then engaged participants in an active review of the Goal Statements for each Planning Element. A short list of Key Actions was also reviewed by participants. They were asked if the short list reflected the most important actions to fulfill the stated goals. They were then given the opportunity to vote on their top priority for each Planning Element. Despite the challenge of voting on “only one”, clear priorities were drawn from this exercise. Many of those votes echoed the same priorities that emerged from the Citywide Workshop and Survey.

**Figure 56: Participants discuss the Malden Vision and Goals during a Ward Visioning Workshop in October 2007**





## **Putting it All Together: The Malden Vision**

Community-based processes can be challenging and riddled with ideas that become difficult to navigate when they compete in priority. The Malden Community Vision Statement and the supporting visions, goals, and action strategies for each of the five planning elements are a compilation of the multiple inputs and processes throughout the Visioning Project. While not all issues have been fully reconciled, such as whether or not the community needs more affordable housing or already has the right amount, there is agreement on the overarching visions for Malden's future. Simultaneous, separately facilitated dialogues about the City's strengths, challenges, and vision at the June 2007 Citywide Visioning Workshop were nearly identical. The Ward Workshops in October 2007 netted similar results: separately-facilitated ward-level dialogues showed that Maldonians have similar hopes for their community. These opportunities to talk with neighbors resonated strongly. The people of Malden voiced their desire for more such opportunities.

Today and through 2030, the Malden Vision will be advanced by the thoughtful and forward-thinking individuals of Malden. The work is multi-faceted; some ideas can be addressed in the short-term, while others require a longer-term strategy. Regardless of the timeframe to carry out goals, many hands and minds will be needed to make the Malden of 2030 a reality.

The Malden Community Vision Statement conveys Malden's hopes and dreams and provides readers with an understanding of the city's top priorities, how the city operates, and the overarching image that Malden wishes to project in 2030.

Transportation, Residential Development, Economic Development, Community Facilities and Public Services, and Cultural and Natural Resources – the five planning elements detailed in this Master Plan – each have their own vision statement and goals. These vision statements and goals are at the beginning of their respective chapters. The goals are numbered to reflect their priority as ranked by the community during the Malden Visioning Project. The recommended actions at the end of each chapter and the implementation plan at the end of this document serve as a decision-making guide for the City of Malden and its citizens.

## **Malden Community Vision Statement**

**N**orth of the Mystic River, what began as a small village settled by the English, Malden in 2030 is now a vibrant, dynamic, and beautiful city. The city values its neighborhood and city-wide pride, an unrivaled public education system and multiple transit choices. We welcome the contributions made by our citizens and strongly believe that our diversity strengthens Malden. Proactive communication is the centerpiece of our vision, conveying our values, services and standards to all.

Our excellent location attracts growth and development. Those opportunities mirror our values and our well-managed resources are a benefit to the entire community. Our clean streets, sidewalks and properties and commitment to safety and security ensure an attractive, pleasant and welcoming place for all.

Our neighborhood integrity is preserved by a well-planned mix of residential, commercial and retail venues that is pedestrian-oriented and at a human scale. Our city accommodates new growth that is compatible with existing neighborhood aesthetics, density, and scale and preserves important historic elements. The heart of our city, Malden Square, is viable and vital, accessible, and useful to all. As a city of many neighborhoods, many focused around a commercial square, we wish to preserve, protect, and enhance these resources.

Those who wish to develop or own property follow the City's standard for constructing and maintaining attractive buildings, parks and open spaces, cultural and historic treasures and infrastructure that represent our city and generate civic pride. The City provides and enforces innovative and understandable standards that ensure protection of our resources and protect the environment and our community's sustainability.

The Malden Vision is actively used as a guide for making decisions based upon the community's collectively identified needs and goals.



## CHAPTER THREE: TRANSPORTATION

### Transportation Vision

**M**alden will provide, maintain, and encourage safe and efficient networks for all modes of transportation, including public transit, vehicles, bicycles, and pedestrians. Convenience and ease will remain a priority to accessing our community.

Neighborhood quality of life will be enhanced by safe streets, walkability, and connectivity to community and regional resources such as schools and recreational amenities. In support of viable neighborhoods and economic activity, Malden will boast pedestrian-oriented streetscapes and thoroughfares while providing adequate parking for its multiple destinations and attractions.

## Transportation Goals

**T1. Safe Streets and Neighborhoods**

Malden will reduce traffic congestion, speed and volume and address traffic safety problems while preserving the character of roadways and neighborhoods to encourage pedestrians, bicyclists, and vehicle safety.

**T2. Pedestrian, Bicycle, and Vehicle Safety**

Malden will provide multiple transit options by identifying and providing ways to enhance pedestrian, bicycle, and vehicular connections within the city and to surrounding communities. Bicycle lanes and the Bike-to-the-Sea shall be created, implemented, and promoted.

**T3. Public Transportation Options**

Malden will provide multiple public transportation options and encourage their use. Existing MBTA T-Stations at Oak Grove and Malden Center will be maintained and new transit routes, such as the Outer Ring, will be promoted.

**T4. Transit Planning**

Malden will create a transportation plan to best assess the current and projected transportation needs and demands of the community.

**T5. Snow and Ice Removal**

Malden will create and enforce a snow and ice removal method to ensure pedestrian safety. Sidewalks will be cleared of snow in a timely manner by the City, residents and businesses to ensure access and mobility.



## T1. Recommendations for Safe Streets and Neighborhoods

Malden will reduce traffic congestion, speed and volume and address traffic safety problems while preserving the character of roadways and neighborhoods to encourage pedestrians, bicyclists, and vehicle safety.

### T1.1 Identify and map areas of concern

Three studies were reviewed for this report, the BETA Group, Inc. *Traffic Infrastructure Assessment* conducted in 2006, the Massachusetts Department of Transportation Highway Division<sup>1</sup> *2007 Top Crash Locations Report* and the Boston Region Metropolitan Organization's *Route 60 Mobility Study: Malden and Medford, Massachusetts* completed in 2009. Among these three studies, twenty-three intersections were identified in total, and of these twenty-three, six were identified more than once.

These twenty-three intersections are:

Table 29: List of 23 intersections identified in previous transportation studies

#	Location ( <i>continued on following page</i> )	Report(s) that cite this intersection
1	Highland Avenue at Pleasant Street (Route 60)	<i>Traffic Infrastructure Assessment</i>
2	Highland Avenue at Medford Street	<i>Traffic Infrastructure Assessment</i>
3	Washington street at Winter Street/ Grove Street/ Glenwood Street	<i>Traffic Infrastructure Assessment</i>
4	Main Street at Forest Street	<i>Traffic Infrastructure Assessment</i>
5	Main Street at Winter Street	<i>Traffic Infrastructure Assessment</i>
6	Main Street at Mountain Avenue	<i>Traffic Infrastructure Assessment</i>
7	Main Street at Salem Street/ Ferry Street	<i>Traffic Infrastructure Assessment, Route 60 Mobility Study</i>
8	Main Street at Centre Street (Route 60)	<i>Traffic Infrastructure Assessment, Route 60 Mobility Study</i>
9	Main Street at Charles Street	<i>Traffic Infrastructure Assessment</i>
10	Main Street at Eastern Avenue/ Madison Street	<i>Traffic Infrastructure Assessment</i>
11	Main Street at Cross Street	<i>Traffic Infrastructure Assessment</i>
12	Main Street at Medford Street	<i>Traffic Infrastructure Assessment</i>
13	Ferry Street at Centre Street (Route 60)	<i>Traffic Infrastructure Assessment, Route 60 Mobility Study</i>
14	Bryant Street at Eastern Avenue (Route 60)	<i>Traffic Infrastructure Assessment</i>
15	Maplewood Street/ Lebanon Street at Salem Street	<i>Traffic Infrastructure Assessment</i>

<sup>1</sup> Formerly Massachusetts Highway Department

#	Location ( <i>continued from previous page</i> )	Report(s) that cite this intersection
16	Broadway (Route 99) at Salem Street/ Hunting Street	<i>Traffic Infrastructure Assessment, 2007 Top Crash Locations Report</i>
17	Broadway (Route 99) at Eastern Avenue (Route 60)	<i>Traffic Infrastructure Assessment, 2007 Top Crash Locations Report</i>
18	Lynn Street (Route 60) at Beach Street (Route 60)	<i>Traffic Infrastructure Assessment</i>
19	Eastern Avenue (Route 60) at Maplewood Street	<i>2007 Top Crash Locations Report</i>
20	Centre Street (Route 60) at Commercial Street	<i>2007 Top Crash Locations Report, Route 60 Mobility Study</i>
21	Pleasant Street (Route 60) at Fellsway East	<i>Route 60 Mobility Study</i>
22	Pleasant Street (Route 60) at Commercial Street/ Florence Street	<i>Route 60 Mobility Study</i>
23	Main Street at Florence Street	<i>Route 60 Mobility Study</i>

### **T1.1.1 Identify additional areas of concern**

The reports consulted for this document identify some of the major areas of traffic concern, but a more comprehensive study of Malden's intersections including crash data and level of service analysis may reveal additional intersections of concern.

### **T1.1.2 Create map of problem intersections**

A map of these twenty-three intersections would show the relative locations of each within the city, and show where problem areas are clustered. Additional data that could be included in such a map would be other intersections with high accident rates, low level of service (LOS), or other criteria.

## **T1.2 Reduce accident rate in top crash locations**

Reducing the accident rate is important as a policy for all roadways in the City of Malden, but four intersections are of particular concern because they were identified as among the top crash locations in the entire Commonwealth of Massachusetts. Improvements to these intersections may help reduce the accident rate.

### **T1.2.1 Improve traffic around area formed by Eastern Avenue, Maplewood Street, Salem Street, and Broadway**

Three of the four top crash locations in Malden are located in the quadrilateral formed by intersections 15, 16, 17, and 19. These intersections could be examined together to identify how traffic signal optimization or lane modification might improve level of service and reduce the accident rate in this area. These intersections are described below in order of their ranking in the *2007 Top Crash Locations Report*.

Intersection 19, Eastern Avenue (Route 60) at Maplewood Street, was ranked 70/201 in the *2007 Top Crash Locations Report*. This intersection was not identified in the *Traffic Infrastructure Assessment* or in the *Route 60 Mobility Study*. It is, however, within 0.3 miles of intersections 15 and 17.

Intersection 17, Broadway (Route 99) at Eastern Avenue (Route 60), was ranked 72/201 in the *Top Crash Locations Report*. This intersection was identified in the *Traffic Infrastructure Assessment* for level of service improvements that could result from traffic signal optimization or lane use modification. Intersection 17 is within 0.3 miles of intersections 16 and 19.

Intersection 16, Broadway (Route 99) at Salem Street/ Hunting Street, was ranked 174/201 in the *2007 Top Crash Locations Report*. This intersection was identified in the *Traffic Infrastructure Assessment* for level of service improvements that could result from traffic signal optimization or lane use modification. Intersection 16 is within 0.3 miles of intersections 17 and 0.4 miles of intersection 15.

Intersection 15, Maplewood St. /Lebanon Street at Salem Street, was not ranked in the *2007 Top Crash Locations Report*. This intersection was identified in the *Traffic Infrastructure Assessment* for level of service improvements that could result from traffic signal optimization or lane use modification. It is in close proximity to the top crash locations at intersections 16, 17, and 19.

### **T1.2.2 Improve Centre Street at Commercial Street intersection**

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Centre Street (Route 60) at Commercial Street, intersection 20 as listed above, was ranked 82/201 in the *2007 Top Crash Locations Report*. The Boston MPO *Route 60 Mobility Study: Malden and Medford* details improvements for this intersection. Specifically, these recommendations are to:

- Retime the traffic signal and increase protection for left-turning vehicles. Coordinate this traffic signal with others on Centre Street.
- Provide exclusive pedestrian phase with “NO TURN ON RED” sign. Paint crosswalks with ladder-style stripes.
- Install countdown and accessible pedestrian signals.
- Improve visibility of the intersection and approaches by enhancing signage and pavement markings.
- Implement transit signal priority at the intersection to reduce delay for buses exiting the east busway.

Centre Street (Route 60) at Commercial Street is in close proximity to several other intersections around Malden Center that are identified in the *Traffic Infrastructure Assessment* and the *Route 60 Mobility Study*.

### **T1.2.3 Improve traffic safety around Malden Center**

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Specific recommendations for the intersections around Malden Center are detailed elsewhere in this chapter. The cluster of several intersections identified around Malden Center in the *Traffic Infrastructure Assessment*, the *2007 Top Crash Locations Report*, and the *Route 60 Mobility Study: Malden and Medford* indicate that improvements are much needed in order to improve traffic safety and mobility in Malden Center.

### T1.3 Level of service improvement recommendations

During the City of Malden's moratorium on multifamily residential development in 2006, it contracted BETA Group, Inc. to conduct a traffic analysis of the local roadway network. Recommendations for roadway improvements in this Master Plan are based on the BETA Group, Inc. *Traffic Infrastructure Assessment*, delivered to the City in May 2006. The *Traffic Infrastructure Assessment* examined eighteen intersections throughout the City.

BETA Group, Inc. analyzed intersections using methods based on the 2000 *Highway Capacity Manual* Level of Service criteria for signalized intersections. These criteria designate intersections with a letter A, B, C, D, E, or F based on the average total delay in seconds per vehicle. Level of Service A is least congested, with an average delay of under ten seconds per vehicle. Level of Service F is the most congested, with an average delay of more than eighty seconds per vehicle.

BETA Group, Inc. conducted new turning movement counts for twelve intersections.<sup>2</sup> The remaining six intersections used turning group counts from earlier reports and mathematically adjusted the counts to approximate 2006 values for the *Traffic Infrastructure Assessment*.<sup>3</sup>

The table below summarizes the eighteen intersections, along with the 2006 level of service and potential changes in level of service if the recommended traffic flow improvement strategies were to be implemented. Please note that this analysis was based on 2006 data as presented in the BETA Group, Inc. report.

Table 30: Level of service analysis from 2006 Traffic Infrastructure Assessment

<b>Level of Service Analysis Results from the 2006 Traffic Infrastructure Assessment by BETA Group, Inc. (continued on following page)</b>								
#	Intersection	Existing Conditions		Signal Re-Timing		Physical Modification		Source of Count Data
		AM LOS	PM LOS	AM LOS	PM LOS	AM LOS	PM LOS	
1	Highland Avenue at Pleasant Street (Route 60)	D	F	D	E	D*	E*	BETA Group
2	Highland Avenue at Medford Street	F	E	E	D	D*	D*	Phase I EIR, 2000 <sup>4</sup>
3	Washington Street at Winter Street/ Grove Street/ Glenwood Street	F	F	E	E	D*	D*	Melrose-Malden 2001 <sup>5</sup>

<sup>2</sup> Intersection drawings with the AM and PM turning movement volumes are included in the *Traffic Infrastructure Assessment* in Figures 2 and 3, pages 9 and 10.

<sup>3</sup> According to the BETA Group *Traffic Infrastructure Assessment*, the turning movement counts "obtained from these reports were factored from the year they were counted to the year 2006 at 1.5% per year compounded annually" (8).

<sup>4</sup> Phase 1 Environmental Impact Report, TeleCom City; Rizzo Associates with Fay, Spofford & Thorndike, LLC; 2000

<sup>5</sup> Melrose-Malden, A Mixed Use Residential Community; Earth Tech, Inc.; 2001

<b>Level of Service Analysis Results from the 2006 Traffic Infrastructure Assessment by BETA Group, Inc. (continued from previous page)</b>								
#	Intersection	Existing Conditions		Signal Re-Timing		Physical Modification		Source of Count Data
		AM LOS	PM LOS	AM LOS	PM LOS	AM LOS	PM LOS	
4	Main Street at Forest Street	F	C	E	C	E	C	Melrose-Malden 2001 <sup>6</sup>
5	Main Street at Winter Street	E	F	E	E	E	E	Melrose-Malden 2001 <sup>7</sup>
6	Main Street at Mountain Avenue	B	B	B	B	B	B	BETA Group
7	Main Street at Salem Street/ Ferry Street	F	F	E	F	E	F	Malden Square Traffic Study <sup>8</sup>
8	Main Street at Route 60	E	D	D	C	C*	C*	Malden Square Traffic Study <sup>9</sup>
9	Main Street at Charles Street	C	C	B	B	B	B	BETA Group
10	Main Street at Eastern Avenue/ Madison Street	B	B	B	B	B	B	BETA Group
11	Main Street at Cross Street	C	D	F	D	C*	C*	BETA Group
12	Main Street at Medford Street	F	F	F	F	C*	C*	BETA Group
13	Ferry Street at Route 60	B	C	B	C	B	C	BETA Group
14	Bryant Street at Eastern Avenue (Route 60)	C	C	C	B	C	B	BETA Group
15	Maplewood Street/ Lebanon Street at Salem Street	C	C	C	C	C	C	BETA Group
16	Broadway (Route 99) at Salem Street/ Hunting Street	F	F	E	D	E	D	BETA Group
17	Broadway (Route 99) at Eastern Avenue (Route 60)	D	E	C	D	C	D	BETA Group
18	Lynn Street (Route 60) at Beach Street (Route 60)	B	B	B	B	B	B	BETA Group

\*Physical Modifications applied

In the above table, the cells highlighted in green indicate intersections rated at Level of Service E or F based on existing conditions. The cells highlighted in blue indicate an improvement in Level of Service when a particular mitigation strategy is applied. In one case, Main Street at Cross Street (Intersection 11), Level of Service would actually decrease in the morning for signal re-timing and stay about the same with physical modification. Level of service would improve in the evening if the

<sup>6</sup> Ibid.

<sup>7</sup> Ibid.

<sup>8</sup> Traffic Impact and Access Study, Proposed Residences at Malden Square; Fay, Spofford & Thorndike, LLC; 2004

<sup>9</sup> Ibid.

intersection were to be physically modified. Cells highlighted in darker blue indicate that physical modification (the more expensive option) results in a greater level of service improvement than signal re-timing.

The *Traffic Infrastructure Assessment* was conducted during the City's moratorium on multifamily residential development in 2006. Analysis by the BETA Group indicated that Malden did not experience an unusual number of intersections at or near capacity, and increases in vehicle registrations in Malden from 1990-2005 were at the average level as compared with surrounding communities. The BETA Group concluded that restricting growth in Malden would not necessarily reduce local traffic, because the excess roadway capacity that might result from restricted growth would make Malden's roads more attractive to other communities as a commuting route.

The BETA Group recommended two types of traffic infrastructure modifications: 1) signal timing changes, and 2) relatively minor physical changes. Signal timing changes and relatively minor physical changes would further reduce the number of intersections at or near capacity as summarized in the table above. The BETA Group recommended that signal timing modifications be implemented immediately, and that modifications to lane use and traffic signal improvements should be completed within budgetary constraints.<sup>10</sup> The results of the BETA Group, Inc. analysis for the two types of traffic infrastructure modifications are summarized in the following pages.

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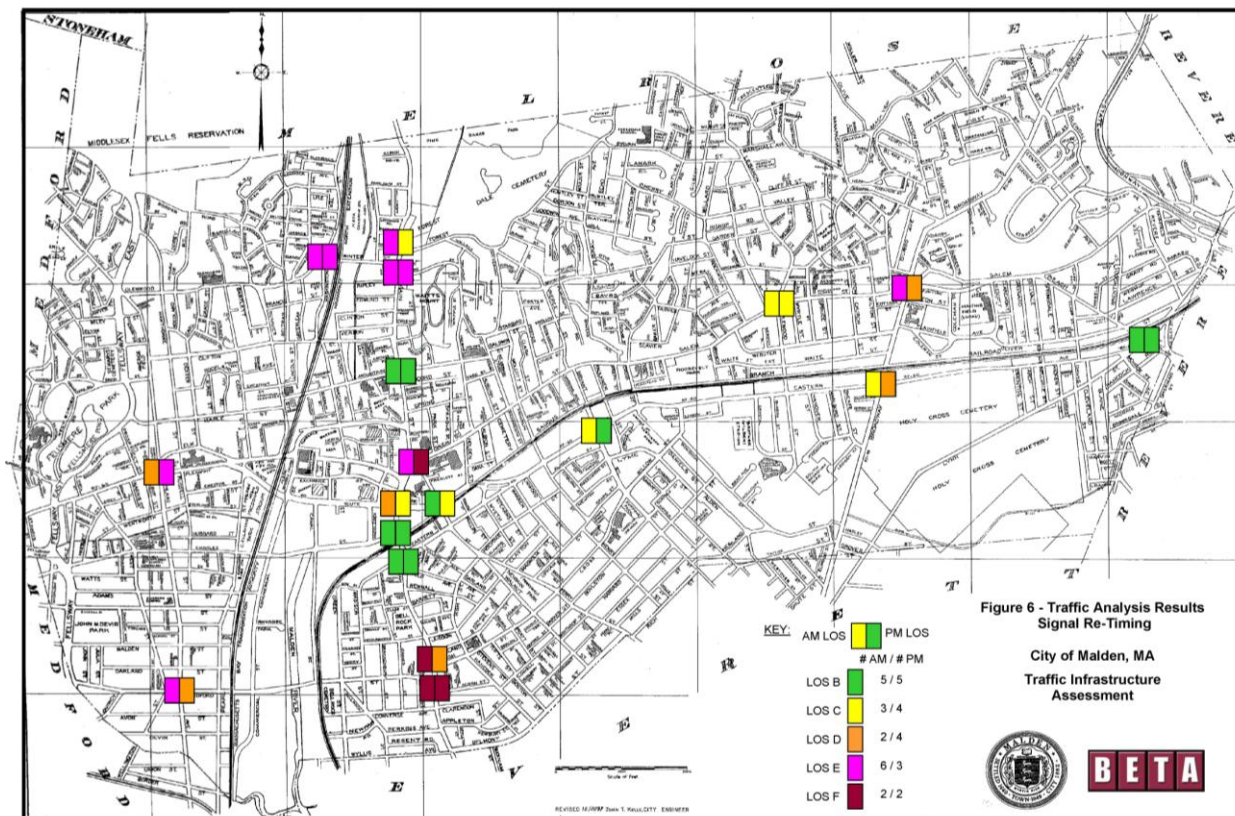
<sup>10</sup> Recommendations from *Traffic Infrastructure Assessment*, page 21.



### T1.3.1 Traffic signal optimization

Signal timing changes were identified in the *Traffic Infrastructure Assessment* as the least expensive method for improving traffic flow. According to BETA Group, Inc., optimization of signal timing would reduce delays and improve level of service at most of the intersections. The potential level of service improvements according to the BETA Group analysis are summarized in the table above. Eight intersections would see an improvement in level of service in the morning peak hour with signal optimization, and nine intersections would see an improvement in the evening peak hour. Six intersections would improve at both peak hours. Details about how traffic flows at each intersection would change with traffic signal optimization are included in the *Traffic Infrastructure Assessment* on pages 13-15. The potential results of traffic signal optimization are shown in the map below.

Figure 57: BETA Group, Inc. 2006 Traffic Analysis for Signal Re-Timing

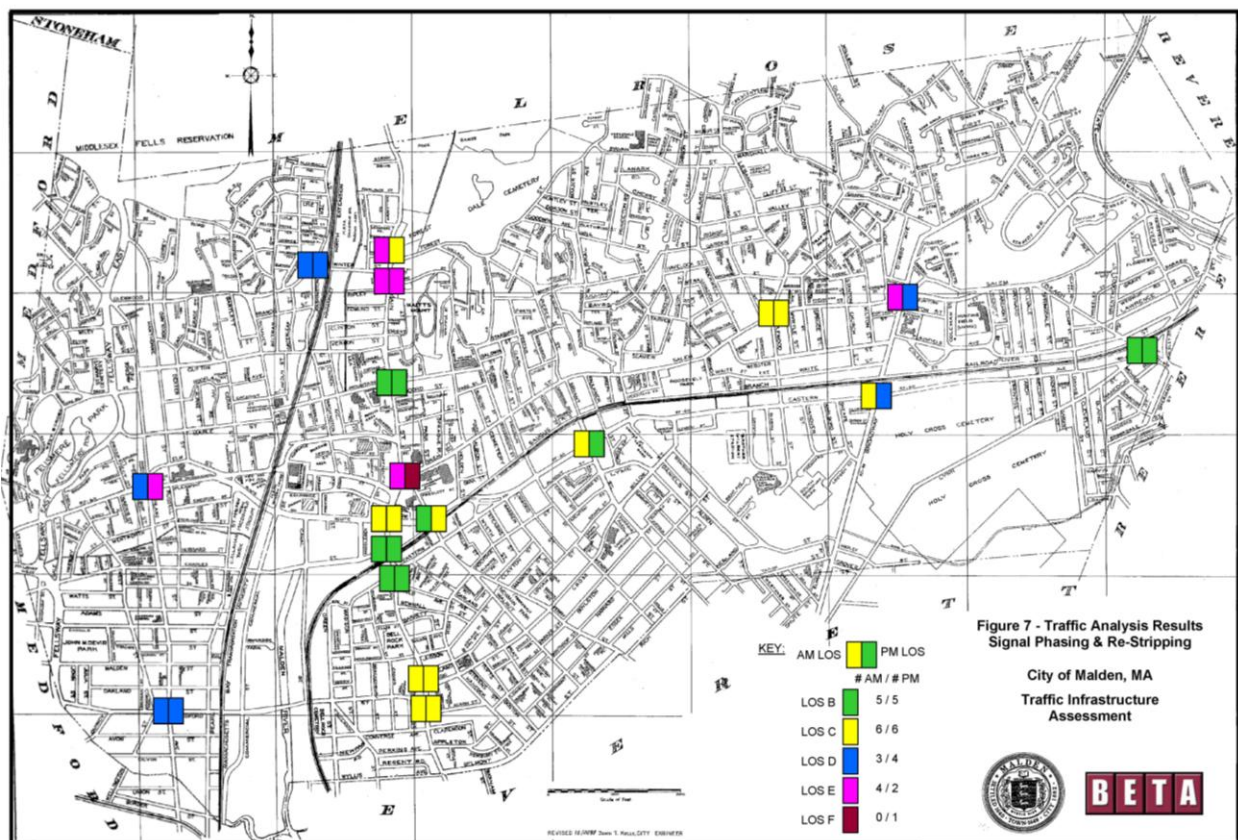


### T1.3.2 Signal phasing and lane use modifications

As reported in the *Traffic Infrastructure Assessment*, “many of the study area intersections are located in developed areas. The availability of land to expand lanes or add new lanes is generally not available. In some cases modified signal phasing was explored. These changes may require modifications to signal heads, or in some cases a new signal controller could be required” (15).

Four intersections would experience a greater level of service improvement during the morning peak hour than with traffic signal optimization, and three intersections would fare better in the evening with lane modification than with traffic signal optimization. Only two intersections would experience improvements in both the morning and evening peak hours as compared with no change or with signal re-timing. Details about how traffic flows at each intersection would change with signal phasing and lane use modifications are included in the *Traffic Infrastructure Assessment* on pages 15-17. The potential results of these changes are shown in the map below.

Figure 58: BETA Group, Inc. 2006 Signal Phasing and Re-Striping Traffic Analysis Results



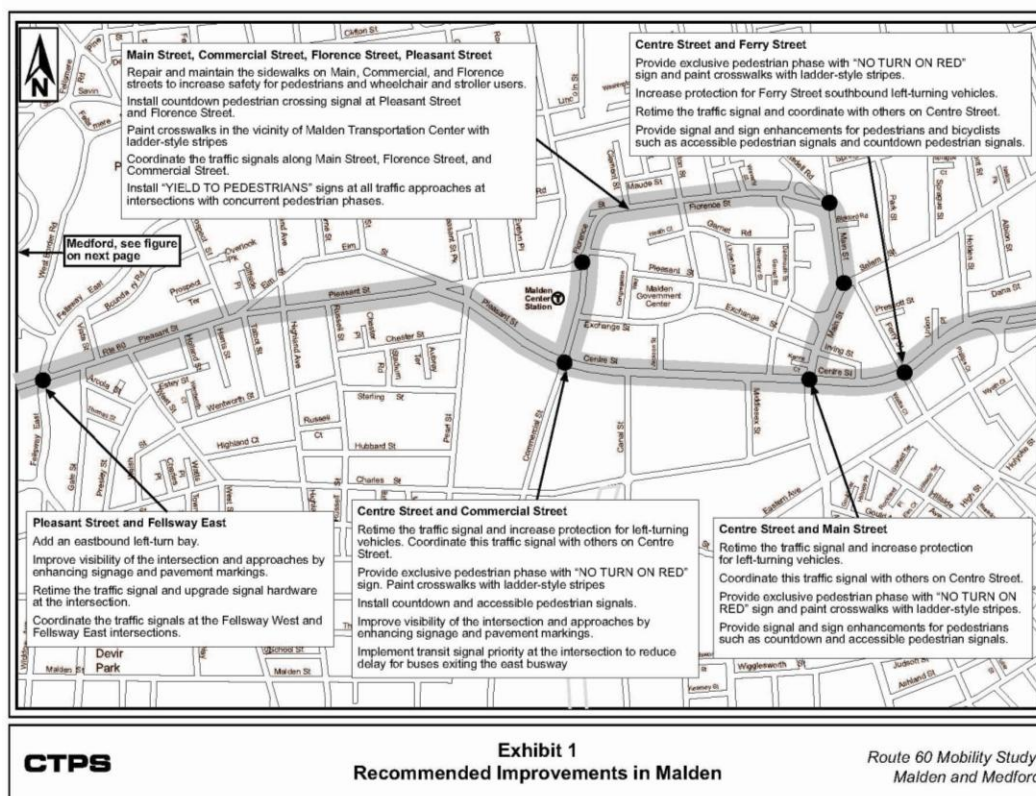
### T1.3.3 Update analysis and make intersection improvements

Roadway conditions may have changed since 2006 when the *Traffic Infrastructure Assessment* was written. The analysis should be updated, with the use of a consultant if appropriate. Modifications to intersections should be made as recommended in the BETA Group report and any subsequent analyses.

## T1.4 Improvements along Route 60 and in Malden Center

The *Route 60 Mobility Study: Malden and Medford* identified several improvements to address the issues of mobility and safety in the Route 60 corridor for motorists, bicyclists, pedestrians, and transit users. All of the improvements are short-term or intermediate-term and could be implemented within five years, according to Boston MPO staff. Several agencies operate transportation facilities in the corridor, including the Massachusetts Department of Transportation Highway Division (formerly the Massachusetts Highway Department or “MassHighway”) the Massachusetts Department of Conservation and Recreation, and the MBTA, in addition to the Cities of Malden and Medford. Successful implementation of the projects advancing from this study will be dependent on coordination among the stakeholders, sufficient public participation, and securing funding for the projects. The *Route 60 Mobility Study: Malden and Medford* should be consulted for additional details regarding the problems identified and recommendations proposed.

Figure 59: Recommended Improvements in Route 60 Mobility Study





### **T1.4.1 Recommendations for Main, Commercial, Florence, and Pleasant Streets**

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The Boston MPO made the following recommendations for improvements on Main Street, Commercial Street, Florence Street, and Pleasant Street in the *Route 60 Mobility Study: Malden and Medford*. The intersection of Main Street at Salem Street and Ferry Street was also identified in the *Traffic Infrastructure Assessment* conducted by BETA Group, Inc. in 2006, referenced as intersection 7 throughout this document.

- Repair and maintain the sidewalks on Main, Commercial, and Florence Streets to increase safety for pedestrians and wheelchair and stroller users.
- Install countdown pedestrian crossing signal at Pleasant Street and Florence Street.
- Paint crosswalks in the vicinity of Malden Transportation Center with ladder-style stripes.
- Coordinate the traffic signals along Main Street, Florence Street, and Commercial Street
- Install “YIELD TO PEDESTRIANS” signs at all traffic approaches at intersections with concurrent pedestrian phases.

### **T1.4.2 Recommended improvements at Pleasant Street and Fellsway East**

---

The Boston MPO made the following recommendations for improvements at Pleasant Street and Fellsway East in the *Route 60 Mobility Study: Malden and Medford*.

- Add an eastbound left-turn bay.
- Improve visibility of the intersection and approaches by enhancing signage and pavement markings.
- Retime the traffic signal and upgrade signal hardware at the intersection.
- Coordinate the traffic signals at the Fellsway West and Fellsway East intersections.

### **T1.4.3 Recommended improvements at Centre Street and Ferry Street**

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The Boston MPO made the following recommendations for improvements at Centre Street and Ferry Street in the *Route 60 Mobility Study: Malden and Medford*, 2009. This intersection was also identified in the *Traffic Infrastructure Assessment* conducted by BETA Group, Inc. in 2006, referenced as intersection 13 throughout this document.

- Provide exclusive pedestrian phase with “NO TURN ON RED” sign and paint crosswalks with ladder-style stripes
- Increase protection for Ferry Street southbound left-turning vehicles.
- Retime the traffic signal and coordinate with others on Centre Street,
- Provide signal and sign enhancements for pedestrians and bicyclists such as accessible pedestrian signals and countdown pedestrian signals.

#### **T1.4.4 Recommended improvements at Centre Street and Commercial Street**

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The intersection of Centre Street (Route 60) and Commercial Street was identified as a top crash location in the *2007 Top Crash Locations Report*. As such, specific recommendations from the *Route 60 Mobility Study: Malden and Medford* are included earlier in this chapter (recommendation T1.2.2).

#### **T1.4.5 Recommended improvements at Centre Street and Main Street**

---

The Boston MPO made the following recommendations for improvements at Centre Street and Main Street in the *Route 60 Mobility Study: Malden and Medford*, 2009. This intersection was also identified in the *Traffic Infrastructure Assessment* conducted by BETA Group, Inc. in 2006, referenced as intersection 8 throughout this document.

- Retime the traffic signal and increase protection for left-turning vehicles.
- Coordinate this traffic signal with others on Centre Street.
- Provide exclusive pedestrian phase with “NO TURN ON RED” sign and paint crosswalks with ladder-style stripes.
- Provide signal and sign enhancements for pedestrians such as countdown and accessible pedestrian signals.

### **T1.5 Recommendations for sidewalks and crosswalks**

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#### **T1.5.1 Inventory sidewalk conditions**

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Prepare an inventory of where sidewalk improvements are needed and establish a system to update this information regularly.<sup>11</sup>

#### **T1.5.2 Enhance crosswalks**

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Provide enhanced crosswalks at key locations through enhanced striping, textured surface materials, and/or raised crosswalks, as well as signage.<sup>12</sup>

#### **T1.5.3 Improve sidewalks in low- and moderate-income neighborhoods**

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Continue sidewalk/pedestrian safety improvements, including adding four raised crosswalks during 2010-2014, in low and moderate income neighborhoods.<sup>13</sup>

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<sup>11</sup> From the “Planning Board Recommendation Future Actions” in the Transportation section of *The Malden Vision*, March 2008.

<sup>12</sup> Ibid.

## **T2. Recommendations for Pedestrian, Bicycle, and Vehicle Safety**

Malden will provide multiple transit options by identifying and providing ways to enhance pedestrian, bicycle, and vehicular connections within the city and to surrounding communities. Bicycle lanes and the Bike-to-the-Sea shall be created, implemented, and promoted.

### **T2.1 Facilitate more bicycling and walking in Malden**

#### **T2.1.1 Create bicycle and walking maps**

Prepare a map of bicycle routes and walking trails/paths in the city and distribute through schools and other recreational venues.<sup>14</sup>

#### **T2.1.2 Develop policy to fund bicycle and pedestrian improvements**

Develop a City policy to guide funding for pedestrian and bicycle transportation improvements.<sup>15</sup> Consult resources such as the Metropolitan Area Planning Council's *Regional Bicycle Plan* (2007) and the *Regional Pedestrian Plan* (2008) for policy suggestions.<sup>16</sup>

#### **T2.1.3 Secure funding for bicycle and pedestrian improvements**

Secure funding for pedestrian and bikeway improvements, including Bike-to-the-Sea.<sup>17</sup> Bike-to-the-Sea is detailed in the following plan objective.

### **T2.2 Develop the Bike-to-the-Sea path**

Develop the Northern Strand Community Trail, known as the Bike-to-the-Sea path, by converting the abandoned Saugus Line into a bike and recreation pathway that will provide connections across the City of Malden and that will have a recreational, cultural, and intermodal transportation focus.<sup>18</sup>

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<sup>13</sup> From the *City of Malden 5 Year Strategic Plan 2010-2014*, Goal 2A Objective 2.

<sup>14</sup> From the "Planning Board Recommendation Future Actions" in the Transportation section of *The Malden Vision*, March 2008.

<sup>15</sup> Ibid.

<sup>16</sup> These documents are available at <http://www.mapc.org/smart-growth/transportation>, accessed on June 16, 2010.

<sup>17</sup> From the "Planning Board Recommendation Future Actions" in the Transportation section of *The Malden Vision*, March 2008.

<sup>18</sup> From the *Open Space and Recreation Plan Update 2010*, Section 8: Goals and Objectives, Goal 1 Objective 1.



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### **T2.2.1 Collaborate with neighboring communities**

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Collaborate with neighboring communities to achieve a timely development of the Bike-to-the-Sea path.

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### **T2.2.2 Engage project neighbors**

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Work with the adjacent neighborhoods to link the path segments.

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### **T2.2.3 Make path usable for all seasons**

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Develop uses along the path to encourage year-round use.

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### **T2.2.4 Develop accessory uses along the path**

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Develop adjacent uses that connect to the path such as a bike shop, skate/bike rentals and concessions.

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### **T2.2.5 Develop a signage program for the path**

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Develop a comprehensive signage system that directs users along the path, as well as indicated important sites adjacent to the Path.

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### **T2.2.6 Involve volunteers in maintenance and sponsorship**

---

Develop a program that incorporates volunteers for maintaining and sponsoring the path.

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### **T2.2.7 Enter into a lease for first section of path**

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Enter into a lease agreement for the first section of path from Everett line to Main Street.

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### **T2.2.8 Pursue lease for second section of path**

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Pursue lease for next section of path from Main Street to the Revere city line.

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### **T2.2.9 Conduct environmental study and complete design of second section**

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Conduct Environmental Study and complete design of next section of path from Main Street to the Revere city line.

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### **T2.2.10 Continue to seek funding**

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Continue to seek funding opportunities to build the path.

### **T2.2.11 Develop maintenance plan**

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Develop a plan to maintain the path.

## **T3. Recommendations for Public Transportation Options**

Malden will provide multiple public transportation options and encourage their use. Existing MBTA T-Stations at Oak Grove and Malden Center will be maintained and new transit routes, such as the Outer Ring, will be promoted.

### **T3.1 Provide improved access to region**

Explore implementation of alternative transportation services that are offered by the MBTA, such as demand response transportation, and identify methods to expand upon services provided from Oak Grove and Malden Center to provide improved access to regional amenities and transportation connections.<sup>19</sup>

### **T3.2 Improve services and amenities at MBTA stations and stops**

Work with the MBTA to provide and enhance shelters, bike racks, park and ride lots, and other services and amenities at T locations.<sup>20</sup>

### **T3.3 Meet regularly with the MBTA**

Schedule regular meetings with the MBTA to review service needs and problems, and identify methods to collaborate on providing enhanced transit services.<sup>21</sup>

### **T3.4 Include MBTA in site plan review process**

Involve the MBTA in site plan review for major development projects to identify the potential for connections to transit services.<sup>22</sup>

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<sup>19</sup> From the “Planning Board Recommendation Future Actions” in the Transportation section of *The Malden Vision*, March 2008.

<sup>20</sup> Ibid.

<sup>21</sup> Ibid.

<sup>22</sup> Ibid.

## **T4. Recommendations for Transit Planning**

Malden will create a transportation plan to best assess the current and projected transportation needs and demands of the community.

### **T4.1 Hire a consultant to conduct a more thorough transportation analysis**

Hire a consultant to conduct a more thorough transportation analysis, including surveying current and projected transportation needs and recommendations for existing system improvements.<sup>23</sup>

## **T5. Recommendations for Snow and Ice Removal**

Malden will create and enforce a snow and ice removal method to ensure pedestrian safety. Sidewalks will be cleared of snow in a timely manner by the City, residents and businesses to ensure access and mobility.

### **T5.1 Determine if snow and ice removal policy and enforcement are adequate**

Reexamine the existing policies and enforcement procedures and recommend changes if necessary.

## **T6. Additional Transportation Improvement Recommendations**

### **T6.1 Review transportation elements of proposed development projects**

The following shall be considered by the Planning Board when reviewing proposals and making future planning decisions relative to specific sites and developments:

1. The proximity of and access to major transportation corridors in Malden
2. Driveway(s): access, location, size, and share use
3. The need for and extent of sidewalk improvements
4. The need for and extent of pedestrian safety improvements, i.e. crosswalks and lighting
5. The relationship of existing or future bike routes, i.e. Bike-to-the-Sea
6. The provision of site amenities for pedestrians and bicyclists, i.e. bike racks, benches, lighting and trash receptacles
7. The proximity of public transportation
8. The provision of handicapped-accessible parking
9. The removal of architectural barriers and site accessibility
10. The provision of on- and off-street snow and ice removal
11. The property management and maintenance plan<sup>24</sup>

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<sup>23</sup> Ibid.

## **T6.2 Form a Transportation Vision Action Team**

The Planning Board shall recommend to the City Council formation of a Transportation Vision Action Team – comprised of a Planning Board member, Traffic Commission member, City Council Public Safety Committee member, community members, including residents and business owners. This Action Team will review the Transportation Vision and Goals, provide additional guidance and oversight to coordinate efforts and implement the transportation-related recommendations in the City of Malden Master Plan.<sup>25</sup>

## **T6.3 Assess parking needs**

The 2006 *Multifamily Inventory Study* included an inventory of parking lot capacity in existing multifamily residential dwellings and an inventory of parking lots with public parking available. This inventory may be used as a starting point to determine parking needs in the City.<sup>26</sup>

Malden's 5 Year Strategic Plan 2010-2014 includes a recommendation to improve parking and traffic patterns throughout the City.<sup>27</sup>

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<sup>24</sup> From the "Planning Board Reviews and Decisions" in the Transportation section of *The Malden Vision*, March 2008.

<sup>25</sup> Ibid.

<sup>26</sup> *Multifamily Inventory Study* pages 19-20 and Appendices 7 and 8.

<sup>27</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 3B Objective 3.

## CHAPTER FOUR: RESIDENTIAL DEVELOPMENT

### Residential Development Vision

**M**alden will be a clean, litter-free, and safe place for all who live, work, and visit our city.

Our quality neighborhoods will offer a diverse housing stock with a range in home price and rent that suit a variety of income levels, age groups, and needs. Malden will offer housing opportunities that meets the needs of all ages and income levels, including choices close to public transit.

We will preserve and maintain neighborhood integrity by: providing a balance of homeownership and rental opportunities; protecting our historic homes; and providing neighborhood open space and recreational opportunities for all ages and abilities to enhance the quality of life.

## **Residential Development Goals**

**R1. Safe, Clean, and Secure**

Malden's image, pride and confidence depend on safe, clean, and secure neighborhoods.

**R2. Redevelopment and Preservation**

Malden is dedicated to redevelopment and preservation opportunities. New housing will be supported by existing infrastructure, including streets, sidewalks, and public utilities.

**R3. Housing Needs**

Malden will assess housing needs including those of specific groups such as first-time buyers, seniors, lower-income households, and people with disabilities.

**R4. Housing Choice**

Malden will be an inclusive community, providing and maintaining housing options for many income levels, family sizes, and needs.

**R5. Code Compliance and Enforcement**

Malden will offer safe, decent and quality housing options. The City will ensure that properties abide by all State and Local Building Codes and Zoning and will work with owners to achieve compliance.

**R6. Tenants and Landlords**

Malden will provide the necessary education and support to ensure that neighborhoods are viable places, that property owners comply with City ordinances, and that fair housing and equal opportunities are met.



## **R1. Recommended Actions for Safe, Clean, and Secure Neighborhoods**

Malden's image, pride and confidence depend on safe, clean, and secure neighborhoods.

### **R1.1 Assess available housing resources**

Working with the Malden Redevelopment Authority (MRA), the Planning Board will assess available resources and provide follow-up to the *Multifamily Inventory Study* conducted in May 2006. The Planning Board and MRA will review and make recommendations with regard to the various collected inventories in the study. These inventories include: nonconforming uses in the Residence A Zoning District, public and private parking citywide, vacant land, and the occupancy and capacity of existing public schools.<sup>1</sup>

### **R1.2 Assess neighborhood safety**

The Planning Board will initiate a meeting with the Malden Police Chief, a member of the City Council's Public Safety Committee, the MRA, representative(s) of community-based nonprofit(s) focused on housing, community development and/or social service needs or committees to determine what resources are available to achieve improvements in neighborhood safety.<sup>2</sup>

### **R1.3 Beautify neighborhoods and strengthen neighborhood identity**

#### **R1.3.1 Create neighborhood gateways**

Create gateways to each distinct neighborhood with special landscaping, signage, or other special markers that symbolize a transition from one Malden neighborhood to another.<sup>3</sup>

#### **R1.3.2 Maintain clean, litter-free neighborhoods**

Work with Waste Management and the City to determine strategies to maintain clean, litter-free neighborhoods.<sup>4</sup>

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<sup>1</sup> From "Planning Board Immediate Actions" in the Residential Development Section of *The Malden Vision*, March 2008.

<sup>2</sup> Ibid.

<sup>3</sup> From "Planning Board Recommendation Future Actions" in the Residential Development Section of *The Malden Vision*, March 2008.

<sup>4</sup> Ibid.

## **R2. Recommendations for Redevelopment and Preservation**

Malden is dedicated to redevelopment and preservation opportunities. New housing will be supported by existing infrastructure, including streets, sidewalks, and public utilities.

### **R2.1 Residential development considerations to include in Planning Board review**

The following shall be considered by the Planning board when reviewing proposals and making future planning decisions relative to specific sites and developments:

1. The availability of sewer and water connections and impact, if any, of increased service
2. The context of a proposed development or project to the neighborhood and impact, if any, of added units or changes to the streetscape
3. The extent to which an historic property can be preserved and historic resources managed (the Planning Board shall cross-reference the City's historic survey to determine possible impact or refer proponents to Malden Historic Commission when necessary)
4. The affordability of housing units, if proposed, relative to current housing needs, including unit type and location of affordable housing units if in a mixed income development
5. Exterior site lighting and any related site safety provisions
6. The provision of any public open space
7. The design relative to the architectural vernacular of the neighborhood
8. The property management and maintenance plan<sup>5</sup>

### **R2.2 Identify underutilized sites**

Identify and develop an inventory of abandoned or underutilized buildings, properties and other sites, and conduct site assessments to evaluate reuse potential, including any limitations, deterrents or obstacles that would limit redevelopment.<sup>6</sup>

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<sup>5</sup> From "Planning Board Reviews and Decisions" in the Residential Development Section of *The Malden Vision*, March 2008.

<sup>6</sup> From "Planning Board Recommendation Future Actions" in the Residential Development Section of *The Malden Vision*, March 2008.

## **R2.3 Recommendations for new residential and mixed use development projects**

The City should review the suitability of available vacant land for future residential development, using the *Multifamily Inventory Study* as a starting point.

## **R2.4 Review current residential development policies**

### **R2.4.1 Address affordability, transit-oriented development, and smart growth**

Identify zoning changes to promote housing affordability, transit-oriented development and smart growth.<sup>7</sup>

### **R2.4.2 Facilitate property reuse and redevelopment**

Evaluate current policy relative to property reuse and redevelopment in a manner that is consistent with goals to preserve and maintain historic resources.<sup>8</sup>

### **R2.4.3 Review design criteria**

Review any design criteria or guidelines used to review applications.<sup>9</sup>

## **R2.5 Conduct comprehensive analysis of City permitting process**

Conduct a comprehensive analysis of the City's permitting process, including defining the precise legal role of each reviewing board, the bounds of each board's discretion, permissible development timelines, and recommendations for methods to improve its effectiveness.<sup>10</sup>

### **R2.5.1 Consult with Building Inspector**

Consult with the current Building Inspector as to the scope of his/her work, what resources are needed to better accomplish work goals, and what, if any required tasks prevent timely completion of inspections.

### **R2.5.2 Consult with contractors and developers**

Consult with recent contractors and developers as to their perspective on policies and procedures for permitting, obtaining inspections and/or enforcement, and on interactions with the City.

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<sup>7</sup> From "Planning Board Immediate Actions" in the Residential Development section of *The Malden Vision*, March 2008.

<sup>8</sup> Ibid.

<sup>9</sup> Ibid.

<sup>10</sup> From "Planning Board Recommendation Future Actions" in the Residential Development section of *The Malden Vision*, March 2008.

### **R2.5.3 Determine planning staff needs**

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Determine staffing needs for the Planning Division relative to plan review, permitting oversight, and enforcement in concert with the Building Inspection Office.

## **R2.6 Consider use of Chapter 40R Smart Growth Zoning and Housing Production**

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Review M.G.L. Chapter 40R, Smart Growth Zoning and Housing Production, which provides incentives for both developers and the community and is used by municipalities to encourage residential development in appropriate, transit-oriented locations; consider its application to property in Malden.<sup>11</sup>

## **R3. Recommendations to Address Housing Needs**

Malden will assess housing needs including those of specific groups such as first-time buyers, seniors, lower-income households, and people with disabilities.

### **R3.1 Conduct a housing needs analysis**

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The Planning Board will work with the MRA to create a housing needs analysis that includes but is not limited to the following.<sup>12</sup>

#### **R3.1.1 Community demographic information**

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A review of the most recent community demographic information as provided by the Metropolitan Area Planning Council's Data Center will be included in a housing needs analysis.

#### **R3.1.2 Review of existing housing stock**

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A review of existing housing stock, including amount, unit type, and household composition will be included in a housing needs analysis.

#### **R3.1.3 Create inventory and map of available affordable housing**

---

Develop an inventory of affordable housing currently in the community and determine what type(s) of affordable housing might still be needed.

A map of available affordable housing stock that includes affordability terms, locations, and expiring uses will help housing providers and housing seekers better understand their options in the City of Malden.

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<sup>11</sup> Form "Planning Board Recommendation Future Actions" in the Residential Development section of *The Malden Vision*, March 2008

<sup>12</sup> From "Planning Board Immediate Actions" in the Residential Development section of *The Malden Vision*, March 2008.

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### **R3.1.4 Determination of development constraints**

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The housing needs analysis would include a determination of development constraints and the City's ability to mitigate them.

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### **R3.1.5 Determination of housing mix needed**

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The housing needs analysis would include housing production goals for the City that determines the mix of housing needed and desired.

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## **R3.2 Support and partner with housing providers**

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Encourage the development of strong partnerships with housing providers, particularly with respect to the creation of affordable units designed to support persons with special needs. The City will encourage the use of McKinney-Vento funds, as well as encourage the funding of social service components with state investments. The City will also apply for and use HOME funds, if allocated them by the North Suburban HOME Consortium. Section 811 and Project Based Section 8 are additional programs which can serve these populations.<sup>13</sup>

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### **R3.2.1 Work with nonprofit groups to provide equal opportunity in housing**

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Work with nonprofit groups whose mission is to provide equal opportunity in housing.<sup>14</sup>

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### **R3.2.2 Support organizations that support at-risk individuals**

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Continue support to organizations that provide case management, advocacy, and court support to low and moderate income individuals who are at risk of losing their homes.<sup>15</sup>

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### **R3.2.3 Support homelessness prevention**

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Support organizations that provide support to prevent families from becoming homeless, to special needs households and to veterans. Continue to fund homeless and veteran support agencies.<sup>16</sup>

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### **R3.2.4 Support organizations that provide shelter**

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Continue to encourage organizations that shelter low-income families not eligible for Department of Transitional Assistance support.<sup>17</sup>

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<sup>13</sup> *City of Malden 5 Year Strategic Plan 2010-2014 Goal 1B Objective 1*

<sup>14</sup> *City of Malden 5 Year Strategic Plan 2010-2014 Goal 1C Objective 1*

<sup>15</sup> *City of Malden 5 Year Strategic Plan 2010-2014 Goal 2B Objective 1*

<sup>16</sup> *City of Malden 5 Year Strategic Plan 2010-2014 Goal 2B Objective 2*

<sup>17</sup> *City of Malden 5 Year Strategic Plan 2010-2014 Goal 2B Objective 3*

### **R3.2.5 Support affordable housing project funding applications**

Support those making application for funding of housing projects which will be affordable to low and moderate income residents.<sup>18</sup>

### **R3.3 Improve accessibility and encourage universal design**

Provide CDBG funds to undertake accessibility modifications to dwelling units for persons with disabilities in order to allow the homeowners to remain in their homes or to create affordable rental housing.<sup>19</sup>

### **R3.4 Create more affordable homeownership opportunities**

#### **R3.4.1 Affordable homeownership infill projects**

Identify small City-owned or foreclosed parcels suitable for development of affordable housing. Such properties can be sold at a low cost with the requirement that the developer construct affordable ownership units. Work closely with any NSP programs which become available to the City.<sup>20</sup>

#### **R3.4.2 Utilize the Housing Choice Voucher Homeownership Program**

Create opportunities for homeownership through down payment and closing cost assistance using the Housing Choice Voucher Program.<sup>21</sup>

#### **R3.4.3 Provide assistance through home buyer programs**

Work with regional providers to operate and manage home buyer programs.<sup>22</sup> Where possible, the City should assist projects which create affordable homeownership units.<sup>23</sup>

### **R3.5 Ensure equal opportunity for affordable rental units**

Review tenant information annually for projects funded with state/federal funding to ensure equal opportunity is preserved.<sup>24</sup>

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<sup>18</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 1B Objective 6

<sup>19</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 1B Objective 2.

<sup>20</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 1B Objective 3

<sup>21</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 1B Objective 4

<sup>22</sup> Ibid.

<sup>23</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 1B Objective 5

<sup>24</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 1C Objective 1



### **R3.6 Reduce barriers to the provision of affordable housing**

The City will continue to work to lessen the negative effects of public policies which may serve as barriers to affordable housing.<sup>25</sup>

### **R3.7 Consider adopting the Community Preservation Act**

The Planning Board will recommend to the City Council a review and study committee for the Community Preservation Act to be adopted by the City.<sup>26</sup>

## **R4. Recommendations for Housing Choice**

Malden will be an inclusive community, providing and maintaining housing options for many income levels, family sizes, and needs.

### **R4.1 Rehabilitate and preserve existing affordable housing stock**

Rehabilitate and preserve the housing stock affordable to low and moderate income persons by pursuing redevelopment and substantial rehabilitation of existing buildings.<sup>27</sup> Identify/preserve historic facilities/properties serving low-moderate income households.<sup>28</sup>

### **R4.2 Work with owners to maintain expired use projects as affordable units**

Focus on expiring use projects and work with owners to maintain the units as affordable.<sup>29</sup>

### **R4.3 Encourage sustained investment in affordable multifamily properties**

Encourage investor-owners of multifamily properties to invest in the property by offering low interest loans to upgrade units of income eligible households.<sup>30</sup>

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<sup>25</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 1B Objective 7

<sup>26</sup> "Planning Board Immediate Actions" from the Residential Development section of *The Malden Vision*, March 2008.

<sup>27</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 1A Objective 1

<sup>28</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 2C Objective 2

<sup>29</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 1A Objective 4

<sup>30</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 1A Objective 2

#### **R4.4 Recommendations for Housing Development in Malden Square**

Review the recommendations for housing development proposed in the Malden Square Zoning and Design Plan and the subsequent study of Government Center. Improving the connections between the existing residential development in Malden Center and the downtown commercial district could help strengthen the businesses in the commercial district, and could help the area become more vibrant. Increasing housing development, such as apartments above businesses, could further revitalize this area.

### **R5. Recommendations for Code Compliance and Enforcement**

Malden will offer safe, decent and quality housing options. The City will ensure that properties abide by all State and Local Building Codes and Zoning and will work with owners to achieve compliance.

#### **R5.1 Facilitate elimination of lead-based paint throughout the City**

Utilize funds targeted for lead based paint removal to continue lead decontamination throughout the City.<sup>31</sup>

### **R6. Recommendations for Tenants and Landlords**

Malden will provide the necessary education and support to ensure that neighborhoods are viable places, that property owners comply with City ordinances, and that fair housing and equal opportunities are met.

#### **R6.1 Facilitate fair housing and equal opportunities**

Facilitate fair housing and equal opportunities through education, enforcement, and other measures.

### **R7. Additional Recommendations for Residential Development**

#### **R7.1 Form a Residential Development Vision Action Team**

The Planning Board shall recommend to the City Council formation of a Residential Development Vision Action Team comprised of: a Planning Board member, an MRA representative, a Mayor's Housing Task Force member, member of the City Council's Housing and Community Development Committee, nonprofit housing or community development organization representative, residents, and business owners.

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<sup>31</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 1A Objective 3.

## CHAPTER FIVE: ECONOMIC DEVELOPMENT

### Economic Development Vision

Our vibrant community has a diverse tax base that protects and improves our quality of life while respecting the existing culture and community character. Planned business and economic development opportunities will stimulate economic growth and development and keep Malden an affordable place to live.

Businesses and entrepreneurs will be supported with training and education and a navigable permitting and licensing process to encourage their development, growth, and retention. Our job and talent force will be equally diverse, trained, educated, and able to access opportunities. Exceptional learning opportunities will be available for all ages and abilities.

Malden Square will be our economic pride, a showcase of cohesive, thoughtful planning and design with a variety of shopping, cultural, recreational and entertainment choices, offices and commercial opportunities, living options, and clean, safe streets and sidewalks that are easy for all to enjoy and access. We will spotlight all of our shopping destinations and commercial squares, ensuring that they are well maintained and accessible by all.

## **Economic Development Goals**

**E1. Downtown**

The heart of our community, Downtown/ Malden Square, will be a revitalized, vibrant and livable place that: encourages a mix of uses; provides daytime, evening and weekend attractions; offers a variety of restaurants, coffee shops, cultural venues and activities; and encourages a viable retail district. Methods to promote, attract, and sustain this viability will be employed.

**E2. Assessment, Analysis, and Planning**

Malden will develop and maintain an economic development plan that keeps up-to-date on current needs and trends, including retail and cultural resources needs. Malden will also ensure viability of its many commercial areas and squares.

**E3. Job Choice**

Malden will offer multiple employment opportunities, from entry- to executive-level jobs, to ensure economic mobility and prosperity. Malden will retain its diversity of local employers while meeting the employment needs of the business community and local residents.

## **E1. Recommendations for Downtown**

The heart of our community, Downtown/ Malden Square, will be a revitalized, vibrant and livable place that: encourages a mix of uses; provides daytime, evening and weekend attractions; offers a variety of restaurants, coffee shops, cultural venues and activities; and encourages a viable retail district. Methods to promote, attract, and sustain this viability will be employed.

### **E1.1 Organize to strengthen existing businesses and attract new businesses**

Support the Chamber of Commerce and other merchants and business associations to support business activity in Malden Square. Consider using National Main Street Center guidelines in the traditional core of Malden Square, and possibly form a Main Street Organization with a staff person that oversees development in the entire district.

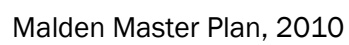
### **E1.2 Streamline transitions between downtown districts**

Within an area of one-third square mile, Malden Square includes a tremendous variety of land uses that could be divided into a few distinct districts: the traditional core, the civic plaza, Government Center, the MBTA transit station, high-rise residential towers, a highway-oriented retail corridor, and an industrial area. Malden Square has all the elements that could make a downtown district successful, but the districts are operationally and visually segregated rather than mutually supportive and unified.<sup>1</sup> See the following page for proposed design improvements in Malden Square from the 1998 *Malden Square Zoning and Design Plan*.

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<sup>1</sup> Malden Square Zoning and Design Plan, 13.

Figure 60: Proposed Design Improvements from the 1998 Malden Square Zoning & Design Plan





### **E1.3 Visually unify Malden Square by creating a “brand”**

Consider creating a logo and “brand” for Malden Square. Use this brand in streetscaping and on banners throughout Malden Square.

### **E1.4 Host local festivals and outdoor markets in Malden Square**

Malden Square is already host to some local festivities. Festivals and outdoor markets help bring people downtown. A few ideas:

- Celebrate local heritage, ethnic diversity, revolutionary history, etc.
- Farmers markets, summer festivals, etc.
- Arts and crafts markets
- Host A Taste of Malden food festival

### **E1.5 Put pedestrians first**

Implement recommendations from the *Malden Square Zoning and Design Plan* to improve the pedestrian environment in Malden Square.

### **E1.6 Explore tax increment financing**

Also known as DIF (District Improvement Financing) in Massachusetts. Property taxes would be reinvested in Malden Square rather than the City as a whole.

### **E1.7 Adopt zoning that facilitates flexible redevelopment**

As recommended in the *Malden Square Zoning and Design Plan*, adopt zoning that facilitates flexible redevelopment in Malden Square.

### **E1.8 Adopt a façade improvement program**

Adopt a façade improvement program in Malden Square, as recommended in the *Malden Square Zoning and Design Plan*.

### **E1.9 Connect the Malden Center MBTA Station with the surrounding neighborhood**

Malden Center MBTA Station is isolated from the businesses on Pleasant Street and the rest of Malden Square. As recommended in the *Malden Square Zoning and Design Plan*, consider design and programming strategies to better connect T-riders as potential business for the surrounding neighborhood.

### **E1.10 Create incentives for Maldonians to shop and do business in Malden Square**

A variety of creative ways to attract business to Malden Square could be explored. A few ideas:

- Adopt a local currency for use at local businesses, or point system
- Encourage use of websites that draw business from throughout metro (e.g. Yelp, Groupon, etc.)

### **E1.11 Consider relocation of Government Center and reconnect Pleasant Street**

As discussed in *Malden Government Center: Restoring Pleasant Street* Feasibility Study conducted in 2001, relocation of Government Center can help connect Pleasant Street with the Malden Center MBTA Station and with the surrounding neighborhood.

## **E2. Recommendations for Assessment, Analysis, and Planning**

Malden will develop and maintain an economic development plan that keeps up-to-date on current needs and trends, including retail and cultural resources needs. Malden will also ensure viability of its many commercial areas and squares.

### **E2.1 Economic Development elements for the Planning Board reviews and decisions**

The following shall be considered by the Planning Board when reviewing proposals and making future planning decisions relative to specific sites and developments:

1. The development's impact on Malden's workforce number of jobs created or retained), retail activity, and economic/ employment needs;
2. Site circulation and connectivity if located in a commercial square to ensure pedestrian activity and linkages to public space(s) and walkways;
3. Site buffer zones, including landscaping or pavers;
4. Signage that conforms to current guidelines and requirements;
5. Pedestrian-scale lighting;
6. Storefront design elements that are open and welcoming;
7. Pedestrian safety improvements, i.e. crosswalks, lighting and sidewalks;
8. Driveways and parking: access, location, size, and share use;
9. Proximity of alternative transportation choices to site/ project;

10. Site amenities for pedestrians and bicyclists, i.e. bike racks, benches, lighting and trash receptacles;
11. Handicapped-parking and short-term parking;
12. Architectural barrier removal and accessibility.<sup>2</sup>

## **E2.2 Prepare economic development plan**

The Planning Board will hire a consultant to prepare a comprehensive Economic Development Plan that will analyze and review economic data, trends and indicators to inform future economic development efforts, including relevant comparisons with national, state, and regional data and trends.<sup>3</sup>

## **E2.3 Form an Economic Development Vision Action Team**

The Planning Board will recommend formation of an Economic Development Vision Action Team consisting of a Planning Board member, Downtown Revitalization Committee of the City Council, business and citizen representatives.<sup>4</sup>

## **E2.3 Market Malden**

Create a comprehensive economic marketing program for Malden under the auspices of the Malden Redevelopment Authority that incorporates all regional data and trend indicators, development action plans, a resident workforce report, a business employment needs survey business guidance, and the cultural assessment and promotion efforts.<sup>5</sup>

## **E2.4 Revitalize all commercial squares**

Implement the Small Squares Initiative. Create a needs assessment for all commercial squares and develop revitalization plans and retail strategies for each as needed.<sup>6</sup>

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<sup>2</sup> From “Planning Board Reviews and Decisions” in the Economic Development Section of *The Malden Vision*, March 2008.

<sup>3</sup> From “Planning Board Immediate Action” in the Economic Development Section of *The Malden Vision*, March 2008.

<sup>4</sup> From “Planning Board Recommendation Future Action” in the Economic Development Section of *The Malden Vision*, March 2008.

<sup>5</sup> Ibid.

<sup>6</sup> From “Planning Board Recommendation Future Action” in the Economic Development Section of *The Malden Vision*, March 2008 and “Malden Small Squares Initiative,” Paper #375 Adopted 10-0 in City Council November 18, 2008, signed by Ward One Councillor Gary J. Christenson, Ward Eight Councillor Judy Bucci, Councillor at Large Craig Spadafora, and Ward Three Councillor Paul J. DiPietro. Recorded by City Clerk Karen Anderson.

### **E2.5 Encourage transit-oriented economic development**

Identify areas for growth near Malden T stations or other transit-oriented locations to spur housing and economic development.<sup>7</sup>

### **E2.6 Implement a Retention and Expansion strategy**

Implement a focused business Retention and Expansion (R&E) strategy for the City utilizing assistance from the Malden Chamber of Commerce.<sup>8</sup>

### **E2.7 Assess space needs of City offices**

Assess the space needs of City offices, consider relocation, and determine the highest and best use, if any, for Government Center (see also E1.11, consider relocating Government Center).

### **E2.8 Consider using Chapter 43D Expedited Permitting**

Review M.G.L. Chapter 43D, Expedited Permitting, legislation designed to address the need for more commercial and/ or industrial space, to create priority development sites, and to expedite the permitting process to bring forward new business in the community. Consider its application to the community.<sup>9</sup>

## **E3. Recommendations for Job Choice**

Malden will offer multiple employment opportunities, from entry- to executive-level jobs, to ensure economic mobility and prosperity. Malden will retain its diversity of local employers while meeting the employment needs of the business community and local residents.

### **E3.1 Assess the Malden workforce**

Develop a report that details the skills and qualifications of resident workforce that can serve as a marketing tool for prospective commercial and industrial prospects.<sup>10</sup>

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<sup>7</sup> From “Planning Board Recommendation Future Action” in the Economic Development Section of *The Malden Vision*, March 2008.

<sup>8</sup> Ibid.

<sup>9</sup> From “Planning Board Recommendation Future Action” in the Economic Development Section of *The Malden Vision*, March 2008. For further information, about M.G.L. Chapter 43D Expedited Permitting, refer to <http://www.mass.gov/legis/laws/mgl/gl-43d-toc.htm>.

<sup>10</sup> From “Planning Board Recommendation Future Action” in the Economic Development Section of *The Malden Vision*, March 2008.

## **E3.2 Connect employers with job-seekers**

### **E3.2.1 Connect Maldonians with job opportunities**

Support services which promote literacy, educational achievement and improve the job prospects of young people and immigrants. Continue to fund public service agencies.<sup>11</sup>

Provide linkages between people who are unemployed and the local job market. Continue to fund agencies that assist low-moderate income employment.<sup>12</sup>

Support businesses and encourage efforts which will help ensure that jobs are retained and created.<sup>13</sup>

### **E3.2.1 Develop low-interest business capital fund**

Attract people to city and neighborhood centers, with improved retail and commercial uses, emphasizing investments such as façade improvements. Develop a low-interest business capital fund linked to jobs.<sup>14</sup>

## **E3.3 Develop modern and flexible office and industrial space**

### **E3.3.1 Encourage the redevelopment of underutilized buildings**

Encourage the redevelopment of underutilized buildings and areas of the City, especially downtown.

### **E3.3.2 Support development of Rivers Edge Business Park**

Support the development of Rivers Edge Business Park, which will provide training and jobs in the telecommunications industry as well as some other support industries. Continue to encourage developer to build. Identify new business tenants.<sup>15</sup>

## **E3.4 Provide convenient access to adult education**

Provide convenient access and support to local adult education programs that provide basic literacy skills and career retraining, coordinating with local initiatives such as the Immigrant Learning Center, and with regional educational resources, such as community colleges and nearby universities.<sup>16</sup>

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<sup>11</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 3A Objective 1

<sup>12</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 3A Objective 2

<sup>13</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 3B Objective 5

<sup>14</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 3B Objective 1

<sup>15</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 3B Objective 4

<sup>16</sup> From “Planning Board Recommendation Future Action” in the Economic Development Section of *The Malden Vision*, March 2008.





## CHAPTER SIX: COMMUNITY FACILITIES AND PUBLIC SERVICES

### Community Facilities and Public Services Vision

**M**alden's community facilities and services support community needs and enhance quality of life. We will implement, maintain, and upgrade essential community facilities and services to meet existing demand and support growth where feasible and appropriate. Our community facilities will be high quality public spaces for all to enjoy and access.

A high level of public safety and security will be ensured and enforced in all places. Fairness in permitting and compliance with State and Local Building Codes and Zoning will be paramount. We will showcase that we are a community of high standards. We will ensure personal and public safety and uphold a trusted, well-regarded system of oversight.

As a community we will efficiently and openly communicate, educate, collaborate, and cooperate on projects and issues of concern to Malden and the region.

## Community Facilities and Public Services Goals

**P1. Maintenance**

Viable public facilities and infrastructure are critical to Malden's future. All city streets and sidewalks will be cleaned, plowed, and maintained. Stormwater management and drainage systems will be maintained using Best Management Practices. Street signs and street painting will also be maintained. The city will be lead-free, removing all lead pipe connections.

**P2. Communication**

The City will ensure strong communication, access and accountability by utilizing a required response system to enable timely communications regarding all infrastructure and related issues.

**P3. Code Compliance and Enforcement**

Malden will provide safe, decent and quality community facilities. The City will ensure that properties abide by all State and Local Building Codes and Zoning.

**P4. Improvements to Key Public Facilities**

Malden's community facilities, such as schools and libraries, will be top-notch learning environments.

**P5. Public Safety**

Malden will provide the utmost in public safety, including neighborhood-level and community policing.

**P6. Youth Needs**

The City will assess and plan for the community space needs of youth, elders, immigrants, families, and single and young adults.

## **P1. Recommendations for Maintenance**

Viable public facilities and infrastructure are critical to Malden's future. All city streets and sidewalks will be cleaned, plowed, and maintained. Stormwater management and drainage systems will be maintained using Best Management Practices. Street signs and street painting will also be maintained. The city will be lead-free, removing all lead pipe connections.

### **P1.1 Municipal water infrastructure recommendations**

According to the *Utility Infrastructure Assessment* conducted by Meridian Associates, Inc. in 2006, "the water distribution system is generally adequate to support present and future consumption requirements; however the substantial reduction in carrying capacity caused by tuberculation in combination with closed valves has rendered the system inadequate in certain areas" (13). In its report, Meridian Associates, Inc. concluded that "with continued investment in the water infrastructure and proper controls on development to identify, assess, and mitigate impacts on the water distribution system, the system generally should be capable of supporting current and future development (14).

#### **P1.1.1 Recommendations for the low service system**

The low service system is inadequate to provide domestic or fire flow service over Elevation 65 and new water service connecting should not be permitted above Elevation 65 without provisions for booster pumping.<sup>1</sup>

#### **P1.1.2 Recommendations for the high service system**

The high service system is inadequate to provide domestic or fire flow service over Elevation 145 and new water service connections should not be permitted above Elevation 145 without provisions for booster pumping.<sup>2</sup>

#### **P1.1.3 Recommendations for the extra high service system**

Areas of the City above Elevation 145 should be served by the extra high service system.<sup>3</sup>

#### **P1.1.4 Restore capacity of water transmission lines**

Restoring the capacity of the City's major water transmission lines is recommended in order to strengthen and reinforce the water distribution system's ability to support current and future requirements.<sup>4</sup>

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<sup>1</sup> *Utility Infrastructure Assessment*, page 13.

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

### **P1.1.5 Replace older and smaller diameter cement and unlined cast-iron pipe**

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Replacing older and smaller diameter cement and unlined cast-iron pipe is recommended in order to strengthen and reinforce the water distribution system's ability to support current and future requirements.<sup>5</sup>

### **P1.1.6 Periodically flush the distribution system**

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Periodically flushing the distribution system is recommended in order to strengthen and reinforce the water distribution system's ability to support current and future requirements.<sup>6</sup>

### **P1.1.7 Periodically exercise hydrant and gate valves**

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Periodically exercising hydrant and gate valves is recommended in order to strengthen and reinforce the water distribution system's ability to support current and future requirements.<sup>7</sup>

### **P1.1.8 Continue waterworks improvements initiatives**

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The City has completed many waterworks improvements projects since the late 1990s, as described in the existing conditions section earlier in this document. These investments should continue in order to maintain the existing system as well as to support future development.<sup>8</sup>

## **P1.2 Municipal drainage recommendations**

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### **P1.2.1 Ensure compliance with stormwater management regulations**

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The Inspectional Services Department should ensure compliance with the stormwater management standards set forth by the City, including those that currently exist in the Zoning Ordinance and Subdivision Rules and Regulation, as well as those set forth in any future amendments to these regulations or in a new stormwater and low impact development ordinance.<sup>9</sup>

### **P1.2.2 Regularly clean and maintain the drainage system**

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The City should develop and implement a routine program of cleaning and maintenance, particularly in areas prone to flooding, to remove accumulated sediment and debris from the existing drainage system.<sup>10</sup>

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<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

<sup>6</sup> Ibid.

<sup>7</sup> Ibid.

<sup>8</sup> *Utility Infrastructure Assessment*, page 14, and the "Existing Conditions: Community Facilities and Public Services" section from Chapter 1 earlier in this document.

<sup>9</sup> *Utility Infrastructure Assessment*, page 18.

<sup>10</sup> Ibid.

### **P1.2.3 Diagnose and fix drainage and flooding problems**

The City should study areas within the City known for poor drainage and flooding to determine the cause of the problems and recommendations to correct them.<sup>11</sup>

### **P1.3 Continue investment in water entering and discharged into the sewer system**

As mentioned earlier in this document, the City has conducted sewer rehabilitation projects that have restored capacity to the sanitary sewer system and also restored the structural integrity of the system. According to Meridian Associates, Inc., with continued investment Infiltration/Inflow (I/I) reduction, rehabilitation of the sanitary sewer infrastructure and proper controls on development to identify, assess and mitigate impacts on the sewer system, the system generally should be capable of supporting current and future development.<sup>12</sup>

### **P1.4 Review development proposals for impacts on facilities and services**

The following shall be considered by the Planning Board when reviewing proposals and making future planning decisions relative to specific sites and developments:

1. The development's impact on Malden's infrastructure, including sidewalks, sewer and water connections, drainage, and stormwater.
2. The development's impacts on electric service, fire protection, waste management and recycling, and traffic/pedestrian safety.
3. Upon assessment of any of the above, determine if impact would cause service to fall below established service standards and negotiate mitigation measures with the proponent such that the service standards continue to be met.
4. Impact on public schools, libraries, senior center, and other community facilities.<sup>13</sup>

### **P1.5 Adopt a development impact mitigation ordinance**

In its *Utility Infrastructure Assessment*, Meridian Associates recommends that the City of Malden adopt a development impact mitigation ordinance. Such an ordinance would ensure “that the impacts of development are identified, assessed, and mitigated” and that developers would “bear a proportionate share of the cost of capital facilities needed to accommodate proposed development” (23). The *Utility Infrastructure Assessment* includes more details about what such an ordinance might include, including sample development impact mitigation ordinances used in other Massachusetts communities.<sup>14</sup>

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<sup>11</sup> Ibid.

<sup>12</sup> *Utility Infrastructure Assessment*, pages 20-21 and “Existing Conditions: Community Facilities and Public Services” section of Chapter 1 earlier in this document.

<sup>13</sup> From “Planning Board Reviews and Decisions” in the Community Facilities and Public Services section of *The Malden Vision*, March 2008.

<sup>14</sup> *Utility Infrastructure Assessment* page 23 and Appendix A: Sample Development Impact Mitigation Ordinances.

### **P1.6 Adopt a municipal fee schedule**

A municipal fee schedule, if adopted, could be used to offset the cost of processing applications, reviewing plans and providing inspections to ensure that publicly owned infrastructure is protected and that all work in the public way is done in a safe, correct, and complete manner.

Many communities assess water, sewer and/or drain connection fees on development or redevelopment to recoup the community's capital investment in the provision of its infrastructure. The fees collected are used for the specific purposes of maintaining and improving the municipal utility infrastructure.

Because the use of impact fees can be complex and controversial, especially in light of possible changes brought forth through current land use reform legislation, the City of Malden should enlist the expertise of a qualified legal professional such as the city solicitor, town counsel, or outside counsel to craft and adopt a municipal fee schedule to make sure it is legal and enforceable. More information about municipal fee schedules, including examples from Massachusetts communities, can be found in the *Utility Infrastructure Assessment*.<sup>15</sup>

### **P1.7 Improve aged utilities that serve low income families**

Explore funding resources to improve any aged utilities, especially for those which serve low income families.<sup>16</sup>

### **P1.8 Prepare an infrastructure management plan**

Prepare an infrastructure management plan to prioritize needed upgrades to utility systems, improvements to streets and sidewalks, and enhancements to parks and open spaces to improve efficiency of infrastructure and maximize capacity.<sup>17</sup>

## **P2. Recommendations for Communication**

The City will ensure strong communication, access and accountability by utilizing a required response system to enable timely communications regarding all infrastructure and related issues.

### **P2.1 Conduct analysis of the City's permitting process**

The Planning Board will work with the Inspectional Services/Building Department and the Mayor's Office to hire a consultant to complete a comprehensive analysis of the City's permitting process, including defining a precise legal role of each reviewing board, the bounds of each board's

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<sup>15</sup> *Utility Infrastructure Assessment* page 24-25 and Appendix C: Sample Municipal Fee Schedules.

<sup>16</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 2A Objective 4

<sup>17</sup> From "Planning Board Recommendation Future Action" in the Community Facilities and Public Services section of *The Malden Vision*, March 2008.



discretion, permissible development timelines, and recommendations for methods to improve the effectiveness of the process.<sup>18</sup>

## **P2.2 Form a Community Facilities and Public Services Vision Action Team**

The Planning Board will recommend formation of a Community Facilities and Public Services Vision Action Team, consisting of a Planning Board member, City Councillor, Department of Public Works, Inspectional Services/Building Department, business and citizen representatives to implement the following recommended future actions. This Action Team will review the Community Facilities and Public Services Vision and Goals and provide additional guidance and oversight to coordinate efforts and implement recommendations.<sup>19</sup>

## **P2.3 Enhance City's communications plan**

Assess the City's current communications plan and management and make enhancements as needed.<sup>20</sup>

## **P2.4 Evaluate effectiveness of City organization and management**

Conduct a Government Study to evaluate the effectiveness of the City's organizational structure and management systems and report to the City Council with recommendations for further study and/or change.<sup>21</sup>

## **P2.5 Consider administering a 311 system**

Determine the feasibility of administering a 311 system to accommodate resident and visitor request and inquiries about City or neighborhood services or be connected with a specific department.<sup>22</sup>

## **P3. Recommendations for Code Compliance and Enforcement**

Malden will provide safe, decent and quality community facilities. The City will ensure that properties abide by all State and Local Building Codes and Zoning.

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<sup>18</sup> From "Planning Board Immediate Action" in the Community Facilities and Public Services section of *The Malden Vision*, March 2008.

<sup>19</sup> From "Planning Board Recommendation Future Action" in the Community Facilities and Public Services section of *The Malden Vision*, March 2008.

<sup>20</sup> Ibid.

<sup>21</sup> Ibid.

<sup>22</sup> Ibid.

### **P3.1 Ensure community facilities abide by state and local laws**

Ensure all properties abide by all State and Local Building Codes and Zoning.

## **P4. Recommendations for Improvements to Key Public Facilities**

Malden's community facilities, such as schools and libraries, will be top-notch learning environments.

### **P4.1 Maintain list of uses for CDBG funds**

Maintain a list of improvements and reconstructions for which CDBG funds would be appropriate.<sup>23</sup>

### **P4.2 Develop a Capital Improvement Plan**

Develop a Capital Improvement Plan to program funding on an annual basis for ongoing maintenance needs for existing facilities and to identify priorities for immediate and long-term public improvements.<sup>24</sup>

### **P4.3 Prepare a Facility Capital Plan**

Prepare a Facility Capital Plan to identify programming needs for City departments and to address ongoing needs for maintenance and future improvements.<sup>25</sup>

### **P4.4 Identify space needs in order to facilitate Government Center relocation**

Form a building committee and prepare a programming study of Government Center to define space needs to accommodate needed function for the facility in order to facilitate its relocation.<sup>26</sup>

### **P4.5 Study school goals and operations**

Conduct a study of school goals and operations to develop recommendations for maintaining facilities and programs in accordance with State standards and to promote academic excellence at a level of local spending the City will support.<sup>27</sup>

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<sup>23</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 2A Objective 5

<sup>24</sup> From "Planning Board Recommendation Future Action" in the Community Facilities and Public Services section of *The Malden Vision*, March 2008.

<sup>25</sup> Ibid.

<sup>26</sup> Ibid.

## **P5. Recommendations for Public Safety**

Malden will provide the utmost in public safety, including neighborhood-level and community policing.

### **P5.1 Assess current public safety plans**

Assess current public safety plans to determine their scope and impact.<sup>28</sup>

## **P6. Recommendations for Youth Needs**

The City will assess and plan for the community space needs of youth, elders, immigrants, families, and single and young adults.

### **P6.1 Support nonprofit organizations**

#### **P6.1.1 Support housing providers**

Support housing providers, as noted in residential development chapter.

#### **P6.1.2 Support organizations that provide basic living support**

Support organizations that create or maintain basic living support (such as food pantries) of Malden residents who have been and will continue to be affected by unemployment and loss of income.<sup>29</sup>

#### **P6.1.3 Support programs that assist residents with special needs**

Support public service programs that provide assistance to residents living with physical and/or mental disabilities and abused women and children.<sup>30</sup>

#### **P6.1.4 Improve services for veterans and low-moderate income individuals**

Improve quality/increase quantity of neighborhood facilities service low- and moderate-income individuals and veterans.<sup>31</sup>

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<sup>27</sup> Ibid.

<sup>28</sup> From “Planning Board Recommendation Future Action” in the Community Facilities and Public Services section of *The Malden Vision*, March 2008.

<sup>29</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 2B Objective 4

<sup>30</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 2B Objective 5

<sup>31</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 2C Objective 1



## CHAPTER SEVEN: NATURAL AND CULTURAL RESOURCES

### Natural and Cultural Resources Vision

**M**alden highly values, preserves, and protects our open spaces, natural and cultural resources. Our community boasts unique geographic and natural features and recreational opportunities, including Fellsmere Pond, Waitt's Mount, and the Malden River. Parks, playgrounds, and tree-lined streets benefit our economy and the region at large.

These important assets contribute significantly to the quality of living and doing business in our community. We will provide superior recreational and cultural facilities and opportunities that support access to and appreciation of our resources. We will encourage and foster a social and economic climate that nurtures creativity in all forms.

We will promote our resources, including coordination with local and regional initiatives and organizations, and celebrate them as a community. Malden will strive to provide cultural and educational facilities in support of all citizens.

## **Natural and Cultural Resources Goals**

### **N1. Preserve, Enhance and Maintain**

Malden will ensure that all open spaces and natural resources are preserved, enhanced, and maintained in accordance with the City's Open Space and Recreation Plan and related plans or policies.

### **N2. Protect and Promote**

Malden will coordinate the protection and promotion of open spaces and natural resources to encourage optimum use and enjoyment.

### **N3. Protect Historic Resources**

Malden's architecturally-significant buildings and neighborhoods will be protected and maintained. The City's current Communitywide Survey of Historic Resources shall be used as a basis for this planning.

### **N4. Support the Local Arts Community**

The City will promote local arts and cultural resources to encourage visitors, community engagement, and leisure opportunities for the region to encourage its growth and development.

### **N5. Recreation Opportunities**

Passive and active recreational opportunities will be preserved, protected and promoted in accordance with the City's Open Space and Recreation Plan.

### **N6. Environmental Awareness and Practices**

Malden will promote sustainability awareness and understanding of environmentally- sound practices and green building technologies for the health of the community.



## **N1. Recommendations to Preserve, Enhance and Maintain**

Malden will ensure that all open spaces and natural resources are preserved, enhanced, and maintained in accordance with the City's Open Space and Recreation Plan and related plans or policies.

### **N1.1 Implement Open Space and Recreation Plan recommendations**

In addition to implementing the *Open Space and Recreation Plan Update 2010* recommendations, which have been incorporated into this document as *Malden Master Plan* recommendations, recommendations from future open space and recreation plans should be implemented as well. The *Open Space and Recreation Plan* recommendations are intended to identify a five-year action plan, whereas the *Malden Master Plan* is intended to cover a twenty-year period. It is recommended that the *Open Space and Recreation Plan* be updated every five years and that the recommendations from this plan be incorporated into Master Plan updates and implementation.

### **N1.2 Use City funding to improve recreational activities, parks and playgrounds**

Utilize funding sources to improve recreational activities, parks and playgrounds. The goal for 2010-2014 is to improve six parks.<sup>1</sup>

### **N1.3 Use existing infrastructure in redevelopment projects to protect open space**

Encourage and support redevelopment projects that use existing infrastructure to help protect open/green space.

### **N1.4 Recommendations to improve maintenance of public open space and recreational facilities**

Develop a system of scheduled maintenance and replacement for park and open space improvements, equipment, and apparatus. This will include the following action steps.<sup>2</sup>

#### **N1.4.1 Schedule regular visits and inspections**

Maintain current database of existing parks and recreational facilities through scheduled visits and inspections.

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<sup>1</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 2A Objective 1

<sup>2</sup> From "Section 8: Goals and Objectives," Goal 2 Objective 2 Actions 1-6, *Open Space and Recreation Plan Update 2010*, March 2010.

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#### **N1.4.2 Identify areas for inclusion in Capital Improvements Program**

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Incorporate database information for developing goals and identifying areas to be included in the Capital Improvements Program.

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#### **N1.4.3 Identify improvements for high-traffic parks**

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Identify specific parks to be redeveloped to accommodate the increased demand for soccer and multi-purpose fields including Macdonald Stadium, South Broadway Park and Amerige Park.

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#### **N1.4.4 Plan replacement of equipment**

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Create a scheduled replacement program.

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#### **N1.4.5 Irrigate sports fields**

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Install irrigation at sports fields.

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#### **N1.4.6 Address open space and recreation needs of immigrant community**

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Identify new programs to address the needs of the immigrant community.

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### **N1.5 Maintain and enhance existing passive parks, malls, squares, plazas, and deltas**

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Continue to develop the beautification programs already established within the City that are demonstrated in the passive parks, malls, squares, plazas and deltas.<sup>3</sup>

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#### **N1.5.1 Identify and beautify new and existing areas**

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Identify additional areas that could benefit from improvements.

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#### **N1.5.2 Collaborate with neighboring businesses to maintain open spaces**

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Collaborate with neighboring businesses and abutters to keep Malden's open spaces clean, visible, safe and inviting.

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#### **N1.5.3 Assist local civic groups to partner in maintenance**

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Assist local civic groups in partnering with local businesses to manage and maintain these spaces.

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<sup>3</sup> From "Section 8: Goals and Objectives," Goal 1 Objective 3 Actions 1-5, *Open Space and Recreation Plan Update 2010*, March 2010.

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#### **N1.5.4 Develop community gardening opportunities**

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Develop areas that could serve community gardening opportunities and use other established deltas as examples.

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#### **N1.5.5 Research community gardening programs**

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Conduct research of other local communities for guidance on establishing community gardening programs.

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### **N1.6 Develop a citywide urban forestry/street tree program**

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Part of planning a comprehensive open space network and system of recreational facilities that are well-maintained and meet the needs of the city overall as well as in each neighborhood is developing a citywide urban forestry/street tree program.<sup>4</sup>

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#### **N1.6.1 Develop street tree policy**

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Develop a city-wide policy and guidelines for planting street trees, including planning of flowering trees to enhance aesthetics throughout the city.

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#### **N1.6.2 Educate residents on importance of street trees**

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Develop a program to educate residents about the importance of planting street trees.

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#### **N1.6.3 Track requests for street trees**

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Create a database to log-in constituent tree requests.

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### **N1.7 Enhance Malden's visual image through regulatory mechanisms and other tools**

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Enhance Malden's visual image and open space identity through the use of such mechanisms as land use regulations, design review, signage programs, landscape requirements, and other tools.<sup>5</sup>

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#### **N1.7.1 Preserve viewsheds**

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Identify and retain critical remaining view corridors and vistas including High Rock and Waitt's Mount.

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<sup>4</sup> From "Section 8: Goals and Objectives," Goal 2 Objective 3 Actions 1-3, *Open Space and Recreation Plan Update 2010*, March 2010.

<sup>5</sup> From "Section 8: Goals and Objectives," Goal 5 Objective 1 Actions 1-3, *Open Space and Recreation Plan Update 2010*, March 2010.

### **N1.7.2 Develop signage program for city parks and open spaces**

Develop a comprehensive and consistent signage system to identify the parks and open spaces within the city.

### **N1.7.3 Enforce park use and permitting policies**

Develop, implement, and enforce park use and permitting policies throughout the park system.

### **N1.7.4 Dedicate flood zones as open space**

Identify flood plain areas for future dedication as open space areas and detention areas and identify potential funding opportunities from such organizations as FEMA.

## **N2. Recommendations to Protect and Promote**

Malden will coordinate the protection and promotion of open spaces and natural resources to encourage optimum use and enjoyment.

### **N2.1 Develop policy for preservation and maintenance of community open space**

Adopt a formal policy on the preservation and maintenance of community open space.<sup>6</sup>

### **N2.2 Increase public awareness and education of conservation and preservation**

Develop a program of public awareness and education towards the needs and benefits of conservation and preservation of open space and explore feasibility of implementation.<sup>7</sup>

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<sup>6</sup> From "Planning Board Recommendation Future Actions" in the Natural and Cultural Resources section of *The Malden Vision*, March 2008.

<sup>7</sup> Ibid.

### **N2.3 Make open space accessible to all**

New and existing parks for passive and active recreation should take into consideration the following:

- Environmental Justice (convenient access for all income levels and races)
- Accessibility for the mobility-impaired/handicapped
- Access for the elderly
- Access for children

### **N2.4 Develop neighborhood connections to the River's Edge/Malden River Park area**

Develop neighborhood connections to the River's Edge/Malden River Park development area to take advantage of the proposed regional open space trail connection southward along, over, and on the Malden and Mystic Rivers. This will involve the following action steps.<sup>8</sup>

#### **N2.4.1 Collaborate with neighboring cities**

Continue to collaborate with neighboring Everett and Medford to create connections through the River's Edge development into Malden.

#### **N2.4.2 Work with others to provide recreational boating access**

Continue to work with the River's Edge development and the Malden River Task Force to provide access to the Malden River for recreational boating opportunities.

#### **N2.4.3 Identify recreational nodes**

Identify recreational nodes along the Malden River north of Medford Street to access the Malden River and/or create connections to the Malden River Park (located south of Medford Street).

#### **N2.4.4 From public-private partnerships**

Work with local businesses to develop public/private partnerships to assist with maintenance and educational and recreational programming for the river resource.

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<sup>8</sup> From "Section 8: Goals and Objectives," Goal 1 Objectives 2 Actions 1-4 in the *Open Space and Recreation Plan Update 2010*, March 2010.

### N3. Recommendations to Protect Historic Resources

Malden's architecturally-significant buildings and neighborhoods will be protected and maintained. The City's current Communitywide Survey of Historic Resources shall be used as a basis for this planning.

#### N3.1 Properties recommended for the National Register of Historic Places

Recommendations for National Register of Historic Places consideration were included in the 1998 Survey, 2002 Survey and the 2008 Survey.

##### N3.1.1 National Register recommendations from the 1998 Survey

The primary recommendation of the survey was the proposed nomination of the Salem Street Civic District to the National Register of Historic Places. The Salem Street Historic District would include the First Baptist Church at 485 Main Street, the Converse Memorial Library at 36 Salem Street (designated a National Historic Landmark in 1987), the A.H. Davenport House at 70 Salem Street, and the Central Fire Station at 80 Salem Street. According to the 1998 Survey, these four properties present a parade of civic structures that serve as landmarks for the identity of Malden as an urban center. Two other properties were recommended for National Register for Historic Places nomination: the Burditt-Sprague House at 73 Sprague Street as a rare surviving Colonial Period farmstead with intact Late Medieval attic framing, and the George Simonds House at 9 Gellineau Street as a well-preserved Greek Revival Cottage associated with the Barrett Dye Works.

Table 31: Recommendations for National Register from the 1998 Survey

Properties Recommended for the National Register of Historic Places in the 1998 Survey			
MHC#	Address	Name	Date
33, 42, 49, 120	36-80 Salem Street, 485 Main Street	Salem Street Civic District	1884-1918
5	73 Sprague Street	Burditt-Sprague House	c. 1730-40
9	9 Gellineau Street	George Simonds House	1841-45
33	70 Salem Street	A.H. Davenport House	1891-92
42	485 Main Street	First Baptist Church	1890-91/1915-16
120	80 Salem Street	Central Fire Station	1918-19

The Converse Memorial Building, MHC #49 as listed above for inclusion in a Salem Street Civic District, was already listed in the National Register of Historic Places as a National Historic Landmark at the time of the 1998 Survey.<sup>9</sup>

<sup>9</sup> "Study Recommendations," pages 20-21 and "Converse-Sprague Historic District Street Index of Inventoried Properties" from the *Preliminary Report of the Malden Historic District Study Committee*, January 1999.



### **N3.1.2 National Register recommendations from the 2002 Survey**

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Thirty-five properties included in the 2002 Survey were recommended for National Register consideration. These properties met the qualifications for National Register listing.

Sixteen of the recommended National Register Properties were located in the suburban highlands of the West End residential district. This area was developed in the late 19<sup>th</sup> century by William de Las Casas, the son of a Cuban émigré, for affluent Boston commuters. The recommended National Register listings from this area were selected as the best surviving group of late 19<sup>th</sup> and early 20<sup>th</sup> century suburban houses in the West End for a potential Las Casas Historic District bounded by Glenwood Street, Summer Street, Greystone Road and Las Casas Street-Beltran Street. Properties built after 1915 in this area were not inventoried.

The remaining nineteen recommended National Register properties are in various locations throughout the city.

Table 32: Recommendations for National Register from the 2002 Survey

<b>Properties Recommended for the National Register of Historic Places in the 2002 Survey</b> (Properties in bold are recommended for a Las Casas National Register Historic District)			
<b>MHC#</b>	<b>Address</b>	<b>Name</b>	<b>Date</b>
<b>Areas</b>			
Area C/182	23 Beachview Ter.	Angelo Lodi House	1900
Area C/183	29 Beachview Ter.	Alcesti Lodi House	1904
Area C/184	47 Beachview Ter.	B. Fish House	1907
<b>Buildings</b>			
<b>B/28-REV</b>	<b>82 Beltran St.</b>	<b>Lemon House</b>	<b>1893</b>
<b>B/186</b>	<b>84 Beltran St.</b>	<b>Turpee House</b>	<b>1893</b>
B/189	63 Centre St.	Malden Electric Plant	1903
B/192	35-37 Clifton St.	Cox-Haven House	c. 1811-15
B/200	74-76 Cross Street	Fuller House/ Bicycle Shop	1895/1898
B/205	2 Fellsway E.	Immaculate Conception Convent	1926
B/11-REV	152 Forest St.	Pratt House	1828/1935
<b>B/209</b>	<b>57 Glenwood St.</b>	<b>Mansfield House</b>	<b>1889</b>
<b>B/210</b>	<b>67 Glenwood St.</b>	<b>Corse-Carmichael House</b>	<b>1884</b>
<b>B/218</b>	<b>21 Greystone Rd.</b>	<b>Reeve House</b>	<b>1896</b>
<b>B/29-REV</b>	<b>25 Greystone Rd.</b>	<b>Holmes-Prior House</b>	<b>1899</b>
<b>B/219</b>	<b>28 Greystone Rd.</b>	<b>Keen-Barrett House</b>	<b>1897</b>
<b>B/220</b>	<b>31 Greystone Rd.</b>	<b>E. Holmes House</b>	<b>1895</b>
<b>B/221</b>	<b>34 Greystone Rd.</b>	<b>Brewerton House</b>	<b>1896</b>
<b>B/222</b>	<b>45 Greystone Rd.</b>	<b>Butler House</b>	<b>1904</b>
<b>B/224</b>	<b>2 Highland Ter.</b>	<b>Peabody-Swett House</b>	<b>1908</b>
<b>B/226</b>	<b>49 Las Casas St.</b>	<b>Patch-Goldthwaite House</b>	<b>1897</b>
<b>B/227</b>	<b>54 Las Casas St.</b>	<b>Robinson House</b>	<b>1898</b>
<b>B/228</b>	<b>62 Las Casas St.</b>	<b>Shaw-Beaudry House</b>	<b>1896</b>
B/233	1079 Main St.	Pine Banks Lodge	1888-1889
B/238	22 Parker St.	Millett House	1896-97
B/241	46-50 Pleasant St.	First National Bank/Fleet Bank	1901
B/246	126-150 Pleasant St.	Browne-Masonic Bldg.	1894
<b>B/251</b>	<b>5 Ridgewood Rd.</b>	<b>Turner House</b>	<b>1909</b>
B/256	77 Salem St.	Malden High School	1937
<b>B/262</b>	<b>245 Summer St.</b>	<b>Sturtevant-Carey House</b>	<b>1889</b>
B/23-REV	48 Washington St.	Lunt House	1847-49
<b>Burial Grounds</b>			
E/804	150 Forest St.	Forestdale Cemetery	1884-85
E/801-REV	Lebanon St.	Hebrew Cemetery	1851
E/805	155 Salem St.	Salem Street Cemetery	1832-65
<b>Landscaped Parks</b>			
H/928	Fellsway East	Fellsmere Park <sup>10</sup>	
H/926	Leonard St.	Waite's Mount	1888/1935

<sup>10</sup> The Fellsmere Park Parkways and Fells Connector Parkways were added to the National Register of Historic Places in 2003.

### **N3.1.3 National Register Recommendations from the 2008 Survey**

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Twenty-four properties from the 2008 Survey were recommended for National Register consideration from the total of eighty-four properties surveyed in both Edgeworth and the West End. All of the selected properties are in the West End and represent well-preserved examples of late 19<sup>th</sup> century architectural design. None were recommended from the Edgeworth district in the 2008 Survey, although the study did recommend future study of Edgeworth to determine potential National Register sites at a later date.

The primary group of twelve properties is centered on Dexter Street and Rockland Avenue and represents a remarkably intact Victorian streetscape of houses built 1878-1889 by known architects such as Alexander Grant. The Dexter Street group is the most original of the Victorian suburban streetscapes in the Boston Area and is comparable to similar examples in San Francisco or Seattle.

The group of five properties on Corey Road represents mid-20<sup>th</sup> century suburban houses of innovative contemporary Modern designs, attributed to architects Salsberg & LeBlanc, and are similar to those in southern California.

Overlooking Fellsway East two outstanding houses are recommended for their innovative architectural design. These are the Sylvester Baxter house with its early Arts and Crafts architecture at 11 Ledgewood Terrace (MAL.341), built in 1882-1884. The second is the Michael O'Donnell house, with its landmark Stick Style architecture at 31 Murray Hill Road (MAL. 347), built in 1878-1880.

Additionally, five other properties in the West End, on Earl, Grace, Hawthorne, Summer Streets, and Woodland Road, are selected as well-preserved examples of their style.

Table 33: Recommendations for National Register from 2008 Survey

<b>West End Properties Recommended for the National Register in the 2008 Survey</b>			
<b>MHC#</b>	<b>Address</b>	<b>Name</b>	<b>Date</b>
291	11 Corey Road	Brass House	1958
292	16 Corey Road	Brudnick House	1957
293	17 Corey Road	Reinherz House	1955
294	29 Corey Road	Goodman House	1956
295	54 Corey Road	Lappin House	1960
296	55 Dexter Street	Upton-Russo House	1889
297	58 Dexter Street	Damon House	1885
298	59 Dexter Street	Foque House	1883-85
299	67 Dexter Street	Bradley House	1882-85
300	86 Dexter Street	Crocker House	1888
301	85 Dexter Street	Wingate House	1888
302	89 Dexter Street	Eaton House	1888
303	95 Dexter Street	Collins House	1884
304	96 Dexter Street	Middleby House	1889
305	107 Dexter Street	Swazy House	1885
311	34 Earl Street	Chisholm House	1912-13
319	39 Grace Street	Thompson House	1896
326	149 Hawthorne Street	Porter House	1895
341	11 Ledgewood Terrace	Baxter House	1882-84
347	31 Murray Hill Road	O'Donnell-Tribble House	1878-80
352	105 Rockland Avenue	Seaver House	1888-89
353	109 Rockland Avenue	Kelley Snow House	1876-78
356	187 Summer Street	Tilton House	1892
363	6 Woodland Road	Sullivan House	1893

### N3.1.4 National Register Recommendations from the Open Space and Recreation Plan

The following sites were recommended as “potential sites” for listing in the National Register of Historic Places in the *City of Malden Open Space and Recreation Plan Update 2010*. These sites were all identified in either the 1998 Survey or the 2002 Survey.

**Davenport Estate, 1892:** This house was designed by the Boston architecture firm of Chamberlain and Austin. The Colonial Revival house was built for noted furniture maker Albert H. Davenport. Davenport’s East Cambridge factory produced furnishings for some of the most elegant residential and institutional interiors of the day, such as the Grover Cleveland White House and the Royal Palace in Hawaii. The Davenport House is a fine example of 19<sup>th</sup> century mansions built by successful industrialists of the time. It stands next to the Converse Library on Salem Street. The Davenport Estate was recommended for National Register of Historic Places consideration in the 1998 Survey, and was recommended for inclusion in a potential Salem Street historic district in both the 1998 and the 2002 Survey.

**First Baptist Church, 1891:** Designed by Boston Architect H.S. McKay, the Romanesque Revival granite structure stands next to the H.H. Richardson designed Converse Library built in the same Romanesque style. The First Baptist Church was recommended for National Register of Historic Places consideration in the 1998 Survey, and was recommended for inclusion in a potential Salem Street historic district in both the 1998 and the 2002 Survey.

**Waitt's Mount, 1629:** Waitt's Mount, known early on as Mount Prospect, was first explored by early settlers William, Richard and Ralph Sprague. In 1775, colonists watched bursts of gun and cannon fire from its heights during the Battle of Bunker Hill. In 1778, a beacon fire was laid on the summit to warn colonists of impending invasion from the Atlantic coast. During WWII, searchlights and an anti-aircraft battery were positioned on its peak. In the 1920's, the site was the scene of a "fresh air camp" for local children, and benefitted from WPA labor efforts that constructed masonry and stonewalls on the perimeter of the site. These events have established its importance within Malden as a significant open space both practically and historically. Waitt's Mount was recommended for National Register of Historic Places consideration and was also recommended for inclusion in a potential park and cemetery historic district along the Malden-Melrose line in the 2002 Survey. A master plan for this site was recently completed.<sup>11</sup>

## N3.2 Explore establishment of historic districts

### N3.2.1 Enact the ordinance to designate the Converse-Sprague Historic District

The ordinance to designate the Converse-Sprague Historic District as a local historic district under Massachusetts General Law Chapter 40C should be enacted.

**Consider boundary adjustment:** As stated in the 1998 Survey recommendations, the boundaries of the proposed Converse-Sprague Historic District should be adjusted from the 1998 Survey results. The boundaries should be adjusted on the north to include Main Street Park, Barrett Lane to the south (odd) side of Concord Street and the west (odd) side of Hudson Street. These properties were included in the inventory survey and should be considered within the proposed Converse-Sprague Historic District. The eastern boundary should be maintained from Spring Street to Tremont Street, but omit 9-10 Sprague Court as necessary properties within the district. The remainder of the eastern boundary should be maintained on the east lots of Sprague Street to Salem Street with the addition of the Sprague House at 92-94 Salem Street as a historic property with original local on the Central Fire Station site (80 Salem Street). As amended, the Converse-Sprague Historic District would include 95 properties. This boundary adjustment should be considered prior to enacting the ordinance designating the historic district.<sup>12</sup>

### N3.2.2 Establish historic district along Salem Street

The 2002 Survey recommended the establishment of a historic district along Salem Street. This would include the Malden High School building, the Baptist Church, the Malden Public Library, Davenport House, and the Central Fire Station. Malden High School was included in the 2002 Survey

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<sup>11</sup> "Section 4: Environmental Inventory and Analysis" from the *City of Malden Open Space and Recreation Plan Update*, March 2010.

<sup>12</sup> Information provided by Michelle Romero, City of Malden Principal Planner, and "Study Recommendations," pages 20-21 from the *Preliminary Report of the Malden Historic District Committee*, January 1999.

and the other properties were inventoried in the 1998 Survey. These properties are all recommended for National Register recommendation.<sup>13</sup>

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### **N3.2.3 Establish Las Casas historic district**

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The 2002 Study recommended the establishment of a National Register Historic District in the Glen Rock Area of West End Malden to be name the Las Casas Historic District. This area includes 20 properties of historic significance, sixteen that were included in the survey with National Register Recommendation Sheets. The Ledges, which comprised the remaining properties of historic significance in the Las Casas area that were not included in the 2002 Survey, were previously inventoried in the 1977 Survey. The district would be bounded on the south by Glenwood Street, on the west by Summer Street, on the north by properties on Greystone Road, and on the east by Las Casas street and the even-numbered properties on Beltran Street, including Highland Terrace and Ridgewood Road.<sup>14</sup>

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### **N3.2.4 Establish Malden Square historic district**

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The 2002 Survey recommended a Local Historic District in Malden Square along the even-numbered (south) side of Pleasant Street, extending from Middlesex Street to Abbott Street. This includes a number of significant business blocks and banks, including the First National Bank/Fleet Bank and the Browne-Masonic Building, which were both recommended for National Register consideration in the 2002 Survey.<sup>15</sup>

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### **N3.2.5 Establish park and cemetery historic district along Malden-Melrose line**

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The parks and cemeteries along the Malden-Melrose line have National Register potential including Forestdale Cemetery with the Pratt House, Pine Banks Park with Pine Banks Lodge, and by extension south to Waitt's Mount in a suburban residential area of early 20<sup>th</sup> century housing.<sup>16</sup>

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### **N3.2.6 Establish a West End historic district**

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The potential for the establishment of a West End Historic District was mentioned in the 2002 Survey and was a focus of the 2008 Survey. This area, which includes late 19<sup>th</sup> century suburban properties in the West End along Clifton Street, Dexter Street, Highland Avenue and Maple Street, includes a number of properties recommended for National Register consideration.

During the 2008 Survey, a larger number of West End properties that could comprise a National Register district was limited by the constriction of survey to 57 properties in the West End. A recommendation from the 2008 survey was to re-survey the 1977 Bastille Neiley West End properties, include the properties surveyed in the 2002 Survey and the 2008 Survey, and to conduct

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<sup>13</sup> 2002 Survey.

<sup>14</sup> Ibid.

<sup>15</sup> Ibid.

<sup>16</sup> Ibid.



an additional survey to provide comprehensive list of candidates for a full National Register West End district.<sup>17</sup>

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### **N3.2.7 Establish an Edgeworth historic district**

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The 2008 Survey recommended a potential local historic district in Edgeworth which includes streetscapes of intact mid-19<sup>th</sup> century workers' housing on Hubbard, Malden, Oakland and West Streets, as well as notable corner buildings elsewhere throughout Edgeworth.<sup>18</sup>

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### **N3.2.8 Establish railroad commuter suburb historic district**

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According to the 2002 Survey, the mid-19<sup>th</sup> century suburban houses between Florence Street and Mountain Avenue developed as an early railroad commuter suburb around Malden Center comprise an area of potential historic district designation. This area includes the Lunt House, which was inventoried in the 2002 Survey.<sup>19</sup>

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## **N3.3 Continue study of areas and properties of historic significance**

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### **N3.3.1 Recognize locally significant residential streetscapes**

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The 2002 Survey identified the residential streetscapes on Converse Avenue, Gould Avenue, and the Russell Street intersection with Hubbard Street as additional areas of local significance.

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### **N3.3.2 Inventory Belmont Hill**

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The 2002 Survey recommended further inventory of the intensive area of working class housing in the Edgeworth and Belmont Hill areas. The 2008 Survey included study of the Edgeworth district, but did not include any inventory of Belmont Hill.

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### **N3.3.3 Inventory Maplewood and Linden**

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The 2002 Survey recommended further inventory of the suburban housing and religious buildings in the Maplewood and Linden districts.

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### **N3.3.4 Continue inventory of Maplewood Square commercial district**

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The 2008 Survey initially included approximately twenty properties in Maplewood Square but these were not included in later phases of the project. Inventory of the Maplewood Square historic district is recommended, using the properties identified in the 2008 Survey as a starting point.

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<sup>17</sup> 2002 Survey and 2008 Survey.

<sup>18</sup> 2008 Survey.

<sup>19</sup> 2002 Survey.

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### **N3.3.5 Survey Eastern Avenue (Route 60) industrial corridor**

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According to the 2002 Survey, additional survey work could be conducted along the Eastern Avenue (Route 60) industrial corridor originally proposed in the 2001 RFP listing for the *Malden Comprehensive Communitywide Survey Project*.

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### **N3.3.6 Reexamine documented Colonial and Federal period houses**

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The 1998 Survey identified the need to carefully research the remaining Colonial period houses in Malden to meeting the research standards achieved with discoveries in the Burditt-Sprague House. This would include an interior examination of the old parsonage at 125 Main Street and deed research of the other suspected 18<sup>th</sup> century houses in Malden.<sup>20</sup>

The 2002 Survey recommends reexamination of the documented Colonial and Federal period houses within Malden by interior site visits at permission of the owners. During the 2002 Survey, site visits to the Tufts-Russell House and the Cox-Haven House proved very useful. An additional Federal period house was discovered at 46 Ripley Street, relocated from Main Street, which suggested the potential that early 19<sup>th</sup> century houses might be located by a detailed survey around Malden Center.

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### **N3.3.7 Conduct study of Hubbard Street properties in Edgeworth**

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In the 2008 Survey, no immediate National Register consideration of properties in Edgeworth was recommended. The limited number of twenty-five properties in Edgeworth, combined with remodeled housing stock and a narrow research understanding of the social area development, restricted the selection of National Register choices. The one possible exception is Hubbard Street where a sequence of workers' housing, dating from the initial subdivision in 1875-1890, encompasses the transition from Irish to Italian residential history after 1910. A selection of Hubbard Street properties could serve as an example of social area history for the Edgeworth district, if full historical context for the whole area was understood.

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### **N3.3.8 Identify architects of important late 19<sup>th</sup> century houses**

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The 1998 Survey recommended researching the names of unknown architects of important late 19<sup>th</sup> century houses in the district, most notably the Weltman Conservatory at 599 Main Street, the Malden Medical Arts Building at 585 Main Street, the Harry Barrett House at 5 Concord Street, and the Crandall-Fuerestein House at 46 Sprague Street.<sup>21</sup>

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### **N3.3.9 Further document crafts work in historic properties**

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The 1998 Survey recommended further documentation of the crafts work of John Evans and the gargoyles of the Converse Memorial Library, Albert H. Davenport and the interior features of the

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<sup>20</sup> From "Study Recommendations," pages 20-21, in the *Preliminary Report of the Malden Historic District Study Committee*, December 1999.

<sup>21</sup> Ibid.

Davenport House, and Charles Connick and the stained glass rose windows of the First Baptist Church.<sup>22</sup>

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### **N3.3.10 Further research early suburban houses**

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The 1998 Survey recommended further research on the early suburban houses by Daniel Wise on Spring and Sprague Streets and the early suburban houses on Park Street dated before 1850.<sup>23</sup>

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### **N3.3.11 Identify National Register potential of Henry Barrett House**

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The 1998 Survey recommended examination of the potential for National Register of Historic Places nomination of the Henry Barrett House at 11 Concord Street.<sup>24</sup>

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### **N3.3.12 Identify National Register potential of Crandall-Fuerestein House**

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The 1998 Survey recommended examination of the potential for National Register of Historic Places nomination of the Crandall-Fuerestein House at 46 Sprague Street.<sup>25</sup>

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### **N3.3.13 Identify National Register potential of Christian Science Church**

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The 1998 Survey recommended examination of the potential for National Register of Historic Places nomination of the Christian Science Church at 575 Main Street.<sup>26</sup>

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## **N3.4 Increase owner awareness of the value of preservation**

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Increase owner awareness of the values of maintaining historic properties, including promotional efforts such as the creation of an historic house plaque program.<sup>27</sup>

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## **N3.5 Create informational materials for historic and cultural preservation initiatives**

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Create informational materials in a cohesive and appealing format, such as brochures, web sites or periodicals, to help create informational programs that promote the various historic and cultural preservation initiatives.<sup>28</sup>

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<sup>22</sup> From "Study Recommendations," pages 20-21, in the *Preliminary Report of the Malden Historic District Study Committee*, December 1999.

<sup>23</sup> Ibid.

<sup>24</sup> Ibid.

<sup>25</sup> Ibid.

<sup>26</sup> Ibid.

<sup>27</sup> From "Planning Board Recommendation Future Action" in the Natural and Cultural Resources section of *The Malden Vision*, March 2008.

### **N3.5.1 Create tourist brochure and education programs about Converse Memorial Library**

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The 1998 Survey recommended a printed brochure on the architecture of H.H. Richardson and the Converse Memorial Library to be sold/available for tourist inquiry at the Malden Public Library with a related program in Malden Public Schools on the design of the Converse Library, especially as an outdoor art lesson for grade school classes featuring the gargoyles and carvings of the original design.<sup>29</sup>

## **N3.6 Interpret Malden's cultural and historic resources**

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The City shall identify and highlight the cultural and historic resources specific to the City of Malden's local and regional background. This would include the following action steps.<sup>30</sup>

### **N3.6.1 Identify properties for National Register nomination**

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Work to identify sites that are historically significant and eligible for National Register of Historic Places nominations such as Bell Rock Memorial Park, Fellsmere, and Waitt's Mount.

### **N3.6.2 Interpret historic sites**

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Develop programs to interpret historic sites such as local cemeteries, historic open spaces, and sites of specific significance within Malden's history.

### **N3.6.3 Work with schools to increase awareness and appreciation**

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Work with the Malden school system to enhance children's awareness and appreciation of Malden's historical resources.

### **N3.6.4 Protect Malden's historic resources**

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Work to preserve, conserve, and restore Malden's historic resources.

## **N3.7 Obtain recognition for Malden's cultural and historical resources**

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Develop a plan for the purpose of accessing and marketing Malden's cultural and historical resources as a part of local, regional, and national recognition. Recommended action steps include the following.<sup>31</sup>

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<sup>28</sup> From "Planning Board Recommendation Future Action" in the Natural and Cultural Resources section of *The Malden Vision*, March 2008.

<sup>29</sup> From "Study Recommendations," pages 20-21, in the *Preliminary Report of the Malden Historic District Study Committee*, December 1999.

<sup>30</sup> From "Section 8: Goals and Objectives," Goal 3 Objective 1 Actions 1-4, *Open Space and Recreation Plan Update 2010*, March 2010.

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### **N3.7.1 Establish links between resources**

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Establish better links between Malden's cultural and historic resources.

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### **N3.7.2 Develop markers along the Bike-to-the-Sea path**

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Develop markers along the Bike-to-the-Sea Path to identify areas of significance and interest along the trail.

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### **N3.7.3 Establish signage system for historic sites**

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Establish a city-wide signage system that identifies and interprets Malden's historic sites.

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### **N3.7.4 Develop programs to assist with site interpretation**

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Develop programs to assist with site interpretation and to increase awareness of these invaluable resources.

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## **N3.8 Ensure protection and preservation of historic properties**

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Designating individual properties and historic districts is an important first step towards ensuring the protection and preservation of historic properties, however additional measures such as restrictions on redevelopment and demolition and incentives for rehabilitation should be explored.

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### **N3.8.1 Ensure protection and preservation of National Register of Historic Places sites**

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Adding sites to the National Register of Historic Places highlights and documents their historic value, but alone, National Register listing does not protect historic sites.<sup>32</sup>

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### **N3.8.2 Enact remodeling ordinance for historic properties**

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The 1998 Survey recommended enacting a remodeling code for historic properties, citing model ordinances from nearby cities such as Medford and Somerville. As stated in the 1998 Survey, the focus should be on residing and reframing entry details that present a façade of architectural styles to the public. The code should be set in a citywide context and adjusted to the reality of multifamily conversion and absentee ownership. Many of the older properties within the Converse-Sprague Historic District likely retain original siding beneath later asphalt shingles and could be restored with minimal effort and low-interest loans.<sup>33</sup>

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<sup>31</sup> From "Section 8: Goals and Objectives," Goal 3 Objective 2 Actions 1-4, *Open Space and Recreation Plan Update 2010*, March 2010.

<sup>32</sup> From "Planning Board Recommendation Future Action" in the Natural and Cultural Resources section of *The Malden Vision*, March 2008.

<sup>33</sup> From "Study Recommendations," pages 20-21, in the *Preliminary Report of the Malden Historic District Study Committee*, December 1999.

### **N3.9 Highlight the historic Olmsted-designed Malden park system**

The renowned landscape architects Frederick Law Olmsted, Sr. and his son, Frederick Law Olmsted, Jr. were involved in designing much of Malden's system of parks.<sup>34</sup> Their contribution to Malden should be touted as an important aspect of Malden's history.

### **N3.10 Archaeological sites**

Continue to protect archaeological sites in accordance with state regulations.

## **N4. Recommendations to Support the Local Arts Community**

The City will promote local arts and cultural resources to encourage visitors, community engagement, and leisure opportunities for the region to encourage its growth and development.

### **N4.1 Formalize a Malden Arts Association**

Formalize a Malden Arts Association dedicated to mounting events, exhibits, and activities that promote greater cultural awareness and enrichment for the community.<sup>35</sup>

## **N5. Recommendations for Recreation Opportunities**

Passive and active recreational opportunities will be preserved, protected and promoted in accordance with the City's Open Space and Recreation Plan.

### **N5.1 Create a brochure of Malden's recreation facilities and amenities**

Create a brochure of trails, parks, waterways and recreational facilities and other natural resource amenities.<sup>36</sup>

### **N5.2 Support existing recreational resources**

Detailed earlier in this document, the City of Malden should continue its support of the variety of recreational resources offered.

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<sup>34</sup> From "Planning Board Recommendation Future Action" in the Natural and Cultural Resources section of *The Malden Vision*, March 2008.

<sup>35</sup> Ibid.

<sup>36</sup> From "Planning Board Recommendation Future Action" in the Natural and Cultural Resources section of *The Malden Vision*, March 2008.



### **N5.3 Develop the Bike-to-the-Sea Path**

This recommendation is detailed in the transportation chapter.

## **N6. Recommendations for Environmental Awareness and Practices**

Malden will promote sustainability awareness and understanding of environmentally-sound practices and green building technologies for the health of the community.

### **N6.1 Encourage stewardship, increase awareness, and increase participation**

In order to encourage stewardship of Malden's natural and cultural resources by City residents and businesses, the City of Malden will seek to increase awareness of the need for environmental stewardship through education and seek to increase participation in stewardship activities both at the local and global levels.<sup>37</sup>

### **N6.2 Promote community service**

Increase, enhance, and promote community service programs through local, regional, and national civic organizations.<sup>38</sup>

#### **N6.2.1 Develop a database of volunteer opportunities**

Develop a comprehensive list of projects and activities that identify the needs of the community and can be achieved by volunteer efforts.

#### **N6.2.2 Collaborate with national organizations**

Use national organizations and events to promote local and regional issues.

#### **N6.2.3 Create a volunteer coordinator position**

Identify a volunteer coordinator responsible for managing specific programs.

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<sup>37</sup> Goal 4 in "Section 8: Goals and Objectives" from the *City of Malden Open Space and Recreation Plan Update 2010*, March 2010.

<sup>38</sup> Goal 4, Objective 1, Actions 1-3 in "Section 8: Goals and Objectives" from the *City of Malden Open Space and Recreation Plan Update 2010*, March 2010.

### **N6.3 Make recycling easier and promote recycling in the community**

Increase and expand city-wide recycling programs and collaborate with surrounding communities to seek new funding opportunities.<sup>39</sup>

#### **N6.3.1 Work with other communities to share recycling services**

Continue work with other communities to develop regional recycling programs.

#### **N6.3.2 Increase use of curbside recycling**

Encourage curbside recycling programs.

### **N6.4 Identify opportunities to reduce local greenhouse gas emissions**

The City of Malden could explore ways to reduce greenhouse gas emissions. Some ways other communities are doing this include, but are not limited to:

- Curbing emissions from municipal buildings, school buildings, utilities infrastructure
- Creating incentives to reduce greenhouse gas emissions in homes
- Adopting energy efficient construction requirements (such as the “Stretch Code”)
- Encouraging reduced automobile use

The City could explore future Green Communities designation by the Massachusetts Department of Energy Resources (DOER). In May 2010, the neighboring towns of Melrose and Medford adopted the Board of Building Regulations and Standards (BBRS) Stretch Code and met the five criteria to be designated as Green Communities. The City could work with its Green Communities Regional Coordinator as assigned by DOER in order to identify next steps.<sup>40</sup>

### **N6.5 Use sustainable materials in City construction projects and City offices**

Encourage the use of environmentally sustainable building materials and supplies to be used for any City construction project and City offices.<sup>41</sup>

### **N6.6 Encourage green building practices**

For housing development, encourage the use of Energy Star products for all rehabilitation units and require all new construction and “gut rehabilitation” activities to become Energy Star Certified.<sup>42</sup> Encourage green building practices for commercial and industrial development as well.

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<sup>39</sup> Goal 4, Objective 2-3, Actions 1-2 in “Section 8: Goals and Objectives” from the *City of Malden Open Space and Recreation Plan Update 2010*, March 2010.

<sup>40</sup> For more information about the Green Communities Program, visit <http://www.mass.gov/energy/greencommunities>.

<sup>41</sup> From “Planning Board Recommendation Future Action” in the Natural and Cultural Resources section of *The Malden Vision*, March 2008.

## **N6.7 Support wildlife habitat with a contiguous open space network**

Develop a contiguous open space network that supports wildlife habitat through selective open space acquisition, carefully planned improvements and sustainable maintenance strategies. Such open spaces shall serve to protect the health, welfare, and aesthetic features of the community. This will require the following action steps.<sup>43</sup>

### **N6.7.1 Identify parcels to form a contiguous greenway system**

Use an existing database to identify and prioritize property that would like open space parcels to form a contiguous greenway system.

### **N6.7.2 Support involvement from non-profits and other civic groups**

Support efforts of non-profit and other civic groups to become involved in improvements and maintenance citywide.

### **N6.7.3 Create volunteer opportunities**

Increase opportunities for volunteerism.

### **N6.7.4 Coordinate collaboration between City and outside groups**

Coordinate City officials to work with outside groups and organizations to preserve identified areas.

### **N6.7.5 Educate community about ecological resources on greenway**

Develop an educational component of the greenway that would serve to educate the community about the ecological resources that comprise and sustain the greenway.

## **N7. Additional Recommendations for Natural and Cultural Resources**

### **N7.1 Review development proposals for impacts on natural and cultural resources**

The following shall be considered by the Planning Board when reviewing proposals and making future planning decisions relative to specific sites and developments:

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<sup>42</sup> *City of Malden 5 Year Strategic Plan 2010-2014* Goal 1A Objective 5.

<sup>43</sup> From "Section 8: Goals and Objectives," Goal 2 Objective 1 Actions 1-5, *Open Space and Recreation Plan Update 2010*, March 2010.

1. Improvement and maintenance to critical areas identified in the City's Open Space and Recreation Plan (OSRP)
2. Impact to any critical areas identified in the City's OSRP
3. Contribution of public open space or use of private open space
4. Sustainable development practices are being used, including achieving Leadership in Energy and Environmental Design (LEED) standards or certification
5. Low Impact Development strategies, including site design, roadways and parking, permeable paving, bioretention, vegetated swales, filter strips, infiltration trenches and drywells, cisterns and rain barrels and green roofs
6. Sustainable site development, including the level of proposed water savings, energy efficiency, materials selection and possible environmental quality
7. Pedestrian-scale lighting and safety
8. Proximity of alternative transportation choices to site/ project
9. Site amenities for pedestrians and bicyclists, i.e. bike racks, benches, lighting and trash receptacles
10. Handicapped-parking and short-term parking
11. Architectural barrier removal and accessibility<sup>44</sup>

## **N7.2 Consider adopting the Community Preservation Act**

The Planning Board will recommend to the City Council a review and study committee for the Community Preservation Act to be adopted by the City.<sup>45</sup> This is also identified as an objective in the residential development chapter of this document.

## **N7.3 Consider a Natural and Cultural Resources Vision Action Team**

During the development of the *Open Space and Recreation Plan Update 2010*, the Malden Open Space and Recreation Advisory Committee was reactivated in order to update the 2001 *Open Space and Recreation Plan*. Mayor Howard appointed new members to serve on this committee, which is made up of City representatives from the Malden Redevelopment Authority, Mayor's Office, Department of Public Works, Engineering, Planning and Waterworks Department, and Legal Department. These departments are responsible for implementing the goals of the *Update*. The committee also includes representatives from the Malden Housing Authority, Bike-to-the-Sea, and various community sports leagues.<sup>46</sup>

*The Malden Vision* of March 2008 recommended the formation of a Natural and Cultural Resources Vision Action Team consisting of a Planning Board member, City Councillor, business representatives, and citizen representatives to implement the goals and objectives of the Natural

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<sup>44</sup> From "Planning Board Reviews and Decisions" in the Natural and Cultural Resources section of *The Malden Vision*, March 2008.

<sup>45</sup> From "Planning Board Immediate Actions" in the Natural and Cultural Resources section of *The Malden Vision*, March 2008.

<sup>46</sup> "Section 2: Introduction" from the *City of Malden Open Space and Recreation Plan Update*, March 2010.

and Cultural Resources vision. Alternatively, *The Malden Vision* suggested that the Planning Board might recommend formation of a Cultural Resources Action Team to develop a separate and distinct Vision, Goals, and Actions and spearhead implementation.<sup>47</sup>

Although the composition of the Open space and Recreation Advisory Committee and a potential Natural and Cultural Resources Vision Action Team are different, there is overlap in their charge – particularly since many of the open space and recreation goals and objectives identified in this plan come from the *Open Space and Recreation Plan Update*. As such, the Planning Board and the Malden Redevelopment Authority should evaluate whether the two committees are distinct, whether they should collaborate, or whether they should merge.

#### **N7.4 Track implementation progress of Natural and Cultural Resources recommendations**

Continue to develop a quality management system that reviews and identifies departmental responsibilities as they pertain to the goals and objectives of the Open Space and Recreation Plan Update and the Natural and Cultural Resources recommendations identified in this document, the Malden Master Plan.<sup>48</sup>

##### **N7.4.1 Support Malden Open Space and Recreation Advisory Committee**

Continue to support the work and progress of the Malden Open Space and Recreation Advisory Committee in identifying, overseeing, and implementing the elements of the plan.

##### **N7.4.2 Continue to identify new open space and recreation goals**

Continue to identify through open space planning initiatives new goals for the Malden Open Space and Recreation Plan Update.

##### **N7.4.3 Track and update accessibility and redevelopment**

Maintain the database to continually track and update park and open space accessibility and redevelopment through the recreation system.

##### **N7.4.4 Collaborate with Mystic River communities**

Continue collaboration with the other five Mystic River communities (Everett, Medford, Somerville, Chelsea and the Boston Redevelopment Authority) to create a collective vision for the river corridor and a strategy to achieve that vision in order to achieve the full potential of the Mystic River.

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<sup>47</sup> From “Planning Board Recommendation Future Actions” in the Natural and Cultural Resources section of *The Malden Vision*, March 2008.

<sup>48</sup> From “Section 8: Goals and Objectives,” Goal 6 Objective 1 Actions 1-4, *Open Space and Recreation Plan Update* 2010.





## CHAPTER EIGHT: THE RECOMMENDED LAND USE PLAN AND ZONING RECOMMENDATIONS

### Shaping Malden's Future through Land Use Planning

As part of Phase II of the City of Malden Master Planning Process, MAPC worked with the Malden community during 2008-2009 to develop a land use plan and zoning recommendations.

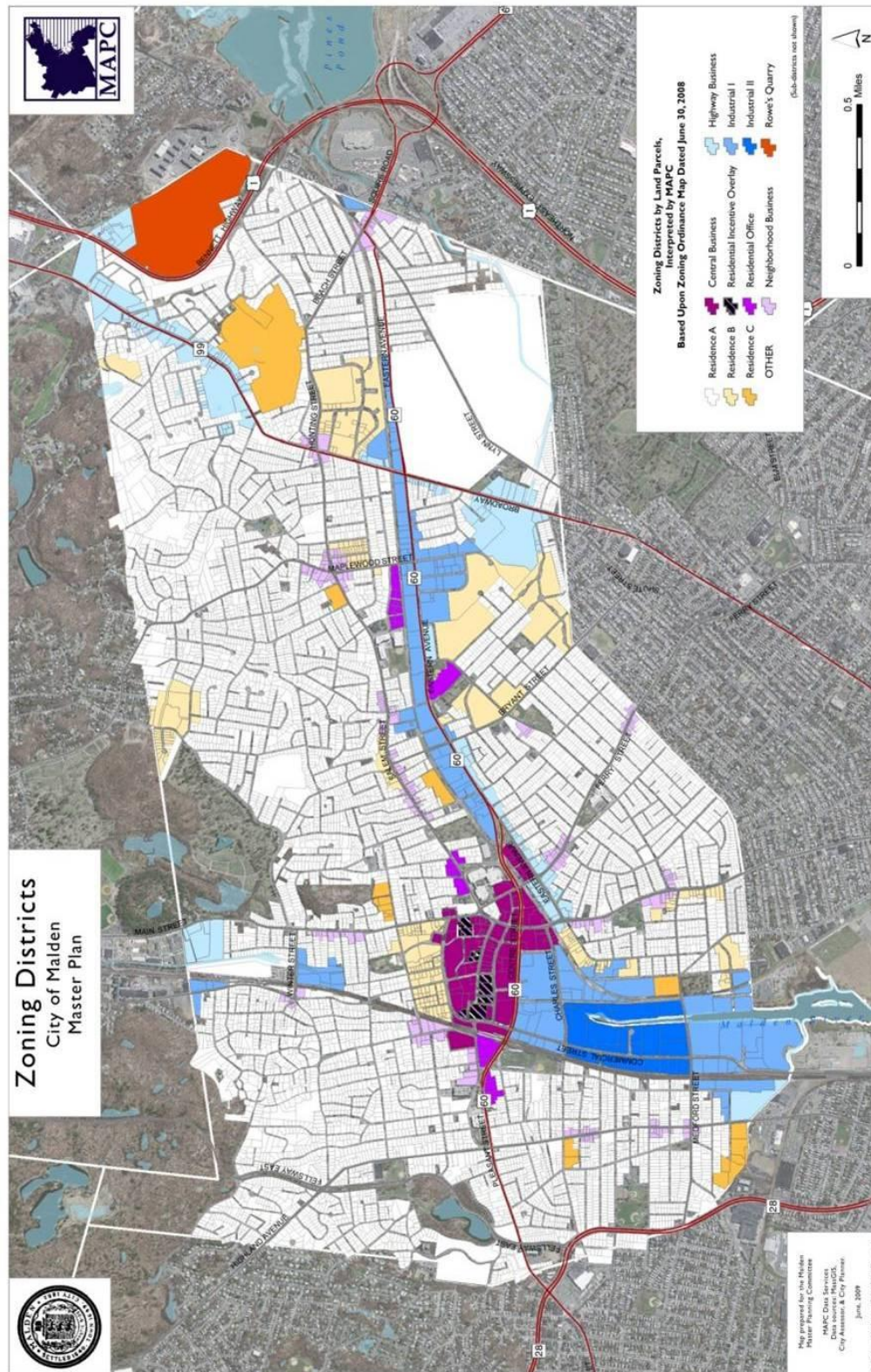
#### Analysis of current conditions and zoning capacity

In consultation with the Master Plan Steering Committee, MAPC conducted an analysis of the city's zoning to estimate the additional development potential based on current zoning, parcel boundaries, and assessor's data. It is important to note that MAPC estimated development potential for all parcels, regardless of whether they already had existing development. This approach provided a more realistic understanding of future development, because it does not assume that all existing developed parcels will remain in their current use or density in perpetuity. Instead, it recognizes that property owners may add additional development based on zoning capacity.

The methodology used by MAPC estimates the total amount of development permissible under the current zoning, based on parcel size and other constraints. It then subtracts the amount of existing development (housing units or nonresidential floor area) to estimate the amount of new development that might occur. In cases where the existing development is near or at the zoning limit, no new development is possible. Where existing development is far less than the zoning capacity, the estimated potential for new development may be quite large; the larger it is, the more likely that property owners will find it economically feasible to redevelop the site.

As a starting point, MAPC created a Zoning Map for the City as shown on the following page.

Figure 61: Malden Zoning Districts



## Alternative residential development scenarios

In order to help the city plan for future growth, MAPC prepared four alternative scenarios that estimated development potential under different zoning conditions and provided some ways of assessing the various impacts of that development. These four scenarios were called: 1) Current Zoning, 2) Neighborhood Infill, 3) Center and Squares, and 4) Slow Growth. The first scenario projected what the city might be like if development occurs according to existing zoning. The alternative scenarios allowed different intensity of development in various districts, had different zoning district boundaries, or assumed new zoning districts. Each scenario is described below.

### Scenario 1: Current Zoning

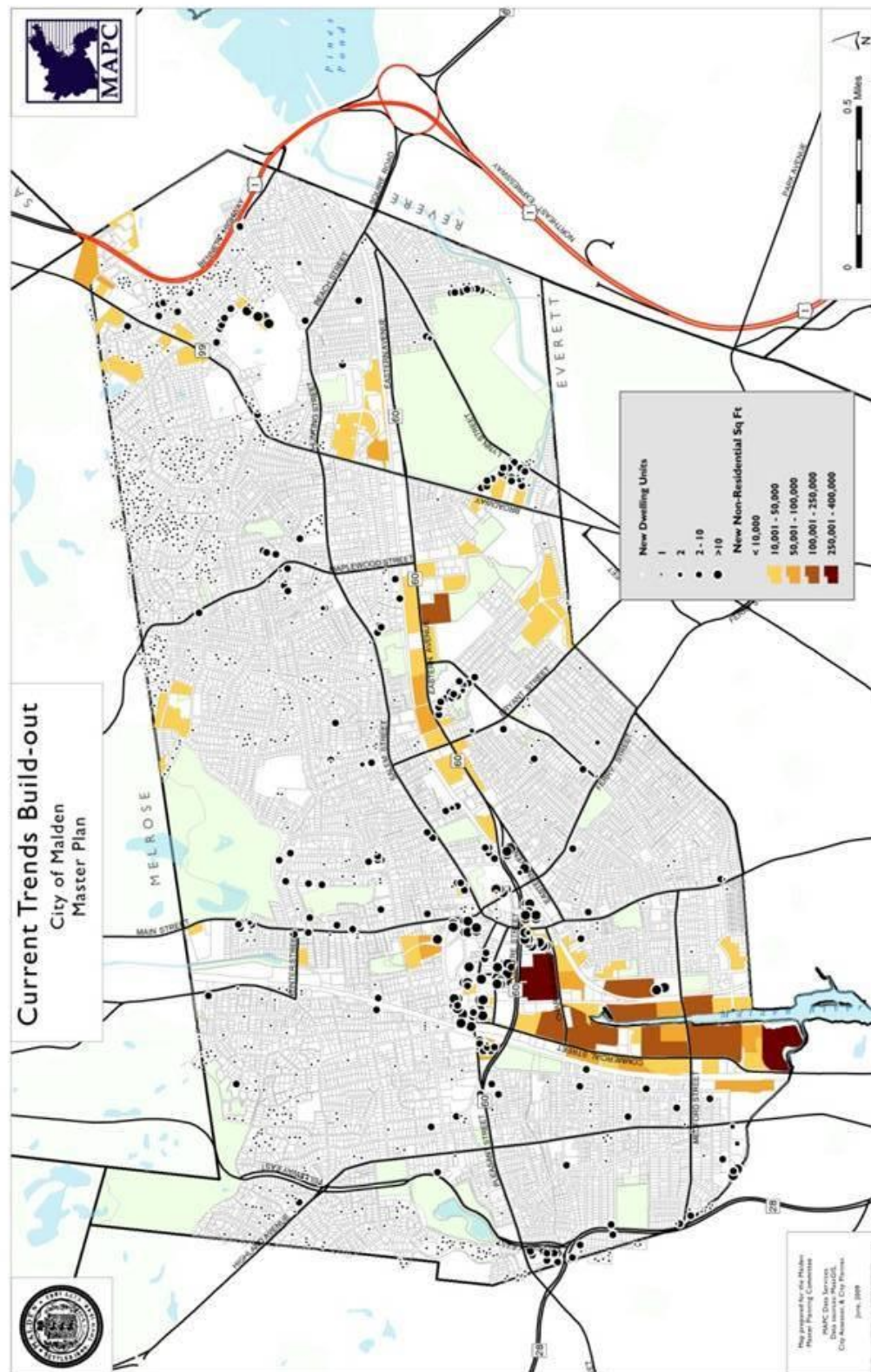
This scenario showed Malden's "Build-Out Potential" according to the existing zoning code. MAPC's analysis estimated that there is the potential to create 3,700 new housing units given the existing zoning ordinance and property conditions. Approximately half of these units (~1,700) might be created in the Residence A zoning district (see Zoning Map), but only half of those (~800) would be compliant with the existing zoning; the remainder would be created through higher-density residential redevelopment of non-conforming non-residential properties. Of the 800 units developed consistent with the Residence A zoning, most would be created through subdivision of parcels that are currently less than 20,000 square feet; only 200 would be created on parcels that are over 20,000 square feet. Approximately 1,700 new housing units are possible in the Downtown, mostly through the underlying Central Business District Zoning. The Residential Incentive Overlay might yield approximately 700 units on the parcels that have not yet been redeveloped (including the City Hall parcel, which is zoned Residential Incentive Overlay (RIO)).

Under current zoning, there is also the potential for the development of 5.7 million square feet of commercial or industrial floor area. The majority of this potential (4 million square feet) is in the Industrial I and Industrial II zones. Less than half a million square feet (0.4 million) might be created in the Highway Business district, and slightly more (0.65 million square feet) in the Residence B and Residence C districts, which allow a mix of residential and commercial uses. Approximately 0.4 million square feet might be created in the Downtown area (Central Business and Residential Incentive Overlay), but only a tenth of that (45,000 square feet) in Neighborhood Business districts.

A map showing the distribution of this projected growth is shown on the following page.



Figure 62: Current Trends Build-out Scenario



## **Scenario 2: Neighborhood Infill**

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This scenario includes zoning changes that would encourage more small-scale residential development distributed throughout the City's neighborhoods. Minimum lot sizes in the Residence A district are reduced so it would be easier to create small new lots for single family homes. The practice of permitting 2-family homes would continue and owner-occupants of single-family homes would be allowed to create "accessory apartments" (AKA "in-law" apartments). These changes would be accompanied by a decrease in allowable height and density in Malden Center. The City would establish restrictive density regulations on new residential development on currently "nonconforming" lots.

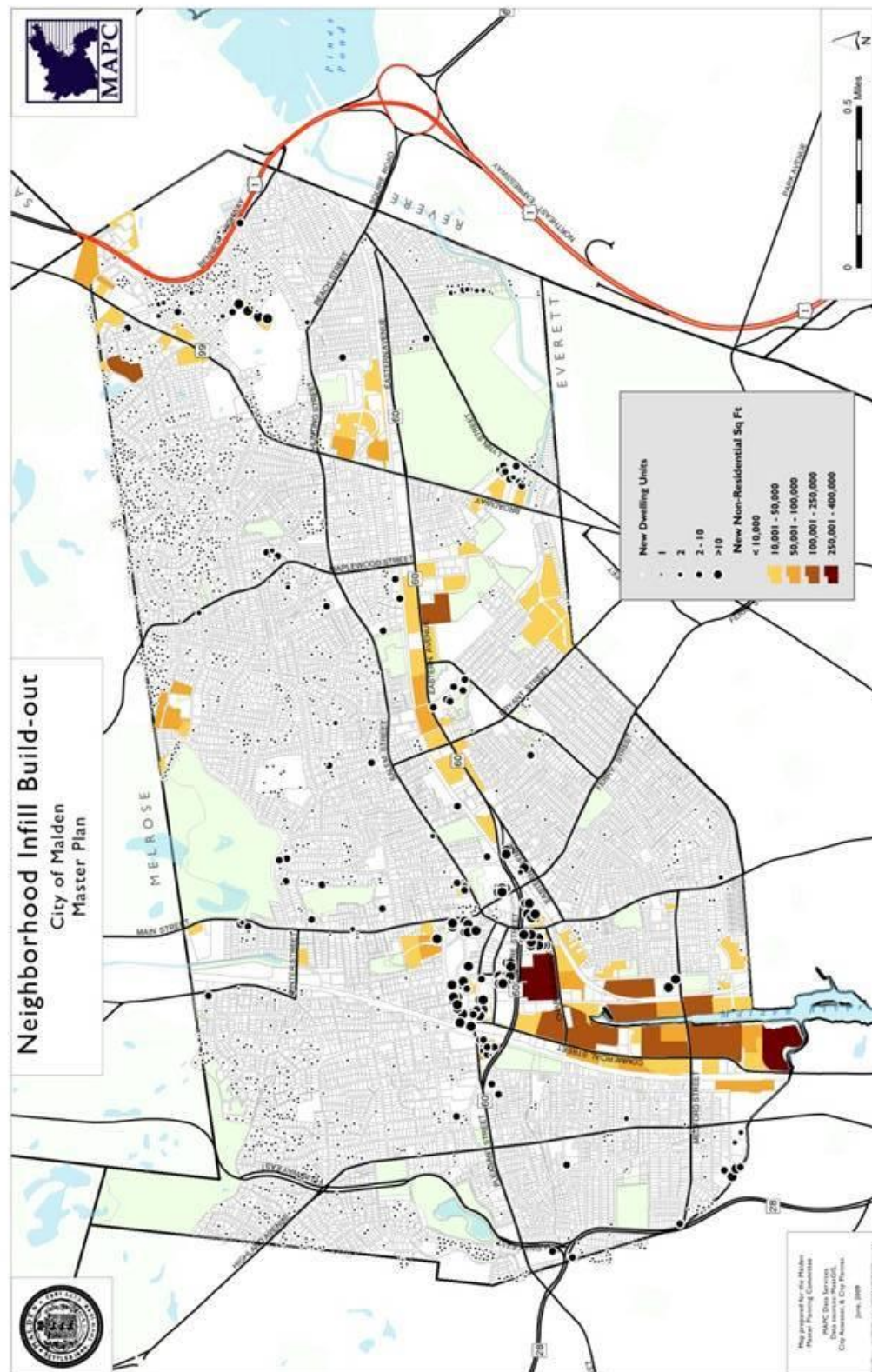
Overall, this scenario has the potential for slightly less than 3,000 housing units, approximately 20% fewer units than allowed under Current Zoning. Residential development potential in the downtown is approximately 35% less than Current Zoning, a difference of approximately 600 units. There are a comparable number of units projected in the Residence A district, but more would be single family homes or accessory apartments. The city would experience less multifamily housing construction on currently nonconforming lots.

The mix of housing types in this scenario is considerably different than Current Zoning. 20% of new housing would be single family homes (versus 13% under Current Zoning), and 14% of new housing would be accessory apartments (which are not currently permitted by Current Zoning.) The number of units in apartment and condominium buildings would be approximately 40% less than under Current Zoning, accounting for just over half of new housing (versus more than  $\frac{3}{4}$  under Current Zoning.)

Potential economic development in most zones is comparable to Current Zoning. In the downtown area, there is less potential for retail space due to the elimination of the Residential Development Overlay district. Conversely, more retail development might occur in the Residence B and C districts due to the higher densities allowed under this scenario.

The Neighborhood Infill Map is shown on the following page.

Figure 63: Neighborhood Infill Build-out Scenario





### Scenario 3: Centers and Squares

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This scenario focuses new residential development in certain areas of the City: in Malden Center, in selected business districts, and in selected industrial areas. The existing Residential Incentive Overlay district would be eliminated. A new zone for 4-story mixed use development would be created in the industrial areas south of Centre Street, possibly utilizing the Commonwealth's "Smart Growth Zoning District" program (MGL Chapter 40R) that provides fiscal incentives for housing development. A new "Squares District" would be established in limited areas to encourage new development (up to four stories) with commercial uses at street level and offices or housing on upper floors. Residential zoning would become more restrictive, with larger lot sizes for single family homes and fewer variances for two-family homes. New zoning for nonconforming nonresidential properties in the Residence A district would establish density limits for residential development (just as in Neighborhood Infill), but would also permit some nonresidential uses to continue where appropriate.

Overall, this scenario has the potential for the same total number of units as Current Zoning. The amount of residential development in the downtown area is comparable to Current Zoning, but is not achieved through high-rise construction. Rather, the new "Smart Growth" district with mid-rise mixed-use buildings would accommodate 35% of downtown development. Approximately 25% of new residential development capacity would be in the new "Squares" districts. Due to downzoning, density limits, and continuation of some nonconforming nonresidential uses, there would be 60% fewer new units in Residence A as compared to Current Zoning projections.

The mix of new housing is less diverse than Current Trends; more than 90% of new units would be in multifamily structures. However, more would be in mixed use buildings with commercial, office, and residential uses. This scenario has the potential for approximately 200 single family homes, less than half of what might be possible under Current Zoning.

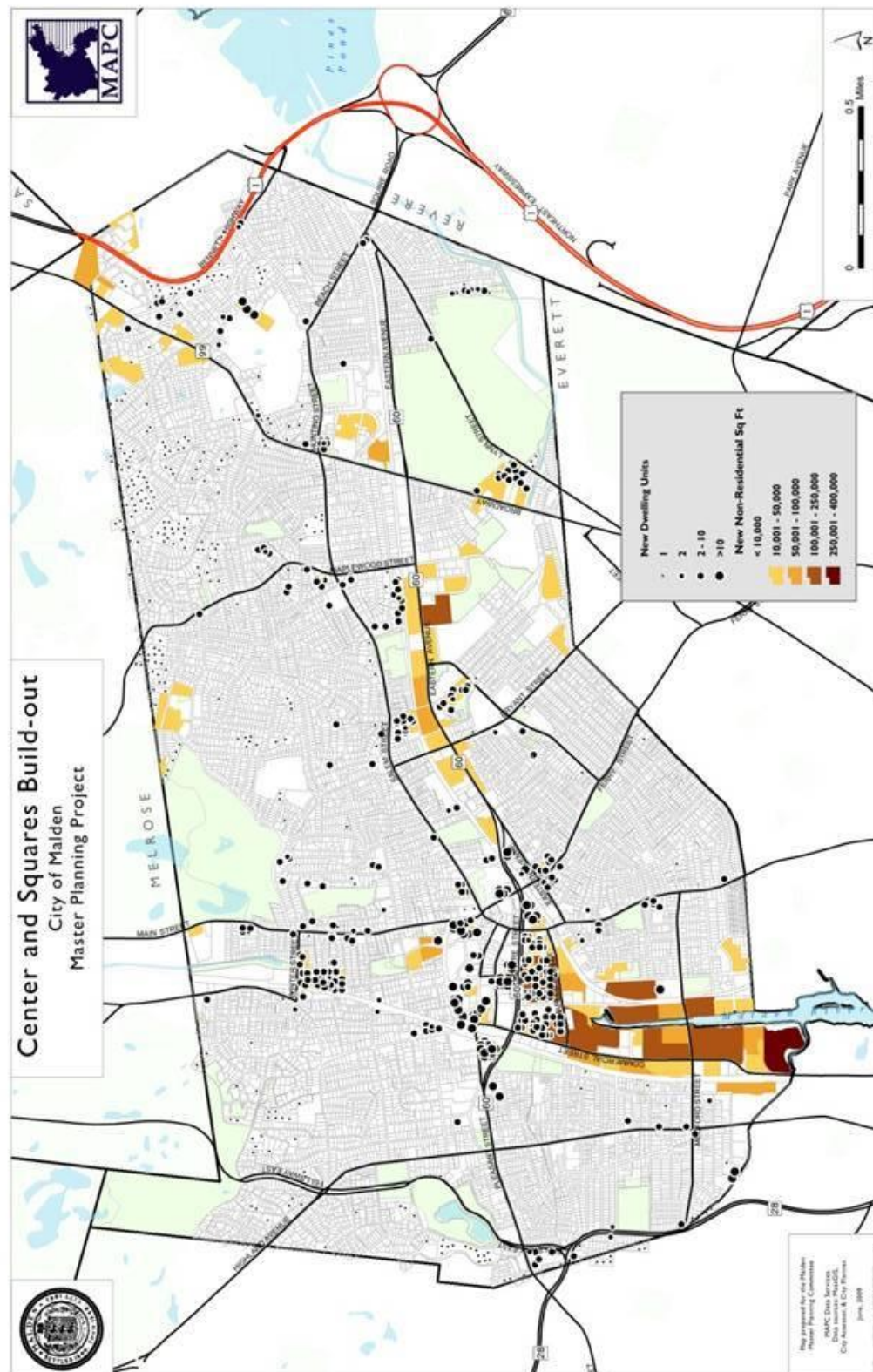
The potential commercial or industrial floor area under this scenario is slightly less than under Current Zoning, but is distributed quite differently. There would be double the potential for retail development in the Downtown area<sup>1</sup>, and capacity for 400,000 square feet of retail or office space in local business districts (comprised of existing Neighborhood Business plus the new Squares districts.) There would be approximately 15% less capacity in the Industrial I and II zones as portions of those districts were shifted to Smart Growth district or Squares districts. Notably, the scenario also allows for some new nonresidential development in the Residence A district by allowing the continuation of nonconforming uses.

The Centers and Squares map is shown on the following page.

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<sup>1</sup> Though the "Downtown Area" as defined in Center and Squares is slightly larger than under Current Zoning due to the annexation of industrially zoned land for the 40R district.

Figure 64: Centers and Squares Build-out Scenario



### **Scenario 4: Slow Growth**

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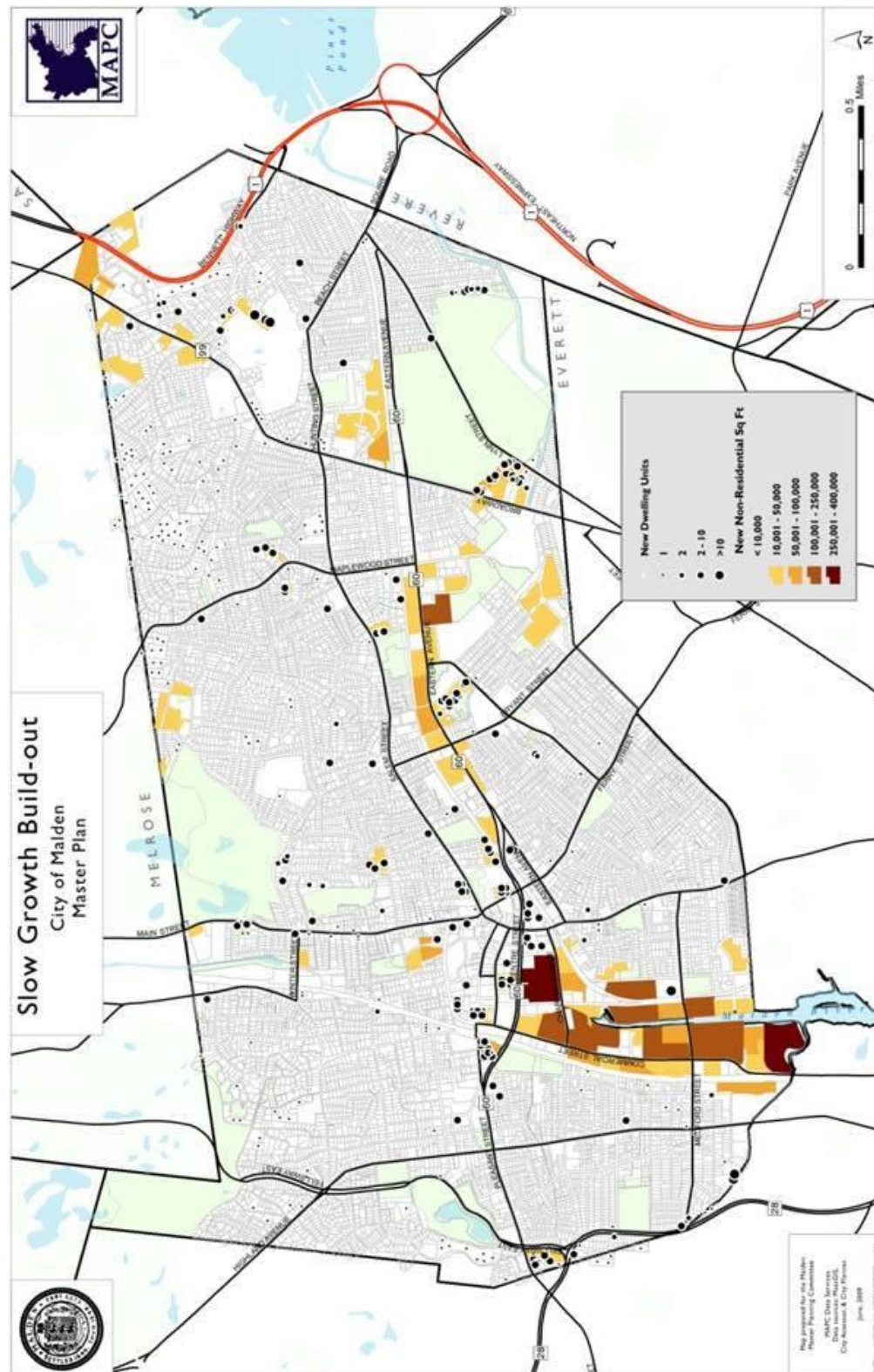
This scenario includes zoning and regulatory changes that reduce the amount of residential development potential in the City. The Residential Incentive Overlay district in Malden Center would be eliminated and the Planning Board would be more restrictive about granting Special Permits for residential development in the Central Business District. New single-family homes would require more lot area than they do now, and the city would end the practice of granting variances for new two-family homes in the Residence A District. As with the Center and Squares scenario, the city would permit some nonconforming nonresidential uses in the Residence A district to continue in order to reduce the amount of residential development.

Overall, this scenario would reduce the development potential in Malden by approximately 70%. Of 1,000 potential new units, 350 would be in the Downtown (80% less than Current Zoning), and fewer than 500 in Residence A. With the restrictions on development in Residence A, there would be only 100 new single family homes citywide. The number of new apartment and condominium buildings possible is also far less than under Current Zoning.

The capacity for commercial and industrial development would be comparable to Current Zoning, but new retail and office space in the Downtown would be far less due to the elimination of the Residential Incentive Overlay and the shorter height limits. These losses would be offset by the allowance of continued nonresidential uses on nonconforming properties in the Residence A district, which might allow a half a million square feet of commercial uses scattered throughout the city.

The Slow Growth map is shown on the following page.

Figure 65: Slow Growth Build-out Scenario





## Comparing the Scenarios

MAPC prepared summary indicators that help to highlight the differences among the scenarios. These indicators do not tell the whole story, but they can help inform discussion about alternative zoning and impacts that cannot be modeled.

Table 34: Residential development scenario comparisons

	Current Zoning	Neighborhood Infill	Center & Squares	Slow Growth
<b>Distribution</b>				
Total Housing Units	3,639	2,922	3,617	1,041
New units in Residence A	1,688	1,551	714	472
New units Downtown	1,671	1,091	1,820	348
New units in "Squares" Districts	NA	NA	889	NA
New units in other zoning districts	280	280	194	221
<b>Housing Type</b>				
Single-family homes	470	551	221	108
Accessory apartments	39	388	0	0
2- to 4-family homes	274	271	74	36
Multifamily housing	2,751	1,561	3,301	792
<b>Proximity</b>				
New units near* Orange Line	1,098	727	1,710	277
New units near* local business districts	1,711	1,203	1,986	481
New units near* Bike-to-the-Sea	1,346	922	1,828	378
<b>Height</b>				
Maximum height, Downtown	12 stories	6 stories	6 stories	4 stories
Maximum height, Squares	2 stories	2 stories	4 stories	2 stories
<b>New Commercial/Industrial Floor Area (Square Feet)</b>				
Total	5,713,437	5,998,847	5,679,234	5,740,361
Industrial I and II	4,011,676	4,011,676	3,360,154	4,089,244
Downtown	441,214	305,024	941,540	111,243
Highway Business	427,572	427,572	409,673	447,273
Local business districts**	44,831	44,831	400,296	44,831
Residence A	-	-	195,044	510,897
Residence B & C	647,750	1,069,350	344,038	396,479
Other	140,393	140,393	28,489	140,393

\*Near = within ¼ mile

\*\*Includes Neighborhood Business districts for all scenarios and proposed "Squares" districts for Center and Squares scenario

## **Master Planning Public Forum and the Chosen Scenario**

These four scenarios were presented at a Master Planning Public Forum held on April 30, 2009. Over seventy-five citizens and community leaders attended the meeting to learn about MAPC's analysis and to vote on alternative approaches to managing growth and development.

At the public forum, MAPC staff made a summary presentation on the residential development components of the four scenarios, solicited feedback using wireless keypads, and facilitated a discussion about the pros and cons of the various alternatives. The four scenarios were modeled using CommunityViz software, which helped to stimulate discussion about the future of Malden. The CommunityViz modeled outcomes were illustrative only: they were not presented as specific recommendations regarding actual zoning changes, nor were they intended as predictions of what development would occur.

After all scenarios were presented, MAPC asked a series of questions about scenario preferences with regard to specific issues. After a facilitated discussion, participants were asked to identify which scenario was the right general direction for the city. A majority of participants at the meeting felt that Center and Squares scenario was the "right general direction" for the city. During discussion, participants cited demographic trends as a key motivation for favoring moderate-scale mixed use development in the downtown and selected business districts. They also felt that this type of development would contribute to economic vitality and vibrancy of the local shopping districts. Some participants had concerns about traffic and parking, especially in and near the Squares. Some participants strongly supported the accessory apartments that are an important component of the Neighborhood Infill scenario.

## **The Recommended Land Use Plan**

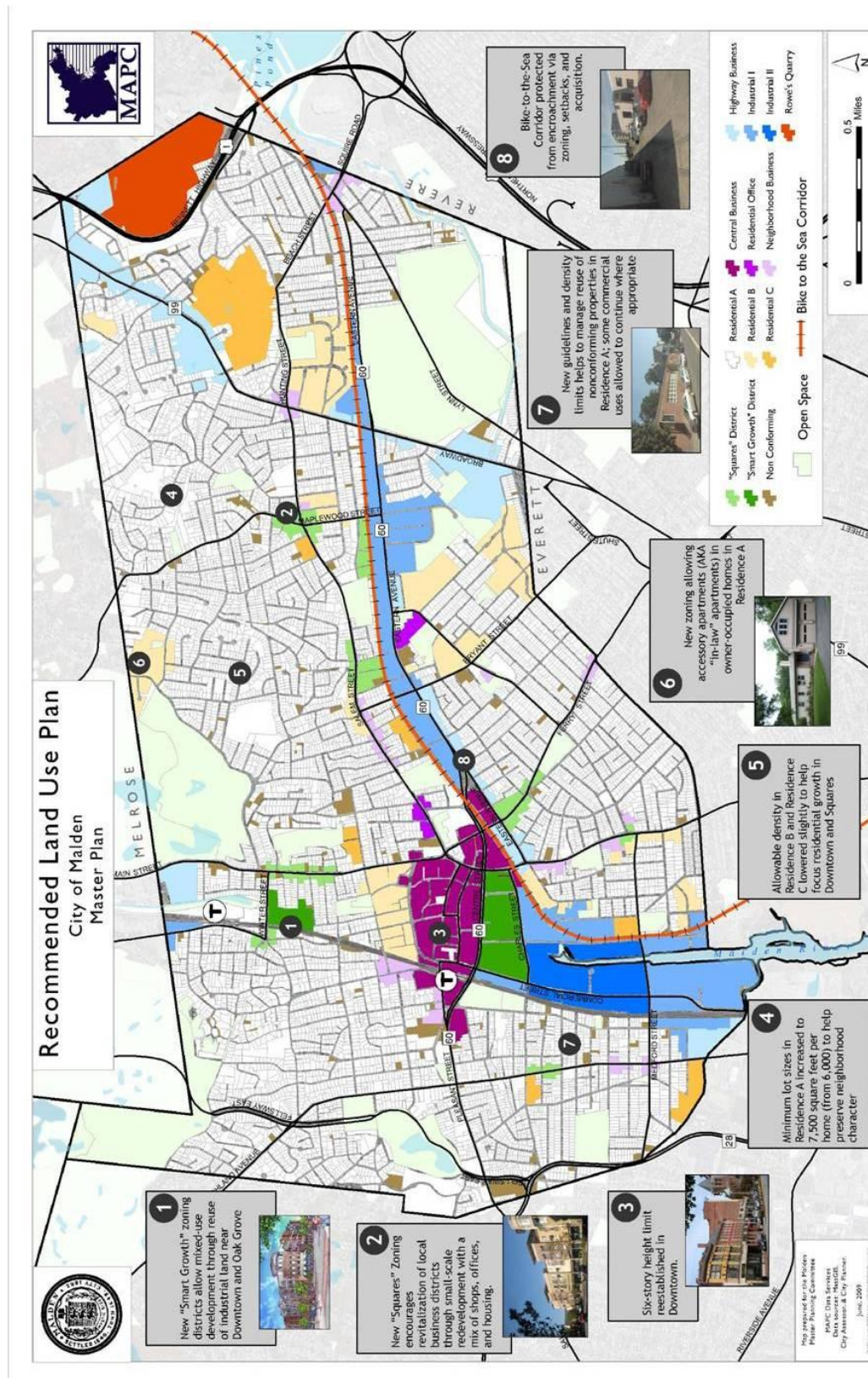
After the public forum, MAPC analyzed community feedback and consulted with the Master Plan Steering Committee. MAPC identified the Centers and Squares scenario as the preferred alternative, in keeping with community preferences stated during the April 2009 meeting. This alternative focuses new growth in the downtown, on underutilized industrial land, and in local business districts. Such an arrangement will provide needed housing and employment opportunities while maximizing transportation options and minimizing neighborhood impacts.

MAPC developed a series of recommendations to implement this land use plan. Many of these recommendations focus on modification of zoning to promote or limit development in certain areas. MAPC also evaluated the need for the city to protect certain areas from development and identified the Bike-to-the-Sea Corridor as the area where there is the greatest need for protection.

The Recommended Land Use Plan map is shown on the following page.



Figure 66: Recommended Land Use Plan for Malden



## **L1. Land Use and Zoning Recommendations**

The following recommendations are provided to achieve the recommended land use plan:

### **L1.1 Establishment of mixed-use 40R districts**

There are two excellent candidates for Smart Growth Zoning Districts in Malden: industrially-zoned land south of Centre Street in the Downtown; and industrially-zoned between Main Street and the MBTA tracks just south of Oak Grove. Together, these districts might yield 700 new housing units if built out at a density of 40 units per acre.

A density of 40 units per acre is highly feasible in the recommended locations. With a four-story height limit and a floor area ratio limit of 2.0, buildings covering half of a one-acre parcel might yield 40 units and 17,000 square feet of retail space, with room left over for 40 surface parking spaces and 9,000 square feet of open space.

Additionally, the Commonwealth has established an incentive program to encourage creation of such districts. The state provides a cash payment upon establishment of an eligible district, based on the number of potential units, and then provides additional incentive payments as building permits are issued.

### **L1.2 Establishment of mixed-use “Squares” districts**

The city should consider establishing a new mixed use zoning for selected business districts (“Squares.”) Current zoning discourages new development in the city’s traditional business districts due to height, density, and parking requirements. A new Squares District should permit mixed use (retail, office, and housing) development up to four stories in height. These districts should incorporate shared parking and have minimal parking requirements for new housing, due to proximity to shops, services, MBTA bus, and future Bike-to-the-Sea multi-use path.

### **L1.3 Elimination of the Residential Incentive Overlay District**

The overwhelming consensus among master planning participants is that the high-rise development that has occurred through the Residential Incentive Overlay (RIO) district has been detrimental to the character of the downtown. Most participants favor mid-rise rather than high-rise development. The RIO should be eliminated for any parcels where it has not been utilized.

### **L1.4 Increased minimum lot size in Residence A**

Residents expressed the importance of preserving the architectural integrity of existing neighborhoods. To preserve neighborhood character, it is recommended that the minimum lot size in Residence A be increased from 6,000 to 7,500 square feet per lot.

### **L1.5 Lower allowable density in Residence B and Residence C**

Residents strongly favored a growth strategy that would increase density in the Centers and Squares.

### **L1.6 Allow accessory apartments in Residence A**

The city should permit accessory apartments as an allowed use in Residence A with requirements to minimize aesthetic and neighborhood impacts. For example, the zoning ordinance might require owner occupancy of the primary unit; and might establish limits on floor area ratio to help control massing and visual impact. Parking requirements should be modified to reduce excessive paving and associated aesthetic and stormwater impacts. Currently, the city requires 3.5 spaces per unit for two family homes; parking requirements of 3 spaces total for a single family home with an accessory apartment are more reasonable.

### **L1.7 Establish new zoning controls for Residence A nonconforming uses**

Currently, the city requires nonconforming residential properties to convert to residential uses and manages this redevelopment through the special permit process. This approach is unpredictable, since there are no pre-established guidelines for what densities are appropriate or expected for a given parcel; as a result, the wide variations in density of developments that have been built on such parcels may be as much a result of negotiation as it is a reflection of the appropriate density. The city should establish new zoning controls on existing nonconforming properties with density limits. Some commercial uses should be allowed in Residence A.

### **L1.8 Establish regulations that facilitate development of the Bike-to-the-Sea Trail**

The Bike-to-the-Sea Trail (also known as the Northern Strand) is a planned off-road multi-use trail that utilizes a railroad right-of-way from Everett through Malden to Revere, and on to Lynn. Once complete, this pathway will provide bicyclists and pedestrians with outstanding access through much of Malden, connecting many residential areas and proposed Squares districts to Downtown, the Malden MBTA station, and beyond. Access to this transportation resource will allow residents greater mobility without the use of a car, helping to reduce transportation impacts while enhancing health.

Recently, the MBTA completed 99-year leases with the Cities of Everett and Malden for the first 1.5 mile section of the trail from Main Street in Malden to the Village Section of Everett.

In recent years, the trail has been the subject of controversy due to a proposal to construct parking over the proposed path. In order to protect the corridor and prevent future instances, the city should adopt a formal policy against encroachment of the right-of-way by any permanent structure, parking facility, or other construction that would impede development of the trail.

The planning department should also establish a new setback requirement in the zoning ordinance, such that all new development (including parking) must be set back a certain distance from the right of way. Currently, the rear setbacks applicable to the ROW are insufficient to minimize the aesthetic impacts of new development or to mitigate the potential noise and visual impacts of the trail on future residents. Greater setbacks will help to prevent future conflicts.

## **L1.9 General recommendations**

Additional general recommendations and zoning changes to facilitate the recommended land use plan include the following.

### **L1.9.1 Revise dimensional requirements**

Currently, uses have the same dimensional requirements regardless of the zone that they are proposed for. Dimensional requirements should be revised to recognize different characteristics of different zones (e.g., new retail use in Neighborhood Business should have different front setback than retail use in highway business).

### **L1.9.2 Study preexisting nonconforming properties for commercial use**

The city has expressed concerns regarding the potential for changing of pre-existing non-conforming uses in some areas shifting over time to the underlying residential zoning. However, the city also already has in its zoning a neighborhood business zone, which allows for retail and also multi-family residential, and allows for mixing of uses. The city should undertake a study to determine in which specific locations the continuation of desired (but not currently-allowed) commercial uses should be promoted in order to retain adequate commercial to provide squares for neighborhood shopping and maintenance of neighborhood identity.

### **L1.9.3 Require active storefronts**

In key areas (structures fronting main roads in the downtown or in neighborhood squares), the zoning should be amended to require ground floor retail, restaurant, or office space. The ordinance currently allows, but does not require, such an “active storefront” provision.

### **L1.9.4 Consider cluster residential ordinance**

Although many would consider the city of Malden to be built out, there may be areas that would benefit from establishment of a cluster residential ordinance, which would provide for protection of open space as part of any future development in the few not-yet-developed areas of the community.

### **L1.9.5 Add design review criteria to zoning ordinance**

Design review criteria could be made a number 8 under section 300.1.2 of the existing zoning ordinance. It should also be referenced in 800.3.1.3 regarding site plans, and could also be included in the “Developer’s Procedural Form” referenced in section 800.3.1.4, as well as section 800.3.2.2 regarding special permit reviews.



## **L2. Planning and Zoning Strategies to Achieve the Recommended Land Use Plan**

Additionally, MAPC staff reviewed the recommendations from the Malden Visioning report to determine how best to implement these recommendations through the city's zoning and permitting processes and the city's zoning ordinance, the following pages enumerate planning and zoning strategies to achieve the recommended land use plan.

### **L2.1 Site plan review**

The city should establish a checklist that the Planning Board and Zoning Board can use to make sure that they cover all appropriate items under site plan review (e.g. Site Plan Criteria).

The following items should be included in a checklist for the site plan review board or special permit granting board. The City would provide answers to these questions for projects under review.

1. Does the design of the proposed development (both structure and landscaping/site amenities) fit into the surrounding neighborhood? What are the impacts of the proposed development on the streetscape?
2. How does this project relate to public transit and major vehicular transportation corridors in Malden? What is the proximity of alternative transportation choices to site/ project? Does the project include provisions for alternative transportation (interior bicycle parking, provision for zip-car on-site, etc.)?
3. Does the signage in the proposed development conform to current ordinances and guidelines?
4. Do the storefronts in the proposed development promote economic development by including design elements that are open and welcoming?
5. Does the location of parking and access driveways meet the regulations of the city, provide for safety, and enable other site amenities to be appropriately incorporated into the site design?
6. Are there provisions (written) and design elements (e.g.; connecting pathways) that enable the parking areas to provide shared access to adjacent commercial uses in order to promote walking over short distance driving?
7. Does the site design address pedestrian needs in and connecting to the proposed development (e.g., what is the need for and extent of sidewalk improvements? What is the need for and extent of pedestrian safety improvements, i.e. crosswalks and lighting, that are needed to connect to the proposed development?)?
8. What is the relationship of the proposed development to existing or future bike routes, i.e. Bike-to-the-Sea, and what site amenities are provided for in the development to promote walking and the use of bicycles (e.g., bike racks, benches, lighting and trash receptacles)?

9. Does the development have adequate provision for handicapped-accessible parking, pathways etc, and does it remove architectural barriers and provide for universal site accessibility?
10. Does the development provide for on- and off-street snow and ice removal (i.e., areas for storage of snow)?
11. Does the development provide (in the form of covenant or bond) for adequate management and maintenance of all exterior features (benches, pathways, parking areas [including snow and ice removal] open space areas) shown on the plan?
12. To what extent does the project incorporate Sustainable site development, including the level of proposed water savings, energy efficiency, materials selection and possible environmental quality? Specifically, does the project include Low Impact Development strategies, including in site design, roadways and parking, permeable paving, bioretention, vegetated swales, filter strips, infiltration trenches and drywells, cisterns and rain barrels and green roofs?
13. Does the proposed development take maximum advantage of existing historic properties on the site by preserving, to the maximum extent possible, the historic features and facades in the new development of the site?
14. How does the proposed development relate to existing or proposed public open space in the neighborhood? Does it benefit it by providing additional public space as part of the development? Does it provide vegetation or other buffers that provide separation from the proposed development to potentially-impacted adjacent uses? Does the development adversely impact adjacent open space (e.g., by shading) and how does the project provide mitigation for these impacts? Does the proposed development provide private open space or recreation facilities that may take pressure of municipal facilities?
15. Does exterior lighting of the proposed development provide for adequate safety, encourage pedestrian uses, but in a manner that does not adversely impact adjacent residential uses or open space areas?

## **L2.2 Design review and design guidelines/standards**

The city should establish a set of Design Review provisions (or a full set of review guidelines complete with photos) that they will use to evaluate projects under their site plan review processes.

The City has a set of design review criteria for the Rowe's Quarry zoning district, but does not have criteria included in their other zoning districts. MAPC has worked with other communities to establish either design review criteria in their bylaws, or full design review guidelines as a separate document that is referred to in the zoning but is adopted as a regulation by the board.

There are many examples of local bylaw that incorporate design and performance standards. For example, the Town of Bedford Mixed Use Overlay District bylaw incorporates design standards such as providing adequate public open space, consideration of traffic and pedestrians, and allowable ground floor uses. Building scale, building materials, entryways, and sustainable site design are all design elements that can be incorporated into a design review process and formulated as design guidelines or standards.



Similar provisions could be incorporated into the Malden bylaws. Note also that many of the Site Plan review criteria listed above could be incorporated into design guidelines and performance standards.

### **L2.3 Community Impact Statement**

The city should establish a Community Impact Statement process that developers must complete to provide information to the city when they are proposing developments, to illustrate how the developer is planning to mitigate impacts of their development on the neighborhoods.

In order to provide adequate information to the permit granting authority (under either site plan review or special permit), the city could institute through its zoning bylaw the requirement that a developer submit written answers to a series of questions prior to the review by the board. The ordinance should also enable the board to hire an outside consultant, at the developer's expense under Chapter 44 Section 53G of the Massachusetts General Laws, to review the answers to these questions and to provide input to the board.

The questions that could be included in such a Community Impact Statement could include all of those listed in the Site Plan Review Criteria (listed in #1 above), as well as the following. These items would be answered by the City of Malden.

1. What is the development's impact on Malden's infrastructure, including sidewalks, sewer and water connections, drainage, and stormwater?
2. What are the development's impacts on electric service, fire protection, waste management and recycling, and traffic/ pedestrian safety?
3. What is the impact of the proposed development on public schools, libraries, senior center, and other community facilities?
4. Does the proposed development impact, positively or negatively, critical areas identified in the City's Open Space and Recreation Plan (OSRP)? Does the developer propose to provide mitigation payments that could benefit adjacent or nearby park infrastructure?
5. Upon assessment of any of the above, determine if impact would cause service to fall below established service standards and negotiate mitigation measures with the proponent such that the service standards continue to be met.
6. Are sustainable development practices are being used, including achieving Leadership in Energy and Environmental Design (LEED) standards or certification?
7. Does the development include Low Impact Development strategies, including in site design, roadways and parking, permeable paving, bioretention, vegetated swales, filter strips, infiltration trenches and drywells, cisterns and rain barrels and green roofs?
8. Does the project include sustainable site development, including the level of proposed water savings, energy efficiency, materials selection and possible environmental quality?



## CHAPTER NINE: RECOMMENDED ACTIONS AND NEXT STEPS

### G1. General Recommendations

The first steps in continuing the planning process begin with the following **General Recommendations**.

#### G1.1 Adopt the Malden Master Plan

The Planning Board shall adopt a Final Plan and submit the Final Plan to the State following adoption.

#### G1.2 Prioritize objectives and determine responsible parties and timelines

The Planning Board will hire a consultant to work with the Master Plan Steering Committee and Planning staff to prioritize objectives and determine responsible parties and timelines for incorporation in the Implementation Matrix.

#### G1.3 Identify resources and priorities for implementation planning

The Planning Board will convene a meeting with the Mayor, City Council, and Malden Redevelopment Authority to begin implementation planning, including identification of resources and the prioritization of Master Plan objectives.

#### G1.4 City Council endorsement of Master Plan

The Planning Board recommends that the Malden City Council endorse the Malden Master Plan, see Appendix B for suggested language.

#### G1.5 Appoint Master Plan Steering Committee members

The Planning Board recommends the City Council appoint new members to the Master Plan Steering Committee to oversee and monitor the status of implementing the action items contained in the Plan, specifically the Implementation Matrix.

#### G1.6 Conduct transportation planning scenario workshop

The Planning Board will hire a consultant to develop a scenario planning workshop for transportation (similar to the workshop conducted in April 2009 for Phase II).

#### G1.7 Develop Energy chapter for Master Plan

The Planning Board will hire a consultant to develop a Master Plan Chapter devoted to Energy that addresses a broad strategy for energy-efficiency in the City while also addressing prompt and predictable permitting of renewable or alternative energy generating facilities, renewable or alternative energy research and development facilities, or renewable and alternative energy manufacturing facilities within one or more zoning districts that are eligible locations.

### **G1.8 Conduct demographic analysis using Census 2010 data**

The Planning Board will hire a consultant in 2011 to conduct a demographic analysis utilizing Census 2010 data. This data is integral to future development and planning activities and related decision making.

### **G1.9 Use Malden Master Plan as policy guide for City**

The Planning Board will:

1. Provide copies of the Malden Master Plan to all City Departments, Boards and Commissions, and other community stakeholders.
2. Convene a meeting among the Metropolitan Area Planning Council, City Council, and Planning Board with Department Heads to review the Master Plan.
3. Maintain the Malden Master Plan as a policy guide for use in making decisions affecting future growth and development in Malden.
4. Include a report in the Annual City Report that provides an update of the status of implementation of the Malden Master Plan.
5. Ensure that the Zoning Ordinance and other ordinances affecting land use are consistent with the Malden Master Plan.
6. Coordinate ongoing study sessions for elected officials, boards and commission members, and appropriate City personnel, especially when newly elected or appointed, to provide an overview of the Malden Master Plan and its importance as a guide for future planning implications for the city.

### **G1.10 Conduct annual citizen engagement forum**

Develop an annual forum for citizens to learn how the Malden city government works and how they can become more involved in a proactive and productive manner.

### **G1.11 Engage Malden citizens in planning process**

Continue to engage Malden citizens in the planning process and work with them to identify and prioritize neighborhood needs and create neighborhood action plans.

## G2. Implementation Matrix

### G2.1 Transportation Recommendations and Actions

Table 35: Transportation implementation matrix

Recommendation/Action	Responsible Entities	Timeframe
<b>T1. Recommendations for Safe Streets and Neighborhoods</b>		
T1.1 Identify and map areas of concern		
T1.2 Reduce accident rate in top crash locations		
T1.3 Level of service improvement recommendations		
T1.4 Improvements along Route 60 and in Malden Center		
T1.5 Recommendations for sidewalks and crosswalks		
<b>T2. Recommendations for Pedestrian, Bicycle, and Vehicle Safety</b>		
T2.1 Facilitate more bicycling and walking in Malden		
T2.2 Develop the Bike-to-the-Sea path		
<b>T3. Recommendations for Public Transportation Options</b>		
T3.1 Provide improved access to region		
T3.2 Improve services and amenities at MBTA stations and stops		
T3.3 Meet regularly with the MBTA		
T3.4 Include MBTA in site plan review process		
<b>T4. Recommendations for Transit Planning</b>		
T4.1 Hire a consultant to conduct a more thorough transportation analysis		
<b>T5. Recommendations for Snow and Ice Removal</b>		
T5.1 Determine if snow and ice removal policy and enforcement are adequate		
<b>T6. Additional Transportation Improvement Recommendations</b>		
T6.1 Review transportation elements of proposed development projects		
T6.2 Form a Transportation Vision Action Team		
T6.3 Assess parking needs		

## G2.2 Residential Development Recommendations and Actions

Table 36: Residential development implementation matrix

<b>Recommendation/Action</b> <i>(continued on following page)</i>	<b>Responsible Entities</b>	<b>Timeframe</b>
<b>R1. Recommended Actions for Safe, Clean, and Secure Neighborhoods</b>		
R1.1 Assess available housing resources		
R1.2 Assess neighborhood safety		
R1.3 Beautify neighborhoods and strengthen neighborhood identity		
<b>R2. Recommendations for Redevelopment and Preservation</b>		
R2.1 Residential development considerations to include in Planning Board review		
R2.2 Identify underutilized sites		
R2.3 Recommendations for new residential and mixed use development projects		
R2.4 Review current residential development policies		
R2.5 Conduct comprehensive analysis of City permitting process		
R2.6 Consider use of Chapter 40R Smart Growth Zoning and Housing Production		
<b>R3. Recommendations to Address Housing Needs</b>		
R3.1 Conduct a housing needs analysis		
R3.2 Support and partner with housing providers		
R3.3 Improve accessibility and encourage universal design		
R3.4 Create more affordable homeownership opportunities		
R3.5 Ensure equal opportunity for affordable rental units		
R3.6 Reduce barriers to the provision of affordable housing		
R3.7 Consider adopting the Community Preservation Act		



<b>Recommendation/Action</b> <i>(continued from previous page)</i>	<b>Responsible Entities</b>	<b>Timeframe</b>
<b>R4. Recommendations for Housing Choice</b>		
R4.1 Rehabilitate and preserve existing affordable housing stock		
R4.2 Work with owners to maintain expired use projects as affordable units		
R4.3 Encourage sustained investment in affordable multifamily properties		
R4.4 Recommendations for Housing Development in Malden Square		
<b>R5. Recommendations for Code Compliance and Enforcement</b>		
R5.1 Facilitate elimination of lead-based paint throughout the City		
<b>R6. Recommendations for Tenants and Landlords</b>		
R6.1 Facilitate fair housing and equal opportunities		
<b>R7. Additional Recommendations for Residential Development</b>		
R7.1 Form a Residential Development Vision Action Team		

## G2.3 Economic Development Recommendations and Actions

Table 37: Economic development implementation matrix

<b>Recommendation/Action</b> <i>(continued on following page)</i>	<b>Responsible Entities</b>	<b>Timeframe</b>
<b>E1. Recommendations for Downtown</b>		
E1.1 Organize to strengthen existing businesses and attract new businesses		
E1.2 Streamline transitions between downtown districts		
E1.3 Visually unify Malden Square by creating a “brand”		
E1.4 Host local festivals and outdoor markets in Malden Square		
E1.5 Put pedestrians first		
E1.6 Explore tax increment financing		
E1.7 Adopt zoning that facilitates flexible redevelopment		

<b>Recommendation/Action</b> <i>(continued from previous page)</i>	<b>Responsible Entities</b>	<b>Timeframe</b>
E1.8 Adopt a façade improvement program		
E1.9 Connect the Malden Center MBTA Station with the surrounding neighborhood		
E1.10 Create incentives for Maldonians to shop and do business in Malden Square		
E1.11 Consider relocation of Government Center and reconnect Pleasant Street		
<b>E2. Recommendations for Assessment, Analysis, and Planning</b>		
E2.1 Economic Development elements for the Planning Board reviews and decisions		
E2.2 Prepare economic development plan		
E2.3 Form an Economic Development Vision Action Team		
E2.3 Market Malden		
E2.4 Revitalize all commercial squares		
E2.5 Encourage transit-oriented economic development		
E2.6 Implement a Retention and Expansion strategy		
E2.7 Assess space needs of City offices		
E2.8 Consider using Chapter 43D Expedited Permitting		
<b>E3. Recommendations for Job Choice</b>		
E3.1 Assess the Malden workforce		
E3.2 Connect employers with job-seekers		
E3.3 Develop modern and flexible office and industrial space		
E3.4 Provide convenient access to adult education		

## G2.4 Community Facilities and Public Services Recommendations and Actions

Table 38: Community facilities and public services implementation matrix

<b>Recommendation/Action</b> <i>(continued on following page)</i>	<b>Responsible Entities</b>	<b>Timeframe</b>
<b>P1. Recommendations for Maintenance</b>		
P1.1 Municipal water infrastructure recommendations		
P1.2 Municipal drainage recommendations		
P1.3 Continue investment in water entering and discharged into the sewer system		

<b>Recommendation/Action</b> <i>(continued from previous page)</i>	<b>Responsible Entities</b>	<b>Timeframe</b>
P1.4 Review development proposals for impacts on facilities and services		
P1.5 Adopt a development impact mitigation ordinance		
P1.6 Adopt a municipal fee schedule		
P1.7 Improve aged utilities that serve low income families		
P1.8 Prepare an infrastructure management plan		
<b>P2. Recommendations for Communication</b>		
P2.1 Conduct analysis of the City's permitting process		
P2.2 Form a Community Facilities and Public Services Vision Action Team		
P2.3 Enhance City's communications plan		
P2.4 Evaluate effectiveness of City organization and management		
P2.5 Consider administering a 311 system		
<b>P3. Recommendations for Code Compliance and Enforcement</b>		
P3.1 Ensure community facilities abide by state and local laws		
<b>P4. Recommendations for Improvements to Key Public Facilities</b>		
P4.1 Maintain list of uses for CDBG funds		
P4.2 Develop a Capital Improvement Plan		
P4.3 Prepare a Facility Capital Plan		
P4.4 Identify space needs in order to facilitate Government Center relocation		
P4.5 Study school goals and operations		
<b>P5. Recommendations for Public Safety</b>		
P5.1 Assess current public safety plans		
<b>P6. Recommendations for Youth Needs</b>		
P6.1 Support nonprofit organizations		

## G2.5 Natural and Cultural Resources Recommendations and Actions

Table 39: Natural and cultural resources implementation matrix

<b>Recommendation/Action</b> <i>(continued on following page)</i>	<b>Responsible Entities</b>	<b>Timeframe</b>
<b>N1. Recommendations to Preserve, Enhance and Maintain</b>		
N1.1 Implement Open Space and Recreation Plan recommendations		
N1.2 Use City funding to improve recreational activities, parks and playgrounds		
N1.3 Use existing infrastructure in redevelopment projects to protect open space		
N1.4 Recommendations to improve maintenance of public open space and recreational facilities		
N1.5 Maintain and enhance existing passive parks, malls, squares, plazas, and deltas		
N1.6 Develop a citywide urban forestry/street tree program		
N1.7 Enhance Malden's visual image through regulatory mechanisms and other tools		
<b>N2. Recommendations to Protect and Promote</b>		
N2.1 Develop policy for preservation and maintenance of community open space		
N2.2 Increase public awareness and education of conservation and preservation		
N2.3 Make open space accessible to all		
N2.4 Develop neighborhood connections to the River's Edge/Malden River Park area		
<b>N3. Recommendations to Protect Historic Resources</b>		
N3.1 Properties recommended for the National Register of Historic Places		
N3.2 Explore establishment of historic districts		
N3.3 Continue study of areas and properties of historic significance		
N3.4 Increase owner awareness of the value of preservation		
N3.5 Create informational materials for historic and cultural preservation initiatives		
N3.6 Interpret Malden's cultural and historic resources		

<b>Recommendation/Action</b> <i>(continued from previous page)</i>	<b>Responsible Entities</b>	<b>Timeframe</b>
N3.7 Obtain recognition for Malden's cultural and historical resources		
N3.8 Ensure protection and preservation of historic properties		
N3.9 Highlight the historic Olmsted-designed Malden park system		
N3.10 Archaeological sites		
<b>N4. Recommendations to Support the Local Arts Community</b>		
N4.1 Formalize a Malden Arts Association		
<b>N5. Recommendations for Recreation Opportunities</b>		
N5.1 Create a brochure of Malden's recreation facilities and amenities		
N5.2 Support existing recreational resources		
N5.3 Develop the Bike-to-the-Sea Path		
<b>N6. Recommendations for Environmental Awareness and Practices</b>		
N6.1 Encourage stewardship, increase awareness, and increase participation		
N6.2 Promote community service		
N6.3 Make recycling easier and promote recycling in the community		
N6.4 Identify opportunities to reduce local greenhouse gas emissions		
N6.5 Use sustainable materials in City construction projects and City offices		
N6.6 Encourage green building practices		
N6.7 Support wildlife habitat with a contiguous open space network		
<b>N7. Additional Recommendations for Natural and Cultural Resources</b>		
N7.1 Review development proposals for impacts on natural and cultural resources		
N7.2 Consider adopting the Community Preservation Act		
N7.3 Consider a Natural and Cultural Resources Vision Action Team		
N7.4 Track implementation progress of Natural and Cultural Resources recommendations		

## G2.6 Land Use and Zoning Recommendations and Actions

Table 40: Land use and zoning implementation matrix

Recommendation/Action	Responsible Entities	Timeframe
<b>L1. Land Use and Zoning Recommendations</b>		
L1.1 Establishment of mixed-use 40R districts		
L1.2 Establishment of mixed-use “Squares” districts		
L1.3 Elimination of the Residential Incentive Overlay District		
L1.4 Increased minimum lot size in Residence A		
L1.5 Lower allowable density in Residence B and Residence C		
L1.6 Allow accessory apartments in Residence A		
L1.7 Establish new zoning controls for Residence A nonconforming uses		
L1.8 Establish regulations that facilitate development of the Bike-to-the-Sea Trail		
L1.9 General recommendations		
<b>L2. Planning and Zoning Strategies to Achieve the Recommended Land Use Plan</b>		
L2.1 Site plan review		
L2.2 Design review and design guidelines/standards		
<b>L2.3 Community Impact Statement</b>		



## G2.7 General Recommendations

Table 41: General recommendations implementation matrix

Recommendation/Action	Responsible Entities	Timeframe
<b>G1. General Recommendations</b>		
G1.1 Adopt the Malden Master Plan	Planning Board	Near-term
G1.2 Prioritize objectives and determine responsible parties and timelines	MPSC <sup>1</sup> , City Council, Planning Board	Near-term
G1.3 Identify resources and priorities for implementation planning	MPSC, City Council, Planning Board	Near-term
G1.4 City Council endorsement of Master Plan	City Council	Near-term
G1.5 Appoint Master Plan Steering Committee members	City Council	Short-term
G1.6 Conduct transportation planning scenario workshop	Planning Board	Short-term
G1.7 Develop Energy chapter for Master Plan	Planning Board	Short-term
G1.8 Conduct demographic analysis using Census 2010 data	Planning Board	Mid-term
G1.9 Use Malden Master Plan as policy guide for City	MPSC, City Council, Planning Board	Immediate/Annual
G1.10 Conduct annual citizen engagement forum	MPSC, City Council, Planning Board	Immediate/Annual
G1.11 Engage Malden citizens in planning process	Planning Board, Planning Division	Immediate/Annual

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<sup>1</sup> Master Plan Steering Committee



## **APPENDIX A: MASSACHUSETTS GENERAL LAW CHAPTER 41 SECTION 81D**

### **PART I. ADMINISTRATION OF THE GOVERNMENT**

#### **TITLE VII. CITIES, TOWNS AND DISTRICTS**

##### **CHAPTER 41. OFFICERS AND EMPLOYEES OF CITIES, TOWNS AND DISTRICTS**

###### **IMPROVED METHOD OF MUNICIPAL PLANNING**

###### **Chapter 41: Section 81D. Master plan; economic development supplement**

Section 81D. A planning board established in any city or town under section eighty-one A shall make a master plan of such city or town or such part or parts thereof as said board may deem advisable and from time to time may extend or perfect such plan.

Such plan shall be a statement, through text, maps, illustrations or other forms of communication, that is designed to provide a basis for decision making regarding the long-term physical development of the municipality. The comprehensive plan shall be internally consistent in its policies, forecasts and standards, and shall include the following elements:

- (1) Goals and policies statement which identifies the goals and policies of the municipality for its future growth and development. Each community shall conduct an interactive public process, to determine community values, goals and to identify patterns of development that will be consistent with these goals.
- (2) Land use plan element which identifies present land use and designates the proposed distribution, location and inter-relationship of public and private land uses. This element shall relate the proposed standards of population density and building intensity to the capacity of land available or planned facilities and services. A land use plan map illustrating the land use policies of the municipality shall be included.
- (3) Housing element which identifies and analyzes existing and forecasted housing needs and objectives including programs for the preservation, improvement and development of housing. This element shall identify policies and strategies to provide a balance of local housing opportunities for all citizens.
- (4) Economic development element which identifies policies and strategies for the expansion or stabilization of the local economic base and the promotion of employment opportunities.
- (5) Natural and cultural resources element which provides an inventory of the significant natural, cultural and historic resource areas of the municipality, and policies and strategies for the protection and management of such areas.

(6) Open space and recreation element which provides an inventory of recreational and resources and open space areas of the municipality, and policies and strategies for the management and protection of such resources and areas.

(7) Services and facilities element which identifies and analyzes existing and forecasted needs for facilities and services used by the public.

(8) Circulation element which provides an inventory of existing and proposed circulation and transportation systems.

(9) Implementation program element which defines and schedules the specific municipal actions necessary to achieve the objectives of each element of the master or study plan. Scheduled expansion or replacement of public facilities or circulation system components and the anticipated costs and revenues associated with accomplishment of such activities shall be detailed in this element. This element shall specify the process by which the municipality's regulatory structures shall be amended so as to be consistent with the master plan.

Such plan shall be made, and may be added to or changed from time to time, by a majority vote of such planning board and shall be public record. The planning board shall, upon completion of any plan or report, or any change or amendment to a plan or report produced under this section, furnish a copy of such plan or report or amendment thereto, to the department of housing and community development.

A city or town which has an established master or study plan under section eighty-one A and applies for a state grant from the commonwealth shall prepare and keep on file within such city or town an economic development supplement; provided, however, that such city or town shall not be required to prepare such supplement if such city or town has a supplement on file. Such supplement shall be at least one page in length and shall contain the goals of the city or town with respect to industrial or commercial development, affordable housing, and preservation of parks and open space.

**Also available at:** <http://www.mass.gov/legis/laws/mgl/41-81d.htm>

## APPENDIX B MASTER PLAN ENDORSEMENT

Draft for Malden City Council

### **Resolution of Support for the Malden Master Plan A Resolution to Endorse the Malden Master Plan**

WHEREAS, the Malden City Council has initiated and funded from the Community Development Block Grant fund, money to assist in the development of a Master Plan for the Malden community, and;

WHEREAS, the Master Plan is a community-based effort that includes critical planning elements for the city per M.G.L. Chapter 41, Section 81D;

WHEREAS, the Malden City Council recognizes that a Master Plan is an important policy tool for informing future growth and development; and

WHEREAS, the Malden City Council believes that implementation of the Malden Master Plan is critical to: the health of our local economy; the preservation of our neighborhoods and guidance of future residential development; the maintenance of existing and planning for future multi-modal transportation networks; the preservation and protection of natural and cultural resources; and the provision of excellent community facilities and public services;

NOW THEREFORE, the Malden City Council DOES RESOLVE:

To endorse the Malden Master Plan as the expression of the community's aspirations for the future of Malden, to use as a tool for Malden's planning and development activities via the Malden Planning Board, and to ensure that any City-initiated, long-range policies, plans, and strategies are consistent with the Master Plan.

Further, we resolve to continue working with key stakeholders to implement the Plan and see the goals and objectives realized.

ADOPTED by the Malden City Council this \_\_\_\_ day of \_\_\_\_, 2010.





## APPENDIX C: MASTER PLAN STEERING COMMITTEE CHARTER

This will need to be updated to reflect new dates and roles.

### **City of Malden, Massachusetts Master Plan Steering Committee Charter**

#### **MISSION STATEMENT**

The Master Plan Steering Committee serves as an advisory body to the Malden Planning Board and is established pursuant to Massachusetts General Laws, Chapter 41, Section 81D for the purpose of creating, adopting and amending a master plan for the City of Malden. To achieve its purpose, the Committee will oversee and recommend master planning efforts; prioritize planning initiatives; guide implementation of the planning action items contained in the *Malden Vision*; and communicate project progress with the general Malden public, City Council and Mayor.

#### **BACKGROUND**

The creation of a master plan steering committee was one of the principal recommendations of the *Malden Vision*, which was adopted by the Planning Board on March 12, 2008 and endorsed by the City Council on May 20, 2008. The *Malden Vision* is a concise statement of the community's goals and decision-making guide for future planning and development and was the result of a year-long planning process and citywide public visioning activities conducted by the Planning Board and Department with technical assistance provided by the Metropolitan Area Planning Council and funded by the City's Community Development Block Grant Program. The *Malden Vision* is being used as the basis and launching place for the community's next planning initiatives, including the formalization of a comprehensive master plan that will be implemented by the City. The Master Plan Steering Committee was created through actions of the Planning Board on September 10, 2008 and October 8, 2008 and of the City Council on May 27, 2008 and October 7, 2008.

#### **SPECIFIC CHARGE**

The primary charge of the Committee is to guide implementation of planning action items contained in the *Malden Vision* via oversight of work performed, analysis of results received and recommendations made pursuant to the "Contract for Professional Services by and between Metropolitan Area Planning Council and the City of Malden dated December \_\_, 2008," and the following tasks described therein, "Attachment 1, Malden Implementation Services for Master Plan 2008-2009:"

Task 2: Create Map Series for zoning, housing, economic development/transportation, public facilities/infrastructure.

Task #3: Conduct Land Planning and Zoning Review.

Task #4: Implement Immediate and Future Actions of *Malden Vision*.

The secondary charges of the Committee include, but are not limited to the following:

1. Establish recommendations regarding the composition and process to be used by any subcommittees or action teams that may be established for specific topics of the Master Plan.
2. Attend meetings of the Planning Board and City Council where specific action items are to be discussed or presented for approval.
3. Communicate and receive information from the general public on project implementation at Committee meetings.
4. Provide input to the City Council regarding the Small Squares Planning Initiative Study and participate in the Study, as time allows, through review and recommendations.
5. Provide other assistance, as time allows, as requested by the Planning Board.

### **SCOPE OF COMMITTEE**

The Committee shall perform its charge through December 31, 2010 or until such time as the Planning Board deems Committee dissolution.

### **MEMBERS**

All members of the Committee must be residents of the City of Malden. The Chairperson of the Committee shall be a member of the Planning Board, identified by the Planning Board Chair and confirmed by the Committee. The Committee shall consist of no less than seven (7) and no more than eleven (11) members, and include the following, appointed as follows:

- Two (2) members of Planning Board, appointed by the Planning Board Chair
- Two (2) City Councilors, appointed by the City Council President
- Representative of the Mayor, appointed by the Mayor
- Representative of Malden Redevelopment Authority, appointed by its Executive Director
- Representative of Planning Staff, appointed by the Planning Board
- Two (2) citizens of Malden, appointed by the Committee

Committee members will serve through December 31, 2010. After December 31, 2010, membership on the Committee will be for a term of two (2) years. Should a Committee member resign, the appointing body shall advance another candidate for membership. For those members who are appointed as a representative of a Board, Council or City agency, their appointment to this Committee shall terminate if they are no longer a member of that Board, Council or City agency, during their term on this Committee. The appointing body would then advance another candidate for membership on the Committee.

### **MEETINGS**

The Committee shall meet as frequently as necessary to accomplish its charge (estimated average of 1-2 times per month). All meetings shall follow Open Meeting Law, Massachusetts General Laws, Chapter 39, section 23A-B.

## APPENDIX D: SUMMARY OF THE COMPREHENSIVE LAND USE REFORM AND PARTNERSHIP ACT (CLURPA), MAY 2010

For the first time in many years, legislation regarding how the Commonwealth and local communities regulate land use has been favorably voted out of a legislative committee at the State House.

Based upon testimony received at State House hearings in 2009, the Comprehensive Land Use Reform and Partnership Act (CLURPA) was drafted by Senator James Eldridge and incorporates concepts that were proposed in a pair of competing bills, the Land Use Partnership Act and the Community Planning Act. The [Metropolitan Area Planning Council](#), along with its partners in the [Massachusetts Smart Growth Alliance](#), provided input during the drafting to help to ensure that significant reforms were included for all communities, that the balance between the community and the development interests were maintained, and that significant benefits were provided for communities that undertook the additional planning efforts proposed under the Partnership Act portion of the bill.

In releasing the bill, chairmen Senator Eldridge and Representative Donato stated that the bill will:

- Offer a clear and readable statute that can be easily used and understood by planners, citizens, municipal officials, developers, and others
- Offer significant zoning reform benefits to all communities
- Encourage municipalities to adopt policies consistent with the state's Sustainable Development Principles
- Take the best ideas from LUPA and CPA2, stakeholders, and from related bills filed with the committee
- Provide developers with more prompt and predictable permitting opportunities
- Consider options that lead to more consistency in zoning and permitting across the Commonwealth

The following summary of CLURPA dated May 18, 2010 is included for reference. Please note, however, that the legislation is subject to change. For the full text of the bill with annotations, as well as updates on the legislation, please visit <http://www.mapc.org/smart-growth/land-use>.



*Commonwealth of Massachusetts*

### **Joint Committee on Municipalities and Regional Government**

#### **Comprehensive Land Use Reform and Partnership Act**

#### **Description of Sections**

**May 18, 2010**

#### **Overview of the bill:**

The bill proposes changes to three existing sections of Massachusetts General Law and creates one new chapter.

- Offers clarity and updating of Chapter 40A (The Zoning Act), Section 81D of Chapter 41 (the master plan) and portions of Chapter 41 (The Subdivision Control Law).
- Creates a new statute in the Massachusetts General Laws, Chapter 40U, that offers additional powers, practices, and preferences to communities that "opt-in" to certain additional performance standards consistent with the state's sustainable development principles

#### **Specific Provisions For All Communities.**

- **Section 1. The Zoning Act (Chapter 40A)**

The bill reorganizes and consolidates Chapter 40A (the Zoning Act) going from 17 to 11 sections. Like topics are grouped for easier access. Presentation is in outline format with the use of reader-friendly headings. The bill leaves significant portions of the state's zoning laws intact, while also providing substantive zoning updates to all communities. Among these changes are:

- Construction and Purposes. The bill adds new language to clarify the construction and purposes of zoning in Massachusetts. The bill clearly reiterates the home rule powers of cities and towns -- while recognizing the legislature's role in limiting the exercise of home rule authority in order to promote overriding state interests. The bill recognizes that legitimate property rights and constitutional principles should not be violated by local land use regulations.
- Consistency. The bill requires that zoning ordinances and by-laws not be inconsistent with an adopted master plan under c. 41, § 81D. A seven year grace period is available to comply, and a city or town without a plan may instead adopt an existing regional plan.
- Mansionization. Eliminates the prohibition on the regulation of maximum interior area of a single family dwelling
- Exclusionary practices. A bar on exclusionary zoning practices has been added.
- Vesting. The complete zoning freeze for subdivision plans has been modified to also include building and special permits, and standardized so all three approvals are treated similarly. Thus, a development project proposed in a building permit, special permit, or definitive subdivision plan duly applied for prior to the date of adoption of a zoning change will be governed by the zoning then in effect for a period of 2, 3, or 8 years, respectively. A minor subdivision will be treated as a definitive subdivision plan under this section, but with a 3 year zoning protection period.
- Adoption of zoning bylaws. The two-thirds super majority vote remains the default to adopt or amend zoning ordinances or by-laws, but a lesser majority vote now may be prescribed in a zoning ordinance or by-law. Such a reduction in vote majority must itself be adopted by a two-thirds vote of the local legislative body, and the change shall not become effective until 6 months have elapsed after the vote.
- Special Permits. The required vote majority necessary to approve a special permit now may be reduced by ordinance or by-law. The effective duration of a special permit is set at no shorter than three years (which matches the period of vested rights for a special permit described above). Finally, a process for the extension of a special permit is established.
- Site Plan Review. A new sub-section places this common zoning approval within the Zoning Act for the first time, affirming that site plan review is a process for uses allowed by-right, distinct from discretionary uses subject to a special permit. A time limit of 95 days is set for the review, subject to mutually-agreed-upon extensions. Public hearings are optional. A site plan shall be approved if it meets the three stated criteria, although reasonable conditions and limitations may be imposed. An approved site plan shall have an effective duration of no shorter than two years. Consultant fees to assist the board in its review may be assessed of an applicant. A site plan, when required in conjunction with a discretionary review, such as special permit, shall be integrated into the processing of the application for the special permit and not made the subject of a separate proceeding.
- Variances. The criteria for granting variances under the old statute were so narrowly drawn that a lawful variance was difficult to grant in Massachusetts. Consequently, some

communities that adhered to the statute granted few if any variances, while others, ignoring the statute out of perceived necessity, granted many variances according to no set standards. This subsection seeks to find a middle ground by setting reasonable criteria for variances while still maintaining a community's discretion to condition or deny a variance. The effective life of a variance is extended from one to two years before it lapses if not used, and the permissible extension increases from six months to one year.

- Standard Procedures. Standard procedures for zoning applications, hearings, and decisions were organized and clarified from various sections of the old c. 40A. Unless otherwise indicated elsewhere in the Zoning Act these are the default procedures to be followed.
- Inclusionary Zoning. The bill provides parameters for zoning measures that require the creation of affordable housing in development projects. It encompasses the wide array of such techniques used currently in the state. Subject to granting authority approval, off-site units, land dedication, or funds may also be provided in lieu of on-site dwelling units. Dedicated accounts may be set up for this purpose. Any dwelling units created under this statute must be price-restricted for no less than 30 years. Inclusionary zoning ordinances or by-laws may require all or a portion of the units created be eligible for inclusion on the community's Subsidized Housing Inventory.
- Development impact fee. The bill establishes that development impact fees are permissible if in accordance with this subsection, which is based upon a number of in-state and out-of-state models. Communities following the requirements of this subsection will have defensible impact fee ordinances or by-laws that are less prone to being overturned. Public capital facilities for which impact fees may be assessed are listed. Municipal expenses ineligible for the application of impact fees, such as maintenance or salaries, are also listed. Affordable housing subject to a restriction on sale price or rent is exempt from being assessed an impact fee. The planning and study prerequisites to the adoption of an impact fee ordinance or bylaw are detailed, as is fiscal administration of an impact fee program.
- Dispute Resolution. This new subsection sets out the procedure for a voluntary land use dispute resolution process utilizing a neutral facilitator to help resolve conflicts stemming from an application for a land use permit.
- Mediation of land use appeals. A voluntary mediation process is allowed which stays an appeal for at least 180 days, and longer if extended.

- **Section 2. Master Plans (amends Chapter 41 Section 81D)**

The bill proposes significant amendments to the section of law that requires municipalities to plan for their community's future. Specifically, the revised Section:

- Reiterates the existing requirement for communities to create a master plan, and states that plans should be updated or extended every ten years.
- Reduces the number of required planning elements from nine to five as follows: goals and policies, housing, natural resources and energy, land use and zoning, and implementation.
- Articulates six other, optional elements which may be added at the community's discretion; certain of which are required in order to adopt a development impact fee ordinance or bylaw or to opt-in to the provisions of Chapter 40U (see below).
- Requires a self assessment of consistency with an adopted regional plan.
- Authorizes "partnership plans" described in new Section 40U.

- Requires final adoption of a master plan and component by the local legislative body by a simple majority vote .
- Requires a public hearing prior to vote on the master plan.
- Encourages, but does not require certification by the regional planning agencies, unless the master plan includes a partnership plan, in which case certification is required.

- **Sections 3-18. Subdivision Control Law (amends Chapter 41)**

The bill makes selected amendments to the Subdivision Control Law:

- Minor subdivisions. Allows, by local option, the replacement of approval not required ("ANR") with a carefully crafted minor subdivision law.
- Minor Lot Line Changes. Establishes a new, streamlined method for making minor lot line changes.
- Parks and Playgrounds. Allows towns to require that parks and playgrounds not exceeding 5% of the subdivision's area within the new neighborhood.
- Consistency. Requires subdivision regulations not be inconsistent with master plans.
- Roadway Width. Establishes a presumption that requirements for roadway widths of greater than 24 feet are excessive.
- Appeals. Introduces standards for appellants of a decision by the planning board on subdivision approval.
- Submittal of Plans. Establishes new submittal requirements for subdivision plans

**Provisions for Partnership Communities (Communities that "Opt In")**

- **Section 19. Land Use Partnership Act (New Chapter 40U)**

The bill creates a new statute in the Massachusetts General Laws -- Chapter 40U. The Land Use Partnership Act -- that offers additional powers to "partnership communities" that, by local option, adopt a partnership plan and implementing regulations to satisfy additional performance standards consistent with the state's sustainable development principles.

- A process is established through which municipalities can become "partnership communities" by adopting partnership plans and implementing regulations that meet not only the basic requirements of Chapter 41 Section 81D but also additional performance standards.
- The partnership plans and implementing regulations must receive certification of the regional planning agency, determining that they meet minimum standards and consistency.
- For the first five years of the program, certification will be met if the municipality adopts a partnership plan and implementing regulations that satisfy the following. Subsequently, certification requirements may be set forth in regulations promulgated by an Interagency Planning Board.



- Prompt and predictable permitting of commercial and industrial development within one or more economic development districts
  - Prompt and predictable permitting of residential development within one or more residential development districts that collectively can accommodate a number of new housing units equal to a housing target number equal to five percent of the total number of year round housing units in the community.
  - Prompt and predictable permitting of renewable or alternative energy generating facilities, renewable or alternative energy research and development facilities, or renewable and alternative energy manufacturing facilities within one or more zoning districts that are eligible locations.
  - A requirement for use of open space residential design for any development of 5 or more housing units in districts where the minimum lot area exceeds 40,000 square feet.
  - A requirement for low impact development techniques for any development that disturbs more than one acre of land
- Once a city or town becomes a Partnership Community, that community shall enjoy, in addition to those powers enumerated to all cities and towns in Chapter 40A, the following additional powers:
- Rate of development. The power to regulate the rate of development
  - Natural Resource Protection Zoning. The power to protect natural resources by limiting development densities in areas designated by the state or municipality as having important natural or cultural resource values.
  - Vested Rights. The vesting period for a definitive subdivision plan would be reduced from eight years to four years.
  - Development Agreements. The power to enter into development agreements that function as a bona fide local land use regulation.
  - Development impact fees. Development impact fees authorized under Section 9F of Chapter 40A could be used to defray the costs of public elementary and secondary schools, libraries, municipal offices, affordable housing, and public safety facilities.
  - Priority for infrastructure funding. Partnership Communities would receive priority in the awarding of discretionary funds for local infrastructure improvements and other programs
  - Planning technical assistance. It is intended that technical assistance grants be offered to municipalities to assist in the preparation of partnership plans and implementing regulations.



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