

**TOWN COUNCIL MINUTES**  
**Ordinance Committee**  
**May 25, 2022 7:00 PM**  
**Council Chambers**

Present: Kenneth DiFazio, Chair  
Gary MacDougall, Vice Chair  
John Abbott, Councilor  
Lisa Belmarsh, Councilor  
Arthur Mathews, Councilor

Also Present: Richard MacLeod, Town Solicitor  
Robert Luongo, Director of Planning  
Eric Schneider, Principal Planner

Recording Secretary: Mary Barker

Chair DiFazio called the meeting to order at 7:02 PM.

**22 035- Proposed Zoning Change in the Jackson Square Village Center**

Chair DiFazio asked Director Robert Luongo and Principal Planner Eric Schneider to summarize results of the May 5<sup>th</sup> meeting. First, he received a letter from a constituent regarding modifications made to the proposal, and second, that they address the changes to the proposal. The latest revision by the Planning Department follows:

*Town of Weymouth  
Massachusetts*

Robert L. Hedlund Mayor 75 Middle Street Weymouth, MA 02189		Office: 781.340.5012 Fax: 781.335.8184 <a href="http://www.weymouth.ma.us">www.weymouth.ma.us</a>
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**MEMORANDUM**

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TO: TOWN COUNCIL  
CC: TED LANGILL, CHIEF OF STAFF  
ROBERT F. LUONGO, DIRECTOR OF PLANNING AND  
COMMUNITY DEVELOPMENT  
ERIC SCHNEIDER, PRINCIPAL PLANNER  
FROM: ROBERT L. HEDLUND, MAYOR  
SUBJECT: PROPOSED ZONING CHANGE IN THE JACKSON SQUARE  
VILLAGE CENTER  
DATE: MARCH 3, 2022

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I submit the following measure for consideration by Town Council:

"That the Town of Weymouth, through Town Council with the approval of the Mayor, hereby amends the Town of Weymouth Ordinances in the following manner:

**SECTION 1** Amend the Town of Weymouth Zoning Map by removing the following three (3) parcels from the B-2 District and adding the same to the Neighborhood Center District.

1. Map 19, Block 253, Lot 35 (1540 Commercial Street)
2. Map 23, Block 253, Lot 24 (1530 Commercial Street)
3. Map 23, Block 253, Lot 23 (1516 Commercial Street)

**SECTION 2.** Add a new Article VII D entitled Jackson Square Overlay District to the Town of Weymouth Zoning Ordinance as follows:

**§ 120-25.37. Purpose.**

The Jackson Square Zoning Overlay District is an overlay zoning district. Parcels within the overlay district are first subject to the additional regulations of the overlay. In cases where there is a conflict, the regulations of the overlay zoning supersede the underlying zoning district.

The purpose of the Jackson Square Overlay District is to support a vibrant, mixed-use village center that protects and enhances the significant natural resource of Herring Run Brook and connects the village and the brook to existing open space and recreational resources, including Lovell Field, Stephen J. Rennie Park, Iron Hill Park, and the Back River Trail. Existing public transit (bus and commuter rail), proposed improvements to encourage walking and biking, and municipal parking (on-street and off-street) provide multi-modal transit options connecting the surrounding neighborhoods to Jackson Square. These goals are consistent with the Town's commitment to Complete Streets, the Weymouth Master Plan and the Jackson Square Land Use Plan.

It is hereby declared to be the intent of the Jackson Square Overlay District to establish reasonable standards that permit and control mixed-use residential, commercial, governmental, institutional, and office uses in the Town of Weymouth. New development or substantial additions to or rehabilitation of existing buildings should accomplish the following goals:

- A. Be sympathetic to the massing and form of existing built structures and the architectural detailing of historic structures.
- B. Enhance the public realm by creating outdoor open spaces linked to existing open spaces, providing, over time, a continuous network of publicly accessible space along the Herring Run Brook.
- C. Support amenities for pedestrians and bicyclists, including public seating in areas of shade and sun, bicycle storage, and active, welcoming ground-floor façades.
- D. When feasible, adapt existing historic structures for new commercial uses that support the adjacent neighborhoods.
- E. Increase the variety of housing including ownership/rental models, different levels of affordability, and different sizes and layout to

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accommodate housing needs for a wide range of ages, incomes, and levels of mobility.

- F. Reduce the amount of impervious surface by reducing parking requirements by use, encouraging shared parking spaces and parking access, and using low-impact development techniques to capture stormwater on site, preventing surface water run-off into the Herring Run Brook or the Town's stormwater sewer system.

This article is intended to be used in conjunction with other regulations as adopted by the Town, including historic district guidelines, design guidelines, site plan review, and other local ordinances designed to encourage appropriate and consistent patterns of village development.

**§ 120-25.38. Establishment of Subdistricts.**

The Jackson Square Overlay District is further divided into the following three (3) subdistricts as formally delineated on the Town of Weymouth Zoning Map.

1. Lower Jackson Square (LJSD)
2. Upper Jackson Square (UJSD)
3. Upper Commercial Street (UCSD)

**§ 120-25.39. Applicability**

- A. Within the Lower Jackson Square District (LJSD) three story projects of 50-40 feet or less adhering to the criteria contained within this Article, are permitted as of right with Site Plan Review per Article XXIVA and the additional guidelines of this Article. A Special Permit may also be granted by the Board of Zoning Appeals for mixed-use buildings of up to 4 stories and 60-50 feet comprised of commercial use(s) occupying 51% or more of the ground floor and office and/or residential on the upper floors. The fourth floor shall be setback and not to exceed 75% of the area of the floor below.
- B. Within the Upper Jackson Square District (UJSD) on a lot(s) of 10,000 square feet or more, mixed-use or commercial projects of three stories and 50-40 feet or less in compliance with the stated goals and criteria of this Article, are permitted as of right with Site Plan Review per Article XXIVA.

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- C. Within the Upper Commercial Street District (UCSD) low density residential development including detached and attached townhomes with a maximum of 2.5 stories and 35 feet are permitted as of right provided that the lot(s) consist of 15,000 square feet or more. All such proposals require Site Plan Review per Article XXIVA. Any proposals on lots containing less than 15,000 square feet require a Special Permit from the Board of Zoning Appeals.

**§ 120-25.40. Affordable Housing Density Allowance**

In specific areas defined below, the Board of Zoning Appeals may consider an additional partial floor in exchange for a commitment from the applicant to make a minimum of 10% of all units affordable to households at or below 80% of the Boston-Cambridge-Quincy Metropolitan Statistical Area Median Income Level. The rental rate for these households will be determined by using the monthly rental rates for studio/efficiency and one-bedroom and two-bedroom units in Boston-Cambridge-Quincy, MA, NH HUD Metro FMR Area for the applicable Fiscal Year as published by the U.S. Department of HUD, as the FY Fair Market Rent Documentation System – Final FY Boston City FMR's by Unit Bedrooms. Affordability restriction will be in perpetuity. With a Special Permit granted under this section, the following allowances may be given:

- A. Within the Lower Jackson Square District, the Board of Zoning Appeals may consider a partial fifth floor not to exceed 60 feet which is additionally stepped back a minimum of five (5) feet on all sides from the floor below. (Allowable height supersedes limits designated in Section 120-25.41(c))
- B. Within the triangular portion of the Upper Jackson Square District bordered by Cottage Street on the west, Broad Street on the south, and Commercial Street on the North, the Board of Zoning Appeals may consider a partial fourth floor not to exceed 75% of the area of the floor below and not to exceed 50 feet. (Allowable height supersedes limits designated in Section 120-25.41(c))
- C. In considering this request the Board will consider the purpose and intent of this Article and must specifically consider:
  1. The extent to which topography minimizes the visual impact from the streetscape and other view corridors.
  2. The comparative scale of the proposal to abutting properties.
  3. The extent to which architectural techniques and materials work to soften and project as a whole. The use of landscaping to soften the transition is also encouraged.
  4. The extent to which the design and location of the additional floor is sympathetic to the visual impact on all sides.

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**§ 120-25.401. Intensity of use.**

No structure shall be erected, altered or moved, except in conformity with the following overlay district requirements:

**A. Front yard setback:**

1. The principal façade shall be set back no further than the setback of one of the adjacent buildings or the average of both unless the front yard setback includes publicly accessible open space, such as a small plaza, as an integrated component of the overall development. If no building is adjacent to the parcel, then the measure is the closest building on the same side of the principal street.
2. Parking and loading shall not be allowed in the front yard setback.
3. Porches, porticoes, stoops, bay windows, and other architectural protrusions integrated into the principal façade are allowed within the front yard setback but may not extend into or over the public right-of-way.
4. The area between the principal façade and the public right-of-way shall be appropriately landscaped.

**B. Rear or side yard setback:**

1. Minimum of 20 feet from an abutting single-family residential use.
2. Minimum of 20 feet from Herring Run Brook whether the brook is visible or below the surface of the lot. To accomplish the purposes of this article, the Board of Zoning Appeals is authorized to grant a special permit reducing the required setback upon a showing that the proposed development has made a significant effort to address the goals of the Jackson Square Land Use Plan (2021) with respect one or more of the following: (1) expansion of the Herring Run Pool Park; (2) removal of invasive species from the banks of the brook; (3) daylighting the brook with appropriate channeling and plantings; and (4) elimination of the surface water run-off from the

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site into the brook. The 20-foot minimum setback is for zoning purposes only and does not supersede the requirements of the requirements of the Massachusetts Wetlands Protection Act and the Weymouth Wetlands Regulations as enforced by the Weymouth Conservation Commission. Where applicable, a separate application to that Commission will be required.

3. Where appropriate, rear and side yard setbacks shall connect to public open space and be used for active and passive public uses such as outdoor dining and retail, seating areas (shaded and open), bike racks, and other amenities designed to support local businesses and reinforce community pride and connections.

C. Maximum height:

1. Within the Upper Commercial Street district, a maximum of 2.5 stories and 35 feet is permitted by right with Site Plan Review.
2. Within the Upper Jackson Square district, a maximum of three stories and 50-40 feet ~~is~~ are permitted by right with Site Plan Review.
3. To accomplish the purposes of this article, the Board of Zoning Appeals may issue a special permit to proposals within the Lower Jackson Square District (LJSD) to allow an increase in the height of structures either in existence, as reconstructed, or as new construction to four (4) stories and 60-50 feet. The relaxation of this requirement shall be allowed subject to a finding that the additional height is required to meet the development criteria for this zoning district. Three (3) stories with a maximum of 40 feet are permitted by right with Site Plan Review.
4. The floor-to-floor height of the ground floor shall be between 12 feet and 15 feet, suitable for retail and restaurant uses, consistent with current practice for such uses.

D. Maximum lot coverage: 80% (buildings and parking).

1. To accomplish the purposes of this article, the Board of Zoning Appeals is authorized to grant a special permit to allow a higher lot coverage for structures either in existence, as reconstructed, or as new construction. The relaxation of this requirement shall be allowed subject to a finding that the additional lot coverage is required to meet the site and design criteria for this zoning district.

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D. Charging stations for electric, hybrid, or similar type vehicles shall be installed with the below frequency based on parking spaces:

1. One to 10 spaces: none
2. 11 to 25 spaces: one
3. 26 to 50 spaces: two
4. 51 to 100 spaces three

§ 120-25.4243. Special permit standards and criteria.

In addition to the specific criteria regarding the granting of a special permit in Article XXV, the Board of Zoning Appeals shall issue a special permit only after consideration of all the following:

- A. Impact on the neighborhood visual character, including architectural design, views and vistas.
- B. Degree to which the proposed use will share an access driveway and/or parking with an adjacent use and avoids new curb cuts.
- C. Compliance with the site and design standards in this zoning article.
- D. Degree to which the proposed project complies with the goals of the Jackson Square Land Use Plan (2021), the Weymouth Master Plan, and the provisions of this article.

§ 120-25.4344. Site and design standards.

The following development standards shall be used for all applications requiring site plan approval from the Zoning Board of Appeals and/or the Director of Planning and Community Development.

A. Criteria for the Entire Overlay District

1. The principal façade shall be oriented toward the principal street. The main building entrance shall face the street and clearly connect to the public sidewalk.
2. Ground floor retail, restaurant, and other commercial uses shall be oriented with their primary entrance and window(s) facing the principal street. The relationship of these uses to the principal façade shall maximize pedestrian activity and the visibility of the businesses along the length of the principal façade.

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§ 120-25.4142. Required parking spaces.

Off-street parking spaces within the Jackson Square Overlay District shall be provided in accordance with the following minimum requirements. All other requirements related to parking shall be as defined in Article XVII Off-Street Parking.

- A. Residential: A minimum of 1 parking space shall be provided for each studio housing unit. A minimum of 1.5 spaces are required for all other unit types. All parking for residential uses must be provided for on-site or on a lot under the same ownership and within reasonable walking distance as determined by the Board. For the commercial component, at least 75% of the required parking must be provided on-site.

1. The use of offsite parking and/or shared parking to meet no more than 25% the minimum required spaces of the proposed commercial use of this Ordinance can be considered in the following circumstances:

- a. A written agreement, with a minimum of a 5-year duration, between the Applicant and a property owner, including the Town and/or the MBTA, to lease overnight parking spaces to meet the required minimum. Space must be located within 1,000 feet of the lot line. If the conditions for shared parking become null and void and the agreement is discontinued, this will constitute a zoning violation for any use approved expressly with shared parking. The property owner must then provide written notification of the change to the Zoning Enforcement Official and, within 60 days of that notice, provide a remedy satisfactory to the Board of Zoning Appeals or other relevant regulatory body.
- b. Demonstrated that the mix of uses on site allows for the sharing of parking spaces based on the anticipated peak demand for each use.

- B. Eating and drinking establishments: 1 space for each four (4) seats

- C. Retail, office and other commercial: 1 space per 400 square feet of gross floor area.

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3. A minimum of 60% of the street-facing building façade between two feet and eight feet in height must be comprised of clear windows that allow views of indoor nonresidential space or product display areas. The bottom edge of such windows shall be no lower than three feet above the adjacent sidewalk and the window shall be no less than four feet in height.

4. In both the Upper and Lower Jackson Square Districts, the commercial use, including restaurant, retail or other active use that serves the public, must be a minimum of 51% of the gross floor area of the floor at street level.

5. The principal façade shall be articulated every 60-80 feet. All façades shall be treated with equal care in terms of design. Blank walls are prohibited.

6. Building and site lighting shall be designed to prevent light overspill or glare onto adjacent properties and shall be shielded at a 75-to-90-degree cut-off.

7. Underground utilities for new and redeveloped buildings are required unless physically restricted or blocked by existing underground obstructions.

8. Parking and loading/unloading shall be prohibited from the front yard setback between the principal façade and the street. The location of loading areas will be reviewed by the Town of Weymouth Traffic Engineer to ensure that it does not conflict with pedestrian or automobile movement.

9. Access to rear parking shall have clearly marked and lit pedestrian access to the public sidewalk.

10. Bicycle storage shall be required at a ratio of one bicycle storage space for every twenty parking spaces.

11. The number of curb cuts onto the street shall be minimized and shared parking across multiple parcels shall be strongly encouraged.

12. New construction or significant rehabilitation shall retain all stormwater on-site, using rain gardens, bioswales, or other methods to allow stormwater to infiltrate rather than washing into Herring Run Brook. Applicants shall discuss the proposed

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maintenance of these low-impact development installations with the Board to ensure continual effectiveness of the operations.

B. Criteria for Lower Jackson Square District

1. Curb cuts shall not be allowed on the south side of Broad Street, between Pleasant Street and Water Street.
2. New construction or additions on the north side of Broad Street between the two intersections with Commercial Street shall provide one or more view corridors into Lovell Field.
3. New construction or additions on parcels adjacent to Herring Run Brook shall require new publicly accessible open space which connects existing publicly accessible space next to the brook (including Herring Run Pool Park, Stephen Rennie Park, and any future daylighted areas) and provide direct pedestrian connections from this open space to the public sidewalk and to parking, if appropriate. Such open space shall have a combination of landscape, hardscape, and amenities including, but not limited to benches and bicycle racks.
4. New construction or additions on parcels adjacent Lovell Field shall require new publicly accessible open space to the Field and provide a direct pedestrian connection from the public sidewalk on Broad Street to Lovell Field.
5. It is encouraged that the top floor of the building be stepped back to minimize massing and a cavern effect.

C. Criteria for Upper Jackson Square District

1. New development in the Upper Jackson Square District shall match one of the existing setbacks on either side of the property or the average of both unless a deeper setback is required for outdoor dining or retail display.
2. In this area, buildings over two stories generally have a narrower principal façade with a pitched roof. New development shall respect this pattern in the building form and massing.
3. It is encouraged that the top floor of the building be stepped back to minimize massing and a cavern effect.

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Mr. Schneider reported that they reviewed this measure in similar context as with other zoning proposals, such as the Billboard Overlay. A measure was proposed and was routed. Public hearings were held and modifications made based on feedback from the town, the Planning Board, the Ordinance Committee, the public and the full Town Council. This was no different. Through this process, some changes were made and maps modified. Density was increased in some spots, and decreased in others. The concept of a Planning Board or Town Council tweaking zoning proposals throughout the process is established precedent and they are on solid footing making changes. In the summary statement from Bobrowski's Handbook of Massachusetts Land Use and Planning Law, the last sentence reads, "Any changes, whether harsher or more lenient, that merely perfect the original amendment should be deemed accessible without another public hearing." They are well within their rights to be modifying this as they have since submitting it, through the public process. Mr. Luongo added that they haven't changed the venue- Jackson Square is the area subject to the amendment. Nor have they deviated from the concept of mixed-use development within the Jackson Square boundaries. That was the essence of the ordinance. They have perfected it, by changing heights, an affordable housing component and changed setbacks and parking requirements all within the realm of that zoning change. It was also run by town legal counsel who agrees with it, relative to perfecting the zoning. The Planning Board and Town Council agreed to keep the public hearing open for any additional comments until after the Planning Department had time to conduct a second public meeting for any comments the public wanted to interject into the public record.

Chair DiFazio pointed out that much of the comments in the letter pertained to the affordable housing component, which wasn't added until after the public hearing was

closed. It's in there now, and it will be up to this committee and the full Town Council whether to move it forward.

Mr. Schneider continued where they left off at the last meeting. Most of the open questions were regarding parking. There were some minor changes that he explained, and then Mr. Luongo will report on the scope of services for the consultant in the RFP that will go out for the traffic study.

Councilor Mathews made a good point at the last meeting about his parking reservations; that has been included by adding a provision which allows the BZA to consider parking for commercial use on a contiguous site under same ownership, or through a legally binding parking arrangement with the Town, MBTA or another private lot. What Councilor Mathews made was an excellent point, that there was no minimum or maximum to that.

As was pointed out at the last meeting, all of the residential parking must be accounted for onsite. For the commercial, at least 75% of the parking must be provided onsite as well.

He continued; in the next section, BZA can consider offsite parking or other arrangements, but it can't be for more than 25% of the commercial parking. Chair DiFazio asked for a definition of "commercial parking." Mr. Schneider responded that it would be any uses in the building other than residential, whether it be office, retail, restaurant, etc.; the chair asked for further clarification. Does it include the people who might frequent the establishments, too? Mr. Schneider responded that it is combined. Ratios used to determine required parking for a restaurant takes both the customer and employees based on either the number of seats or the square footage. What this says in the ordinance is if say, a restaurant requires 50 spaces for the number of tables or square footage, the applicant must provide 75% of those 50 spaces within their site, and that the BZA, through the special permit process, can consider outside arrangements if a parking agreement is reached with a third party.

That is the extent of the changes made to the written measure. The remainder of the discussion at the last meeting, and the follow up email from Councilor Belmarsh would be best addressed in the parking study the town is going to undertake shortly. A scope of services has been completed, and it will be an important study. It could uncover parking management practices the town can enlist, and better ways to utilize and expand the municipal parking the town does have. Mr. Luongo noted this is quite the comprehensive traffic study. It's actually the transportation master plan for Jackson Square. It will look at parking – on street, existing municipal off street and how to improve access to it and possibly expand it. Also, will be looking at signalization at the intersections, total reconfiguration of traffic if necessary, traffic counts, taking into account potential growth over the next ten years. The consultants will look at the ordinance that gets passed and make projections on development that could take place over the ten years, and the traffic impacts as a result and how to address those impacts. It will address how to manage the current traffic impacts, and the future. A lot of bells and whistles were added to the

report. The cost is \$112,100. They planned to apply for a state grant, with applications due in June, but awards will not be made until mid to late fall. Several developers have agreed to fund the project. Mr. Metri had committed \$25,000 when he got approval for his 3-story building in Jackson Square. Joe Gratta and Eric Papachristos have also committed and expects the same from the Chamber of Commerce, which had approached the town about contributing to it. He hasn't received confirmation from the Chamber yet, but he has no doubt they will contribute. Between each of these entities they will have the funding to start and expect to in June. There are two parts to the study; understanding the existing problems, and then coming up with recommendations that can be implemented. This does not include funding of any projects, but is to create the plan. They will also meet with the Mayor, DPW, and the Traffic Engineer to see what changes they can make now, such as striping on the streets and in public spaces. A cleanup of the public lot and restriping, fixing broken lights can be done now. There are short-term things they can address now, but in order to get a good plan they'll have to work with other departments. Mr. Luongo is confident that the Mayor will enlist the cooperation of DPW. He added that an internal group will look at the limiting the hours in the municipal parking lots. Two-hour parking and no overnight parking is currently allowed, but both the Jackson and Columbian Square lots currently have cars parked overnight. They want to look at the concept of overnight, but making sure it's freed up for business use during the day. Anything they come up with will be submitted via an ordinance change to the Council with a public process and debate, and will likely happen during the fall.

Chair DiFazio summarized the two things that came out since the last meeting; the news of the traffic study, which is quite extensive, and second, the burden placed on the developer to provide for parking for all residences and 75% of all calculated commercial development. Mr. Schneider responded that this wasn't decided in a vacuum. They consulted with site planners and architects who looked at the sites in general and determined 75% is reasonable. They also got feedback from property owners who say their goal is to provide 100%. They may revisit the measure after the results of the parking study comes out to make tweaks, but until it's done and they have a better idea of what the town can do to increase parking, what is in the measure is realistic. Mr. Luongo added that they will also look at other options if the developer cannot provide for all of the required parking, such as contributing to a fund for the town to look at ways to create the parking, whether it's a per-unit cost for the value of the parking space, and then puts the burden on the town to create an enterprise fund dedicated to future parking, with oversight, or creating a parking authority. It's not a simple concept and might be more than the town would want to take on. It will all be explored in the study.

Chair DiFazio noted in the last meeting he brought up residents who live in one of the units in upper Jackson Square and would have to have parking onsite. Owners of current buildings wouldn't be able to take advantage, not having the space to include parking. He understands that this is something that will be addressed as developers come in. What recourse would they have? Would they file for a variance? Mr. Luongo responded yes; it would be a variance, and it would depend on the support for the project. There is a relief value. Once the study is done they will have a better idea. Mr. Schneider said he expects some of the development will be done in phases. Once some of the bigger projects get

developed, units are rented, and after the spaces are occupied, maybe a developer realizes they have more parking than they need, he could lease out spaces to developers without the space to provide parking. Between the study and the evolution of progress there he thinks they are in a good place. He also noted that once the pedestrian bridge from the T to the playing fields is complete it will have a dramatic effect on traffic and parking woes. Once they get through a season seeing what impact it has, they could opt to come back and make changes. Construction should begin in the fall. Permitting is in place and Asset Management is pending design to put it out to bid.

Councilor Abbott asked how long the study will take. Mr. Luongo responded it should be completed in November.

Councilor MacDougall asked if Planning has worked with the firm undertaking the study. Mr. Luongo responded that he has worked with the senior transportation engineer, who has the ability to speak in layman's terms. The report will show where the hotspots are. Existing traffic counts will include the COVID impact. \$40,000 is to understand the existing conditions in order to come up with recommendations. For \$112,000 it should be a comprehensive report with concrete recommendations. Mr. Luongo suggested it might be helpful to set aside a Council meeting to review the presentation. He is sure there will be a public meeting. He will also ask for two Councilors to serve on the study committee. There will be business owners and a resident, also. Councilor Mathews will solicit volunteers from the Council.

Councilor Belmarsh agreed with a second public meeting and assured the public that their comments are being heard. She has heard from a lot of residents who have interest and are excited about the plan. She was hoping for more affordable housing in Jackson Square. She asked how will they address the traffic issues which will be compounded once the construction starts? Parking and traffic garner the most interest in all the meetings that were held. If there is any way to look at Weymouth as a whole, and not just these places, now is the time to do that. what can they do now? The municipal lot may be attracting suspicious behavior and is not well lit. What can they do to make it safer now, especially for the residents of those who want to use it now. Should there be a police presence until all are assured that it's safe. Can the study report be posted to the town website, including the proposal? Mr. Luongo responded that it can; once it's executed, it becomes a public document. He noted it's exempt from 30B (design services) procurement guidelines, but they are debating whether to run it through the Chamber of Commerce. It will be executed in June.

Councilor Belmarsh further stated that at the last meeting, parking was focused on the MBTA lot, for residents and visitors. In the proposal, they will look at the lots at the Library, Teen Center, MBTA, base of Iron Hill, and the municipal lot. It helps to distribute it—the study is to be done on a Thursday. Parking on the weekend isn't mentioned. Mr. Schneider responded that the study performed in Columbian Square utilized a drone to get different hour increments. It is important to obtain readings during the week and on weekends. Councilor Belmarsh asked how Pingree School parking factors in. People park in the lot to use Lovell Field when school's not in session. Should

it also be included in the study? Mr. Luongo responded that it can be added. There are opportunities to use parking in the public buildings when they are closed. Councilor Belmarsh asked about enforcement. Is police participation part of the study? Mr. Schneider responded that Lt. Brian Morse has been a great resource. He's responsive and will follow up. They love having him on board. Councilor Belmarsh noted some comments came out in other meetings; they don't want to take police away from public safety, but this is a part of public safety. If they don't have the resources, what do they need to get them? Another comment- if they do things in shifts then they will have to focus on other areas as it shifts. They need to focus on the things that matter right now and don't try to plan every square inch of development.

Councilor Mathews thanked Planning for going back and looking more at the parking to alleviate some of the concerns as development starts. It's helpful to the business owners to have the language included. He would rather patrons could park onsite, and perhaps the business owners will have to tell employees to park elsewhere, if they have an agreement for the 25%. It definitely alleviates the concerns he had about parking at the last meeting.

Chair DiFazio asked to make sure the administration notifies the Public Housing Director. Residents have been abusing the lot at Iron Hill for the longest time. They designed a building of so many units without parking and this is what you end up with. It should be able to be used for the rehabilitation of Jackson Square. Second he reviewed today – page 4 about putting a 5<sup>th</sup> floor, with 10% affordable housing. Compare it to the previous page, where it says in Section A- the last sentence' "the fourth floor shall be set back and not exceed 75% of the floor below..." are they looking at applications for a fourth floor, only with 75%, then if they want to put a fifth floor, that's even a smaller area? Mr. Luongo and Schneider agreed. Mr. Schneider responded that when they started this, that fourth floor, by special permit, was going to be a full floor. Through the concept of incentives, they've actually reduced the impact of the fourth floor.

Vice Chair MacDougall motioned to forward measure 22 035 to the full Town Council with a recommendation for favorable action and was seconded by Councilor Mathews. Chair DiFazio pointed out that this ordinance has probably been the most reviewed in his experience. It's in his district, and he hopes it is successful. Councilor Abbot thanked Planning; noting that the area clearly needs improvements. He is concerned that the ordinance is geared to larger projects and it's the smaller existing ones that need attention and rehabilitation. Councilor Belmarsh asked the next steps. Councilor Mathews responded that this will be on the next Council agenda. Passage requires a two-thirds vote of the full Council. Chair DiFazio suggested the Planning Department might want to make a brief presentation at Council to update everyone. Councilor Mathews suggested they could have someone there in case there are questions. Mr. Schneider will have the redline copy posted to the town website. Unanimously voted.

## ADJOURNMENT

At 7:59 PM, there being no further business, Councilor Mathews motioned to adjourn and it was seconded by Vice Chair MacDougall and unanimously voted.  
Respectfully Submitted by Mary Barker as Recording Secretary.

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Approved by Ken DiFazio as Ordinance Committee Chairman  
Voted unanimously on 15 August 2022