

SPECIAL TOWN COUNCIL MEETING MINUTES
August 10, 2020, Monday
Via Zoom #862 1789 2958

Present: Arthur Mathews, President
Michael Molisse, Vice President
Pascale Burga, Councilor
Kenneth DiFazio, Councilor
Brian Dwyer, Councilor
Jane Hackett, Councilor
Fred Happel, Councilor
Ed Harrington, Councilor
Rebecca Haugh, Councilor
Christopher Heffernan, Councilor

Absent: Maureen Kiely, Councilor

Also Present: Robert Hedlund, Mayor
Ted Langill, Chief of Staff
Kathleen Deree, Town Clerk
Joseph Callanan, Town Solicitor
Robert Luongo, Director of Planning
Eric Schneider, Principal Planner
Owen MacDonald, Traffic Engineer

Recording Secretary: Mary Barker

President Mathews called the meeting to order at 7:30 PM. After the Pledge of Allegiance, Town Clerk Kathleen Deree called the roll, with one member absent. President Mathews reported that Councilor Kiely is out of state providing mutual aid storm cleanup with her employer, Eversource.

ANNOUNCEMENTS

Councilor Burga announced parking restrictions in place at the town beaches and outlined the process for residents to obtain parking permits.

Councilor DiFazio announced that a special permit is being sought for a property at a Wharf Street factory building. It is a proposed 86-unit development slated to be heard by the Board of Zoning Appeals on August 19, 2020. Residents who want further information may call him, or contact the Planning Department.

MINUTES

Budget/Management Committee Meeting Minutes of July 13, 2020

A motion was made by Vice President Molisse to approve the minutes from the July 13, 2020 Budget/Management Committee meeting and was seconded by Councilor Hackett.

A roll call vote was taken: Councilor Burga-Yes, Councilor DiFazio-Yes, Councilor Dwyer-Yes, Councilor Hackett-Yes, Councilor Happel-Yes, Councilor Harrington-Yes, Councilor Haugh-Yes, Councilor Heffernan-Yes, Vice President Molisse-Yes, President Mathews-Yes.
UNANIMOUSLY VOTED.

Special Town Council Meeting Minutes of July 13, 2020

A motion was made by Vice President Molisse to approve the minutes from the July 13, 2020 Special Town Council meeting and was seconded by Councilor Hackett.

A roll call vote was taken: Councilor Burga-Yes, Councilor DiFazio-Yes, Councilor Dwyer-Yes, Councilor Hackett-Yes, Councilor Happel-Yes, Councilor Harrington-Yes, Councilor Haugh-Yes, Councilor Heffernan-Yes, Vice President Molisse-Yes, President Mathews-Yes.
UNANIMOUSLY VOTED.

Ordinance Committee Meeting Minutes of July 14, 2020

A motion was made by Vice President Molisse to approve the minutes from the July 14, 2020 Ordinance Committee meeting and was seconded by Councilor Hackett.

A roll call vote was taken: Councilor Burga-Yes, Councilor DiFazio-Yes, Councilor Dwyer-Yes, Councilor Hackett-Yes, Councilor Happel-Yes, Councilor Harrington-Yes, Councilor Haugh-Yes, Councilor Heffernan-Yes, Vice President Molisse-Yes, President Mathews-Yes.
UNANIMOUSLY VOTED.

RESIDENT AND COMMUNITY COMMENT

Robert Delaney of 27 Belmont Street- Update on Billboards

Mr. Delaney was invited to address the Council. He asked that the Town Council and the neighborhood residents be given more oversight into the billboard process as it goes forward. At a meeting in December 2019, it was requested that the administration would provide updates as they became available. As of August 10, 2020, the Council has had minimal, if any, updates. President Mathews responded that he had asked for an update in March before the COVID-19 shutdown and nothing was available at that time. He sent another memo to the administration last week requesting an update on mitigation and with his concerns regarding the billboard content on the board erected on Bristol's property (Pleasant Street). Christine Howe provided a response, and he will have copies provided to Mr. Delaney.

Mr. Delaney asked if the Council would consider a motion and vote to delegate the oversight of the agreements and the Zero Finnell Drive application (presently ongoing) to the Ordinance Committee, in order to continue to monitor the situation for compliance. He noted, for example, that on January 29, 2020, Mr. Peter McClary stated before the Council that light-blocking technology would be ordered and installed within 6-8 weeks, and the billboard lowered. Neither has been done. Can the Ordinance Committee become the implementation agent and disperse any updates on the application? President Mathews responded that in his memo to the Mayor, he had specifically asked about the status of the light-blocking technology and lowering of the billboard, and was told it couldn't move forward because of the COVID crisis. Mr. Delaney

responded that he wasn't sure they could rely on that statement as accurate since Mr. McClary's statement was in January, and the business shutdowns didn't occur until March.

A motion was made by Councilor Harrington to refer the matter to the Ordinance Committee to act in the capacity of oversight for all billboard activities and was seconded by Councilor Heffernan.

Councilor Heffernan noted the Council has been dealing with this issue for nearly a year, and many meetings were held before the pandemic. Now that they are revisiting, he would like to take a deeper dive into Mr. Delaney's questions for clarity for the constituents, and transparency towards a positive resolution.

A roll call vote was taken: Councilor Burga-Yes, Councilor DiFazio-Yes, Councilor Dwyer-Yes, Councilor Hackett-Yes, Councilor Happel-Yes, Councilor Harrington-Yes, Councilor Haugh-Yes, Councilor Heffernan-Yes, Vice President Molisse-Yes, President Mathews-Yes.
UNANIMOUSLY VOTED.

PUBLIC HEARINGS

20 088- Traffic Regulations- Speed Limit- A Portion of Street

A motion was made by Vice President Molisse to open the public hearing on measure 20 088 and was seconded by Councilor Haugh. This was advertised on July 31, 2020.

A roll call vote was taken: Councilor Burga-Yes, Councilor DiFazio-Yes, Councilor Dwyer-Yes, Councilor Hackett-Yes, Councilor Happel-Yes, Councilor Harrington-Yes, Councilor Haugh-Yes, Councilor Heffernan-Yes, Vice President Molisse-Yes, President Mathews-Yes.
UNANIMOUSLY VOTED.

Director Luongo presented the changes with Traffic Engineer Owen MacDonald. Director Luongo reported this was specifically to look at speed limits on East Street. The Planning Department and Councilor DiFazio sponsored a public meeting that garnered many comments, not all related to this public hearing.

Councilor DiFazio, Traffic Engineer Owen MacDonald and Sgt. Morse received a lot of feedback on other things besides the speed limit.

Traffic Engineer Owen MacDonald provided a Powerpoint presentation. The proposal is to reduce the speed limit from the statutory 30 to 25-mph. This action requires MassDOT approval. Two speed studies were undertaken by the Weymouth Police Department and he reviewed the findings, with the Police Department's conclusion that increased traffic enforcement could curb speeders.

The Weymouth Police Department deployed its Speed Trailer in front of 399 East Street from Wednesday, March 18th to March 27th, with the following findings:

A total of **9,973** speeds were recorded. **The average speed recorded was 27mph.**

- **4964 speeds were recorded at 30mph or below.**
- **3764 speeds were recorded between 31mph and 35mph**
- **1040 speeds were recorded between 36mph and 40mph**
- **171 speeds were recorded between 41mph and 45 mph**
- **22 speeds were recorded between 46mph and 50 mph**
- **12 speeds were recorded at 51mph or higher. The highest speed recorded in the nine day period was 59mph**

Based on this analysis it would appear that the vast majority of vehicles on East Street are operating safely. There are obviously a few outliers that are operating way too fast. The Police Department can attempt to curb this with some increased traffic enforcement.

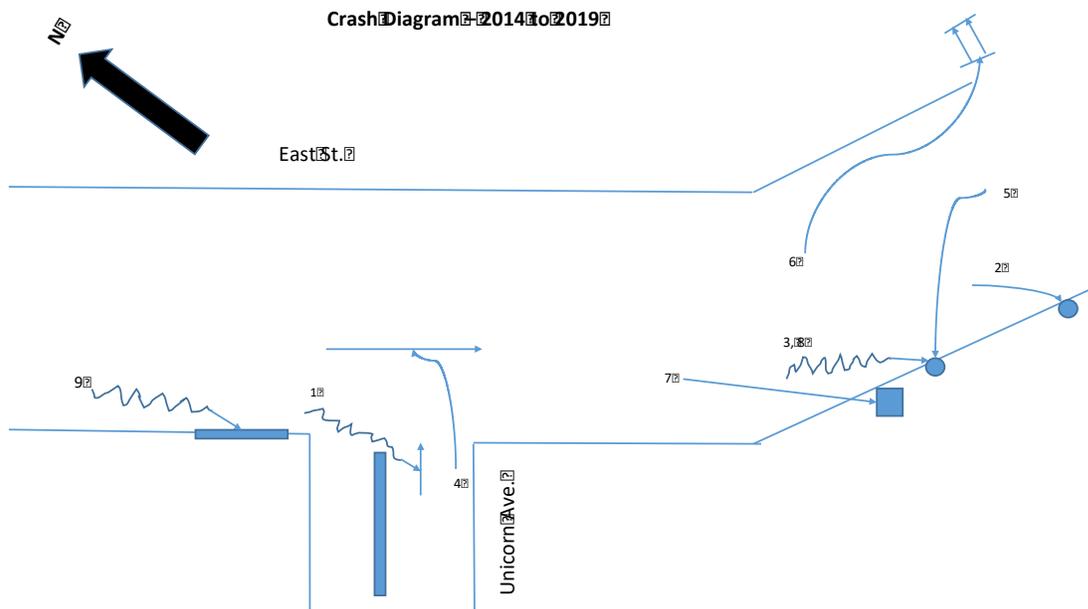
Mr. MacDonald continued. A second speed study was conducted and summary provided:

In addition, travel speeds were recorded in accordance with MassDOT guidelines at 513 East Street on May 20, 2020 between 12:05 PM and 2:00 PM. Weather conditions were clear and dry. The summary is as follows:

Category	Speed (MPH)	
	Southbound	Northbound
85%	34	33
Mean	30.9	30.3
Median	31	30
Mode	31	31
Maximum	51*	42

***Motorcycle, Car maximum = 37 MPH.**

Crash history was also looked with regard to MassDOT approval for speed limit. The diagram shows crashes on East Street in the vicinity of Unicorn over a 5-year period:



There were nine in total; 1 was eliminated from the summary since it didn't pass through the Unicorn Avenue intersection; 4 were a result of skidding accidents on icy or snowy roads. One was a driver who ran a stop sign and struck a vehicle passing through. The other 3 were all law violations-excessive speed, OUI or driver negligence:

East Street/ Unicorn Avenue Crash Data – 2014 – 2019

Num.	Incident #	Date	Time	Injury	Comments
1	14-1187	12/20/14	18:28	N	Slid; snowy, icy road.
2	16-1208	12\10\16	21:31	Y	High Speed; Operating to Endanger
3	17-244	3\11\17	01:29	N	Snow storm; Skidded; Snow and Ice on road.
4	18-12	1\3\18	13:08	Y	Ran Stop Sign
5	18-89	1\18\18	09:36	N	
6	18-535	6\12\18	21:09	Y	High Speed; Revoked License
7	19-761	9\8\19	00:52	Y	OUI; Negligent Operation
8	19-1056	12\2\19	22:05	N	Slid; Snow, icy road.
9	19-1062	12\3\19	06:18	N	Slid: Snow, icy road

The conclusion, given alignment of that portion of East Street, for the number of crashes that were “spectacular,” the speed reduction is justified. A number of comments were made at the public meeting under traffic regulation. The current measure considers the speed on the less well-aligned portions of East Street, essentially between Hanian Drive and Commercial Street. Other suggestions included:

- extend the 25 mph speed limit for the whole length of East Street, to Green or North Streets
- All-ways stop at the intersection of East Street and Unicorn Avenue

A number of other accidents were not specifically speed related. Warning signs, speed humps, parking and speed enforcement, warning signs for blind drives or intersections with advisory speed if necessary, relocation or supplementing the stop sign on Unicorn Avenue around growing vegetation, freshening lines, crosswalk signs, speed feedback sign, additional street lighting and concerns about the train horn at the crossing.

Further investigation was conducted on the all-ways stop. The traffic counts taken at the intersection in January, 2020. Traffic volume on East is noticeably higher than on Unicorn Avenue. Warrants are published for all-way stops. He noted that the criteria were not met for this conclusion. Since the crashes generally were a failure to maintain control to road conditions, and the spectacular ones due to law-breaking, a stop sign will not cause a motorist who is not already obeying the law to stop, but will it cause a motorist who is otherwise not obeying the law to stop? He does not know the answer.

Councilor DiFazio asked Mr. McDonald to expand on the initial pursuit of the measure after data and resident feedback received, was asking the Council to consider lowering the speed limit to 25 mph between Hanian Drive and Commercial Street on East Street. The alternative route would be for the administration to pursue the authority to lower the speed limit on any and all streets they choose. He asked if this is still a consideration? Mr. MacDonald responded yes; the state enacted legislation a few years ago and the Council would be required to vote to accept that part of state law. Councilor DiFazio asked if the Mayor is seeking that route still; he had heard that the implementation of lowering the speed would be quicker if the Mayor were to pursue rather than getting the 25 mph signage up on East Street. Mr. MacDonald responded that is correct; a measure would be drafted and submitted to the Mayor for submittal to Council. It has not happened yet. Director Luongo asked if it would also be subject to a public hearing. Mr. MacDonald will check. Mr. Luongo added that the town can exempt some streets from the 25-mph, such as the main arterials that would have to be included in the measure (Commercial, Broad, Middle, etc.). Mr. MacDonald and Sgt. Morse can determine those. This measure, however, may be a quicker remedy for the concerned residents.

Councilor DiFazio added that some of the resident comments asked to consider 25 mph all the way from Green Street to Commercial Street; the reason being that with changing speeds on one street make it difficult for the driver to keep informed. East Street has been a point of contention for years. It's a cut through, and a proposed development on Wharf Street might further exacerbate traffic on the end of East Street at Commercial Street. Many residents have contacted him and the administration requesting traffic control in the area. They welcome all comments as the Town Council has the ability to amend the measure as they see fit.

President Mathews asked if there were any comments from the public, to which there were the following:

Kevin Marinella, 320 East Street – He supports lowering the speed limit and also adding an all-way stop sign at Unicorn Avenue. There are many skid-out accidents in the winter. A stop sign would help to prevent skidding out accidents.

President Mathews noted it was discussed in the previous Ordinance Committee meeting, Sgt. Morse and Owen MacDonald provided the Council with a memo noting in order to place a stop sign, certain criteria must be met, and the intersection didn't meet the criteria. Mr. MacDonald elaborated; the criteria includes:

- 5 or more accidents in a 12-month period, which includes right and left turn collisions and right angle collisions. In this case, it is considerably below the volume threshold.
- Minimum traffic volume- on main streets on both approaches- counts taken (morning and afternoon peak times) didn't meet the threshold.
- Combination of vehicles, pedestrians and bicycles- volumes did not meet criteria – they were minimal and considerably less than the requirements.

President Mathews asked if the criteria are from MassDOT or federal guidelines? Mr. MacDonald responded that Federal Highway Administration issues the standards (Manual and Uniform Traffic Control Devices, 2009 publication, with 2012 updates), and they are accepted by MassDOT. The intersection did not meet any of the five criteria for installation of a stop sign.

Mr. Marinella noted the study was done over a single day and that should not be the norm.

Councilor DiFazio asked Mr. MacDonald if it is an absolute requirement that one of the warrant's criteria must be met for a stop sign or could they move forward with an application for a stop sign without it-- with sufficient justification? Mr. MacDonald responded that a stop sign does not require MassDOT approval. Councilor DiFazio noted a similar situation exists on Church Street to Commercial. Heading to the Landing, there is a hill in the middle of an intersection with a curve. 90% of the complainants in the community meeting asked for some sort of traffic control on Unicorn Avenue heading south to Commercial. Mr. MacDonald reiterated: that this does not require MassDOT approval.

Philippe Bolduc, 324 East Street- his property was the subject in Crash #6, which totaled both cars in his driveway in which the driver lost his life. He would like to see a stop sign at the intersection. It would be opportunistically placed to stop traffic before the intersection. East Street is mostly flat, and cars gain momentum, up the hill towards Unicorn. A stop sign would prevent crashes after the curve hitting property. Half of the accidents surveyed were caused by speeding. The study was conducted pretty far from the intersection, and he asked why motorcycle crashes were segregated from the other statistics. It was an outlined in a 2-hour study. Several cars were traveling in excess of 50 mph. The nature of that section of East Street is very different at 399 East Street. He strongly supports a stop sign. Mr. MacDonald noted he did take some speeds along the hill, but the findings were insignificant.

Russ Drysdale, 475 East Street- supported an amendment of the measure to include the whole length of East Street. He is also in favor of the all-way stop sign. Adopting a 25 mph town-wide, under MGL Ch. 90, §17C reduces the statutory speed limit and would not override already posted speeds. East Street is already posted at 30 mph. So the measure still needs to be pursued specific to East Street.

A motion was made by Vice President Molisse to close the public hearing on measure 20 088 and was seconded by Councilor Harrington.

Councilor Haugh asked Mr. MacDonald where the speed limit signs would be posted on East Street and where they are now? He responded that there is one located on East Street facing south, just south of Unicorn Avenue.

Mr. MacDonald responded to Mr. Drysdale's comment regarding speed limit. Signs that were put up to inform motorists and technically were not supposed be put up. There is no ordinance indicating it is 30 mph on East Street.- Councilor Haugh added that you don't see a speed limit coming from North Weymouth until after Unicorn Avenue. If they were to go with posting the whole street, they'd need one southbound on the North Weymouth end.

A motion was made by Vice President Molisse to withdraw the motion to close the public hearing and was seconded by Councilor Harrington.

Russ Drysdale noted there is a sign southbound just past Green Street and the one at Wharf Street was knocked down about a year ago.

A motion was made by Vice President Molisse to close the public hearing on measure 20 088 and was seconded by Councilor Hackett.

A roll call vote was taken: Councilor Burga-Yes, Councilor DiFazio-Yes, Councilor Dwyer-Yes, Councilor Hackett-Yes, Councilor Happel-Yes, Councilor Harrington-Yes, Councilor Haugh-Yes, Councilor Heffernan-Yes, Vice President Molisse-Yes, President Mathews-Yes.
UNANIMOUSLY VOTED.

COMMUNICATIONS AND REPORTS FROM THE MAYOR, TOWN OFFICERS AND TOWN BOARDS

20 098-Call of the State Primary-Action Requested Under 2-9 (b)

Joe Callanan presented on behalf of the Mayor's Office. That in the name of the Commonwealth, the Town of Weymouth is hereby required to notify and warn the inhabitants of said Town, who are qualified to vote in the state primary election to vote on Tuesday, September 1, 2020.

A motion was made by Vice President Molisse to consider measure 20 098 under 2-9(b), same night action and was seconded by Councilor Hackett.

A roll call vote was taken: Councilor Burga-Yes, Councilor DiFazio-Yes, Councilor Dwyer-Yes, Councilor Hackett-Yes, Councilor Happel-Yes, Councilor Harrington-Yes, Councilor Haugh-Yes, Councilor Heffernan-Yes, Vice President Molisse-Yes, President Mathews-Yes.
UNANIMOUSLY VOTED.

A motion was made by Vice President Molisse to approve measure 20 098; that in the name of the Commonwealth, the Town of Weymouth is hereby required to notify and warn the

inhabitants of said Town, who are qualified to vote in the state primary election to vote on Tuesday, September 1, 2020. Councilor Hackett seconded the motion.

A roll call vote was taken: Councilor Burga-Yes, Councilor DiFazio-Yes, Councilor Dwyer-Yes, Councilor Hackett-Yes, Councilor Happel-Yes, Councilor Harrington-Yes, Councilor Haugh-Yes, Councilor Heffernan-Yes, Vice President Molisse-Yes, President Mathews-Yes.
UNANIMOUSLY VOTED.

20 099-Amendment to the Appropriation Amount Necessary for Replacing the Ralph Talbot Primary School Boiler System, Order 20 011

Joe Callanan presented on behalf of Mayor Hedlund, and requests that the Town of Weymouth, through Town Council with the approval of the Mayor, hereby amends a previous order of the Town Council in the following manner: the first paragraph of Order 20 011 of the Town of Weymouth is hereby amended by striking out the words “One Million Dollars (\$1,000,000.00)” and inserting in place thereof the following phrase: “One Million, Three Hundred and Twenty-Four Thousand, and Seven Hundred and Fifty-Four Dollars (\$1,324,754).”

A motion was made by Vice President Molisse to refer measure 20 099 to the Budget/Management Committee and was seconded by Councilor Harrington. President Mathews reported this matter is time sensitive and the Council will have to address it before the end of summer.

A roll call vote was taken: Councilor Burga-Yes, Councilor DiFazio-Yes, Councilor Dwyer-Yes, Councilor Hackett-Yes, Councilor Happel-Yes, Councilor Harrington-Yes, Councilor Haugh-Yes, Councilor Heffernan-Yes, Vice President Molisse-Yes, President Mathews-Yes.
UNANIMOUSLY VOTED.

REPORTS OF COMMITTEES

Ordinance Committee-Chair Ken DiFazio

Councilor DiFazio reported that the Ordinance Committee met on June 29, 2020 and August 4, 2020 and deliberated the following five miscellaneous amendments to the Town’s Code of Ordinances:

20 089-Proposed Miscellaneous Amendments to the Town’s Zoning Ordinance / Garages

This measure was referred to the Ordinance Committee on May 28, 2020. The Committee met on June 29, 2020 and on August 4, 2020 voted to forward to the full Town Council with a recommendation for favorable action, pending a favorable public hearing. A joint public hearing was held with the Planning Board on July 13, 2020 and the Planning Board voted affirmatively on July 21, 2020.

On behalf of the Ordinance Committee, a motion was made by Councilor DiFazio to approve measure 20 089; that the Town of Weymouth, through Council with the approval of the Mayor, hereby amends the Town of Weymouth Ordinances in the following manner:

Section 1. Section 120-12 (A) of the Town of Weymouth Zoning Ordinance, which regulates accessory structures within the R-1 District, is hereby amended by striking out that subsection and inserting in place thereof the following subsection:-

- A. Garage space for storage of not more than three automobiles.
 - o Maximum height shall be determined as below:
 1. On any lot containing 25,000 square feet or more, a garage may be built to the height of the primary structure provided that is constructed on a permanent foundation, is of wood construction, and meets all other dimensional requirements of this bylaw.
 2. On any lot less than 25,000 square feet, the maximum height of a detached garage shall be one and a half stories and a maximum of 21 feet at the highest point provided that is constructed on a permanent foundation, is of wood construction and meets all other dimensional requirements of this bylaw.

Section 2. Section 120-13 (B) of the Town of Weymouth Zoning Ordinance is hereby amended by striking out that subsection and inserting in place thereof the following subsection to provide the ability to construct a prefabricated, as further restricted above, by Special Permit:-

- B. Garages.
 1. Garage space for storage of more than three automobiles;
 2. Garage structure that does not comply with dimensional requirements of 120-12;
 3. Garage structure made of prefabricated metal; or
 4. Any combination of these circumstances.

Vice President Molisse seconded the motion.

A roll call vote was taken: Councilor Burga-Yes, Councilor DiFazio-Yes, Councilor Dwyer-Yes, Councilor Hackett-Yes, Councilor Happel-Yes, Councilor Harrington-Yes, Councilor Haugh-Yes, Councilor Heffernan-Yes, Vice President Molisse-Yes, President Mathews-Yes.
UNANIMOUSLY VOTED.

20 090-Proposed Miscellaneous Amendments to the Town's Zoning Ordinance / Commercial Corridor Overlay District Setbacks

This measure was referred to the Ordinance Committee on June 1, 2020. The Committee met on June 29, 2020 and on August 4, 2020 voted to forward to the full Town Council with a recommendation for favorable action, pending a favorable public hearing. A joint public hearing was held with the Planning Board on July 13, 2020 and the Planning Board voted affirmatively on July 21, 2020.

On behalf of the Ordinance Committee, a motion was made by Councilor DiFazio to approve measure 20 090; 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. Section 120-25.17 (B) of the Town of Weymouth Zoning Ordinance, regulating setbacks within the Commercial Corridor Overlay District, is hereby amended by adding after

the first sentence in the first paragraph of that subsection, entitled “Setbacks,” the following new sentence:-

To the greatest extent practicable, parking for the commercial use will be provided at the front of the building with parking for the residential component concentrated behind the building.

Section 2. section 120-25.17 (B) (1) of the Town of Weymouth Zoning Ordinance is hereby amended by striking out that subsection and inserting in place thereof the following subsection:-

1. The Board of Zoning Appeals shall have the authority to approve the front setback based on the goals articulated above and subject to the review of the Weymouth Fire Department, Planning Department, and Traffic Engineer. Further, when the front setback will be used for parking, a minimum of 70 feet will be provided to allow for a minimum five (5) foot landscape are along the frontage, a row of parking, and a travel aisle.

Vice President Molisse seconded the motion.

A roll call vote was taken: Councilor Burga-Yes, Councilor DiFazio-Yes, Councilor Dwyer-Yes, Councilor Hackett-Yes, Councilor Happel-Yes, Councilor Harrington-Yes, Councilor Haugh-Yes, Councilor Heffernan-Yes, Vice President Molisse-Yes, President Mathews-Yes.
UNANIMOUSLY VOTED.

20 091-Proposed Miscellaneous Amendments to the Town’s Zoning Ordinance / Correction of Scrivener Error

This measure was referred to the Ordinance Committee on June 1, 2020. The Committee met on June 29, 2020 and on August 4, 2020 voted to forward to the full Town Council with a recommendation for favorable action, pending a favorable public hearing. A joint public hearing was held with the Planning Board on July 13, 2020 and the Planning Board voted affirmatively on July 21, 2020.

On behalf of the Ordinance Committee, a motion was made by Councilor DiFazio to approve measure 20 091; 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. The first paragraph of Order 16 015 of the Town of Weymouth Ordinances is hereby amended by striking out the words “Parcel E: 2.93 acres of Southfield Open Space” and “Parcel G: 0.08 Acres of Southfield Open Space” inserting in place thereof the following phrase:-

Town of Weymouth Atlas Parcels:

- Sheet 54 - Block 597 - Lot 155
- Sheet 54 - Block 597 - Lot 158
- Sheet 54 - Block 597 - Lot 159
- Sheet 54 - Block 597 - Lot 160
- Sheet 54 - Block 597 - Lot 161
- Sheet 54 - Block 597 - Lot 162
- Sheet 54 - Block 597 - Lot 163

This corrects a clerical error that occurred subsequent to the White Street Rezoning decision of 2016.

Section 2. Section three of Order 18 002 of the Town of Weymouth Ordinances is hereby amended by striking out the words “120.106.2” and “120.106.3” and inserting in place thereof the following text:-

“120.106.3” and “120.106.4,” respectively.

This corrects the inadvertent duplication of Section numbers provided in the 2018 Measure.

Vice President Molisse seconded the motion.

A roll call vote was taken: Councilor Burga-Yes, Councilor DiFazio-Yes, Councilor Dwyer-Yes, Councilor Hackett-Yes, Councilor Happel-Yes, Councilor Harrington-Yes, Councilor Haugh-Yes, Councilor Heffernan-Yes, Vice President Molisse-Yes, President Mathews-Yes.

UNANIMOUSLY VOTED.

20 092- Proposed Miscellaneous Amendments to the Town’s Zoning Ordinance / Dimensional Requirements / Highway Transition

This measure was referred to the Ordinance Committee on June 1, 2020. The administration officially withdrew this measure from consideration.

20 093-Proposed Miscellaneous amendments to the Town’s Zoning Ordinance / Dimensional Requirements / Public Open Space

This measure was referred on June 1, 2020. The Committee met on June 29, 2020 and on August 4, 2020 voted to forward to the full Town Council with a recommendation for favorable action, pending a favorable public hearing. A joint public hearing was held with the Planning Board on July 13, 2020 and the Planning Board voted affirmatively on July 21, 2020.

On behalf of the Ordinance Committee, a motion was made by Councilor DiFazio to approve measure 20 093; 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. Attachment 1 of section 120 of the Town of Weymouth Zoning Ordinance is hereby amended, in the row for “R-s” district and the column for “Minimum Lot Area,” by inserting at the end of the text the following new phrase:- “to a maximum of three (3) total units.”

This is to provide clarification to the Table of District Regulations and to better align with the text of the existing R-2 ordinance.

Section 2. Attachment 1 of section 120 of the Town of Weymouth Zoning Ordinance is hereby amended, in the row for “POS” district and the column for “Maximum Height.” By striking out the work “less” and inserting in place thereof the following text:-“greater”

Vice President Molisse seconded the motion.

A roll call vote was taken: Councilor Burga-Yes, Councilor DiFazio-Yes, Councilor Dwyer-Yes, Councilor Hackett-absent, Councilor Happel-Yes, Councilor Harrington-Yes, Councilor Haugh-Yes, Councilor Heffernan-Yes, Vice President Molisse-Yes, President Mathews-Yes.

UNANIMOUSLY VOTED. 9-0 (Councilor Hackett’s connection was interrupted.)

ADJOURNMENT

The next regular meeting of the Town Council has been scheduled for Monday, September 8, 2020. At 8:53 PM; there being no further business, a motion was made by Vice President Molisse to adjourn the meeting and was seconded by Councilor Haugh.

A roll call vote was taken: Councilor Burga-Yes, Councilor DiFazio-Yes, Councilor Dwyer-Yes, Councilor Hackett-absent, Councilor Happel-Yes, Councilor Harrington-Yes, Councilor Haugh-Yes, Councilor Heffernan-Yes, Vice President Molisse-Yes, President Mathews-Yes.
UNANIMOUSLY VOTED, 9-0.

Respectfully Submitted by Mary Barker as Recording Secretary

Approved by Arthur Mathews as President of the Town Council

Approved unanimously on 8 September 2020