

**Weymouth Landing Revitalization  
MAPC Recommendations  
Executive Summary  
19 March 2010**

Weymouth Landing is a great place for new businesses, new jobs, and new housing. With the right mix of public and private investments, it can once again become a thriving village center.



Led by Mayors Susan Kay and Joe Sullivan, Weymouth and Braintree are working together to develop a shared vision and plan for The Landing. Over the past nine months, the Metropolitan Area Planning Council has been studying how to make the Landing a more attractive place for residents, business owners, and shoppers. MAPC's report outlines six strategies for revitalization, as well as short term action steps that can be accomplished in the next six months. MAPC's short-term recommendations include:

**Support new development with zoning and incentives**

- Allow 3 – 4 story buildings along Commercial Street
- Reduce parking requirements “as of right” with site plan review
- Encourage a mix of development and open space on the waterfront
- Establish prompt and predictable permitting to encourage private investment
- BELD Allen Street property not recommended for rezoning at this time

**Improve the walking/biking experience**

- Focus limited PWED resources on improvements in the core of the business district
- Implement state-of-the-art crosswalk and intersection designs
- Evaluate traffic signal timing improvements and adjust as necessary

**Make efficient use of existing parking**

- Combine public and private funds to improve municipal parking lot
- Work with private property owners to create pedestrian-friendly walkways to street
- Begin planning for a comprehensive parking study

**Strengthen and diversify the business mix**

- Form a business-led Joint Economic Development Committee
- Consider a “Main Street”-type program of design, marketing, and business recruitment

**Enhance sense of place and aesthetics**

- Establish a Joint Design Committee to advise during site plan review
- Adopt design guidelines

**Leverage waterfront connections**

- Complete construction of Canoe Launch
- Create publicly-accessible waterfront open space at BELD Allen Street property

## **Summary of MAPC's Zoning Recommendations**

MAPC recommends that both towns adopt a new Braintree-Weymouth Landing Zoning District that encourages 3 – 4 story mixed use development with reduced parking requirements.

The recommended district includes two distinct subdistricts: the “Landing Center” subdistrict from the U.S. Post Office to the MBTA tracks; and the “Monatiquot” subdistrict that includes parcels on either side of Quincy Avenue north of the MBTA tracks. Both subdistricts would operate as a “mandatory overlay” district, meaning that the underlying zoning would remain in place. All new development would be required to conform to the new zoning.

### **Landing Center Subdistrict**

- Encourages mixed use development that includes first-floor retail and restaurant uses and residential or office uses on the upper floors.
- Allowed uses would include most retail uses, restaurants, offices, and studios.
- Up to 2 ½ stories would be permitted “as of right,” with up to 4 stories allowable by special permit, with incentives for the use of peaked roofs and gables.
- Drive-throughs for non-restaurant uses would be allowed only by special permit. Drive-throughs for restaurant uses would not be permitted.

### **Monatiquot River Subdistrict**

- Allows some combination of residential, office, and/or hotel uses on the currently industrial parcels north of the MBTA tracks.
- The zoning allows 2-story buildings “as-of-right,” but additional height is allowed by special permit if the project includes provide publicly accessible waterfront walkways, open space, and other amenities.

### **Parking Requirements**

- Retail uses would require 1 parking space per 900 square feet of first-floor retail space in the Landing Center and 1 parking space per 400 square feet of office.
- Residential units would require 1 space per 2 bedroom residential unit, and 2 spaces per 3 bedroom unit.
- A special permit would not be required for development that met those thresholds, though site plan review would be conducted by the Joint Design Committee.
- Shared parking and off-site parking for employees is strongly encouraged.

### **Setbacks and design**

- Buildings in the Landing Center subdistrict will be required to face the street with a maximum 10 foot setback from the sidewalk, for at least 75% of the street frontage.
- Parking must be in the rear, and new curb cuts along Commercial Street and Quincy Avenue are strongly discouraged (special permit required.)
- New development along the east side of Commercial Street would be required to provide pedestrian access through the block to the municipal parking lot, preferably along the municipal boundary (over the Smelt Run.)