

Braintree-Weymouth Landing Revitalization

Planning Report and Recommendations

FINAL REPORT

1 June 2010

Prepared by:



Metropolitan Area Planning Council

www.mapc.org

for:



Town of Braintree

Joseph Sullivan, Mayor



Town of Weymouth

Susan Kay, Mayor

Funded by the *District Local Technical Assistance Program*

About this report

The Metropolitan Area Planning Council conducted a planning study on the revitalization of the Braintree-Weymouth Landing business district and surrounding areas. MAPC's work was conducted at the request of Mayor Susan Kay and Mayor Joseph Sullivan, in accordance with a scope of work developed jointly by the towns and MAPC. MAPC's work was paid for through funding provided by the Commonwealth's District Local Technical Assistance program. All services were provided at no direct cost to the towns.

MAPC's work included extensive research, analysis, and mapping; two large-scale public meetings; multiple site visits; extensive one-on-one consultation with local stakeholders and elected officials; and numerous meetings and conversations with municipal planners. We found widespread and consistent support for the vision of the Landing as a vibrant, attractive, and functional village center with new development that complements the area's character and surrounding neighborhoods. We also found differences of opinion about the future of specific sites or certain recommendations.

This report presents a synthesis of MAPC's findings and recommendations for the Landing so far. The specific deliverables called for in the scope of work are included as appendices or will be provided under separate cover. MAPC has carefully considered the suggestions and concerns of community members, municipal staff, and elected officials throughout the process and has sought to accommodate these interests to the extent possible. In some cases, substantive differences of opinion remain unresolved. The recommendations in this report reflect MAPC's professional judgment. We recommend continued dialogue and public engagement to build community consensus, recognizing that the final decisions on these issues will be made by Mayor Kay, Mayor Sullivan, and their staff.

MAPC looks forward to supporting the towns as they work to build consensus and implement strategies for a revitalized Landing.

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Table of Contents

Introduction	1
Short-Term Recommendations “At a Glance”	2
The Landing’s Assets and Potential	3
Analysis of the Study Area.....	4
Long Term Land Use Plan	5
Strategies and Recommendations for Revitalization of Weymouth Landing	6
1) Support new development with zoning and incentives	6
2) Improve the walking/biking experience.....	9
3) Make efficient use of existing parking	12
4) Strengthen and diversify the business mix.....	13
5) Enhance sense of place and aesthetics.....	14
6) Leverage waterfront connections.....	15
Appendix A: Proposed Braintree-Weymouth Landing Zoning District.....	16
Appendix B: Weymouth Landing Parking Inventory Map	26
Appendix C: Recommended Pedestrian / Design Priorities.....	27
Appendix D: Analysis of Existing Zoning	30
Appendix E: Visioning Session Notes.....	32
Appendix F: Façade Design and Sign Guidelines Memo	35
Appendix G: November Workshop Meeting Notes	36
Appendix H: Phase II Scope of Work.....	39
Appendix I: Recommended Land Use Plan.....	41

Introduction

Braintree-Weymouth Landing has outstanding potential as a village center, shopping district, transit village, and community destination. Over the recent years, the surrounding communities have invested considerable time and effort to help realize this potential. Municipal officials, residents, the South Shore Chamber of Commerce, the Weymouth and Braintree Business Councils, and individual property owners have all been working together on a brighter future for the Landing. These efforts are beginning to bear fruit, with the recent award of \$2.4 million to a Public Works and Economic Development (PWED) proposal submitted jointly by the two towns. Other signs of revitalization include the reconstruction of Sacred Heart Church, Weymouth's application to place Front Street on the National Register of Historic Places, and the opening of the commuter rail station and associated improvements. Nevertheless, many challenges remain, including

Over the past year, the Metropolitan Area Planning Council has worked with representatives of the two municipalities and community members to identify the challenges facing the Landing and develop a comprehensive set of strategies to revitalize the area. This report and its appendices outline our findings and recommendations for zoning, infrastructure, design, and economic development in the Landing.

Our work was guided by numerous meetings with Mayors Sullivan and Kay, municipal staff, town councilors, neighborhood advocates, and business leaders. MAPC organized two large scale public meetings in July and November 2009, which attracted a combined 180 participants. MAPC also presented draft recommendations at a joint meeting of the Braintree and Weymouth Business Councils and participated in a design "charrette" with local architects.

MAPC has identified the recommendations on the following page as "early action" items that can be accomplished in 2010; more detailed recommendations are presented later in the report.

Short-Term Recommendations “At a Glance”

1. Support **new development** with zoning and incentives.
 - Adopt a consistent “Landing Center” zoning district that encourages 3 – 4 story, mixed-use development along Commercial Street/Washington St. Reduce parking requirements “as of right” to create permitting predictability necessary to encourage private investment.
 - Adopt a “Monatiquot” zoning district on selected waterfront properties in Braintree to encourage a mix of primarily residential development and open space. Provide density bonuses in exchange for the provision of publicly accessible walkways and open space.
 - Protect transition to surrounding neighborhoods by expanding Weymouth’s R-2 district to include some parcels along Commercial Street currently zoned B-2.
 - Begin process of Tax Increment Financing proposal and investigate other incentives.
2. Improve the **walking/biking experience**.
 - Focus limited PWED resources on improvements in the core of the business district (from the Monatiquot River in Braintree to Front Street in Weymouth.) Implement state-of-the-art crosswalk and intersection designs on Commercial Street and Quincy Ave.
 - Submit application to MPOs new Clean Air and Mobility Program (deadline April 1) for additional pedestrian/bike/transit improvements.
 - Obtain free bike racks and install in strategic locations
 - Evaluate signal timing improvements and adjust as necessary
3. Make efficient use of **existing parking**.
 - Combine public and private funds to make high-impact improvements to municipal parking lot area: striping, signage, removal of construction debris, and basic landscaping.
 - Work with property owner to establish a pedestrian walkway from municipal lot to street at 19 Commercial Street.
 - Begin planning for a comprehensive parking study
4. Strengthen and diversify the **business mix**.
 - Form a Joint Economic Development Committee comprised of property owners, merchants, and residents to help promote development in the Landing. Seek funding for a comprehensive market analysis.
 - Begin joint marketing: business directory, brochure, website, posters
5. Enhance **sense of place** and aesthetics.
 - Establish a Joint Design Committee comprised of the two chief planners and one design professional from each town, to provide design advice during Site Plan Review and Special Permit process.
 - Eliminate parking requirements for outdoor patio seating for restaurants and cafes.
 - Encourage creation of a “Smelt Run” walkway through setback requirements in Landing Center zoning district.
 - Adopt Weymouth’s existing “Design Guidelines for the Village Center” (currently in draft form) as official design guidelines for the Landing Center and Monatiquot zoning subdistricts.
6. Leverage **waterfront connections**.
 - Work with legislative delegation and state officials to encourage MBTA to fulfill its commitment to funding Smelt Run daylighting. Complete construction of canoe launch.
 - Seek public-private partnerships for creation of publicly accessible open space at BELD property on Allen Street.
 - Evaluate removal of chain-link fence on Quincy Avenue bridge as part of PWED.

The Landing's Assets and Potential

Hayward's *New England Gazetteer* of 1839 identifies the Landing as a “principal place of business” in Braintree and Weymouth and notes “this place, being at the head of navigation for a large and flourishing section of country, has long enjoyed, and must ever possess *superior privileges as a place of trade.*” While the importance of water navigation has diminished since that time, the Landing still possesses “superior privileges” that support a revitalized role as a village center:

- **Transportation options and access**, including the Greenbush commuter rail line, MBTA bus service to Quincy Center or South Weymouth, and car access to Route 3 or Boston.
- Many **successful businesses**, including both long-time community institutions (El Sarape, Nick's) and recent additions (Woof and Whimsy, Blue Pointe.)
- The **purchasing power** of 14,000 residents within easy walking or biking distance; also the potential market of commuter rail riders and drivers passing through the district.
- Potentially developable **waterfront** properties, existing marinas, and waterfront parks that create diverse coastal recreation opportunities for residents and visitors.
- **Community resources and leadership**, represented by two mayors collaborating on joint planning as well as neighborhood groups, community institutions, and hundreds of committed residents.

These “superior privileges” create outstanding potential for the development and revitalization of the Landing. Capitalizing on these districts assets can help it to become:

- The “go-to” business district for neighborhood residents looking for anything from a loaf of bread to a special gift or a dinner with friends.
- A hotbed of new business opportunities for merchants, both existing stores that want to expand their offerings and new ventures looking for a site in a thriving village center.
- A place of exciting development opportunities for property owners.
- A growing village with new housing opportunities for empty nesters and young professionals.
- A center of revitalization that adds to the tax base in both towns.
- A regional destination for people interested in harbor access and coastal villages.

However, the Landing currently faces a series of challenges

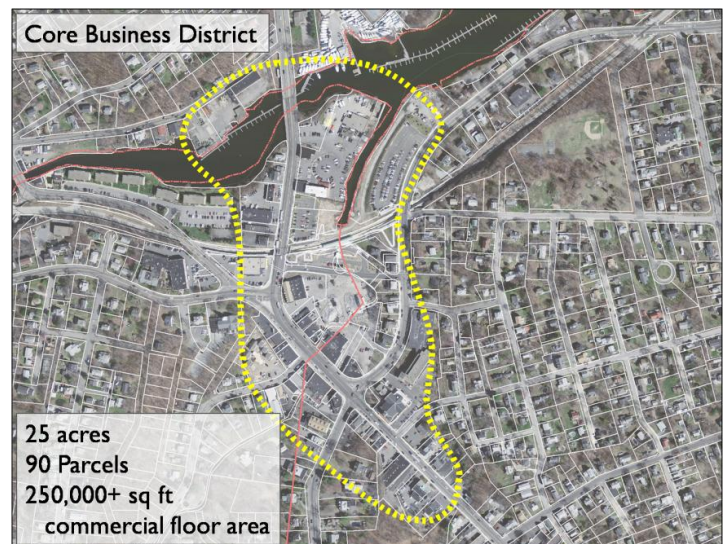
- The current mix of businesses is not “magnetic” – there are many successful businesses, but no “anchor” business or concentration of convenience retail to make the district a destination for residents’ daily shopping needs.
- There is a perceived lack of parking. There are over 250 parking spaces on-street or in the municipal parking lot, but the municipal parking lot is incomplete and suffers from a lack of signage or pedestrian-friendly access to Commercial Street.
- Barriers to walking and biking discourage people from walking to the district or visiting multiple shops while they are there. Crossing Quincy Ave/Commercial Street is particularly challenging, with only three crosswalks from the Monatiquot River to Sacred Heart Church. Very wide intersections with long crosswalks do not provide pedestrian safety. Addressing these issues is complicated by the traffic management challenges associated with the high volume of vehicles that pass through the Landing every day.
- Obstacles to significant new construction include very high parking requirements that effectively prohibit the creation of multi-story mixed use buildings. For every 1,000 square feet of first floor retail space, existing zoning bylaws in both towns require 2,000 square feet of parking (5 spaces.)

- The waterfront is largely blocked by industrial uses, on both the north and south sides of the Monaquot River. Because the canoe launch north of the MBTA parking lot is not yet complete, the waterfront path along the Smelt Run does not lead to a logical destination. Even along the Monaquot River bridge, the view is blocked by a high chain link fence.
- The district is aesthetically dominated by auto traffic and lacks a well-defined “sense of place.” There are some buildings with historical and architectural character (Brava Building, Weymouth Savings Bank, U.S. Post Office, others), but much of the district comprises nondescript single-story retail or industrial buildings. The narrow sidewalks prevent utilization of storefront for gathering places, and the unmaintained rear of buildings around the municipal parking lot contributes to a sense of disinvestment.

Analysis of the Study Area

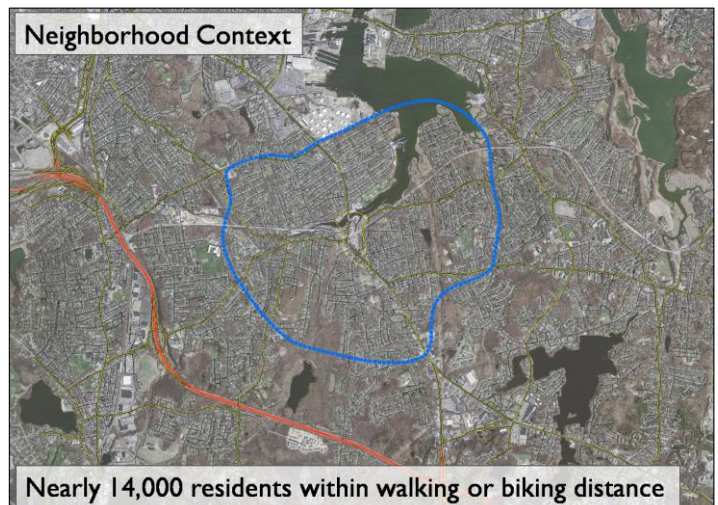
Core Business District:

- The Braintree-Weymouth Landing “Core Business District” extends along Washington Street, Commercial Street, and Quincy Avenue from the U.S. Post Office in Weymouth to Allen Street in Braintree.
- This district includes over 90 individual property parcels with approximately 262,000 square feet of gross floor area, based on town assessing data and MAPC estimates. 65% of this floor area is in Braintree; the remainder is in Weymouth
- The total assessed value of all land and buildings in the district is over \$33 million. 55% of this valuation is in Braintree; the remainder is in Weymouth.
- MAPC estimates that there are approximately 50,000 square feet of retail and industrial space currently vacant in the Core Business District.



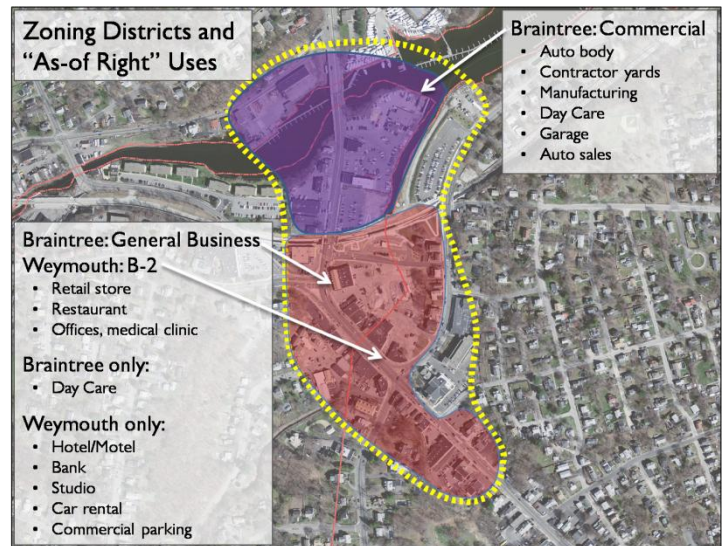
Neighborhood Context:

- The Neighborhood Context includes those residential areas within a mile of Braintree-Weymouth Landing. This comprises an area of approximately 2.4 square miles with 13,560 residents, as of the 2000 U.S. Census.
- The overall density of this neighborhood is approximately 8.7 persons per acre, including nonresidential and undeveloped areas.



Zoning

- The core business district includes three commercial zoning districts: the B-2 District in Weymouth, and the General Business District and Commercial District in Braintree.
- Allowed uses and dimensional requirements vary considerably across these three districts. Use definitions differ in the two towns, so it is not possible to make an exact comparison of the allowed uses. A matrix of allowed uses is included as Appendix D.
- Significantly, the Commercial District in Braintree allows a number of industrial uses as-of-right or by special permit that are inconsistent with the village character desired for Braintree-Weymouth Landing. Auto-related uses, warehouses, and contractor yards are all permitted as-of-right in this district.
- In Braintree, the Planning Board is the Special Permit Granting Authority. In Weymouth, the Zoning Board of Appeals is the Special Permit Granting authority.
- Both towns have parking requirements that are excessive considering the village context of The Landing and existing site constraints. For each 1,000 square feet of first-floor retail or office space, current zoning requires five parking spaces, equivalent to 2,000 square feet of parking area after accounting for stalls and aisles. A matrix comparing parking requirements is included in Appendix D.



Long Term Land Use Plan

The Recommended Land Use Plan for the Landing is provided as Appendix I.

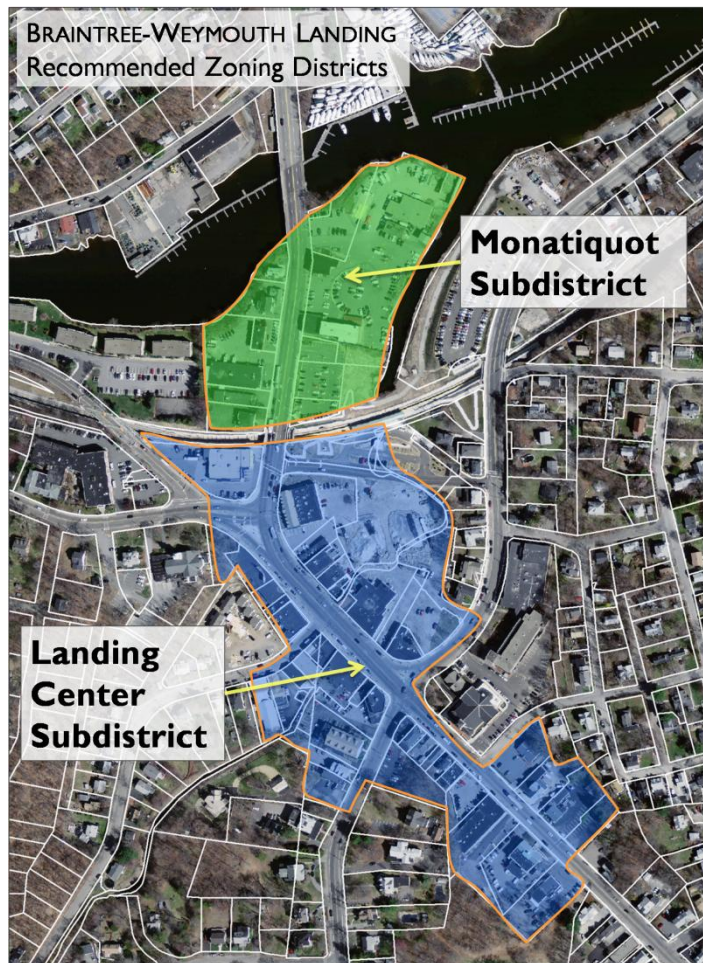
Strategies and Recommendations for Revitalization of Weymouth Landing

I) SUPPORT NEW DEVELOPMENT WITH ZONING AND INCENTIVES

Short Term Actions

A. Adopt a new Braintree-Weymouth Landing Zoning District that encourages 3 – 4 story, mixed use development with reduced parking requirements.

- The district would operate as a “Mandatory Overlay” district, meaning that the underlying zoning would remain in place. All new development would be required to conform with the new zoning district. Existing uses and limited expansions of existing uses would be subject to the current base zoning.
- The 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.
- MAPC does NOT recommend rezoning the BELD Allen Street parcel at this time. There is a separate community design process underway to plan for that site.
- The 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. Drive-throughs for non-restaurant uses would be allowed only by special permit. Drive-throughs for restaurant uses would not be permitted.
- The Monatiquot River sub-district allows some combination of residential, office, or hotel uses on the currently industrial parcels north of the MBTA tracks. As a significant gateway area into Weymouth Landing, this district calls for prominent buildings that still respect the character and scale of the village area. The zoning allows only 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 are considerably lower than current zoning, with a requirement of 1 space per 900 square feet of retail space in the Landing Center, 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.
- The proposed zoning includes provisions related to design of new development as well as pedestrian and auto circulation. Buildings in the Landing Center subdistrict will be required to face the street with a maximum 10 foot setback from the sidewalk. Parking must be in the rear, and new curb cuts along Commercial Street and Quincy Avenue are strongly discouraged. New development along the east side of Commercial Street will be required to provide pedestrian access through the block to the municipal parking lot.
- MAPC's Zoning Recommendations are included as Appendix A. Weymouth Planning and Community Development staff has already prepared a Village Center Overlay District bylaw. This bylaw is similar to the proposed Landing Center district, though it does differ from the MAPC recommendations on certain substantive issues, including process, dimensional requirements, and parking. These differences are noted in Appendix A.

B. Modify district boundaries along Commercial Street to expand R-2 District

- The stretch of Commercial Street across from Sacred Heart Elementary north to the MBTA tracks (84 – 120 Commercial Street, even-numbered addresses) includes single-family structures, some of which have been converted to multifamily or mixed uses. They are currently in the B-2 Zoning District. Intensive mixed use development allowed by the proposed Landing Center subdistrict is not appropriate for these parcels, which help to provide a transition from the surrounding residential neighborhood to the more commercial sections of the landing.
- MAPC recommends moving these parcels to the R-2 zoning district, which is specifically designed to “provide for a transitional zone between single family districts and multifamily or business districts.” This district allows multifamily uses, small offices, or a funeral home.
- MAPC suggests that the Town of Weymouth consider increasing the cap on floor area expansion allowable by special permit to allow expansion of up to 25% of the existing floor area (up from the current cap of 10% of existing floor area.)

Longer Term Actions

C. Evaluate implementation of Tax Increment Financing programs

- Tax Increment Financing (TIF) is an important incentive program that can encourage private investment in a targeted area. With a TIF program, the town may grant a partial or complete abatement of the tax increases that result from private investment (the “tax increment”), for a specified period of time up to 20 years. The Urban Center Housing Tax Increment Financing (UCH-TIF) allows towns to use TIF for housing or mixed-use developments.
- Tax increment financing may be combined with grants and loans from local, state and federal development programs.
- In order to participate in the program, the towns would need to develop and adopt a detailed TIF Plan or UCH-TIF Plan for the Landing or portions thereof. The Plan

must include development plans for proposed public and private projects, including executed agreements with the property owners who will be undertaking new development and who will be receiving tax increment exemptions. The UCH-TIF requires that 25% of the housing assisted by the exemption will be affordable.

- A TIF Zone must be in an area approved by the EACC as an [Economic Opportunity Area](#) (EOA) or found to be an area "presenting exceptional opportunities for economic development" by the Director of Economic Development.
- For more information, visit the [DIF/TIF page of the Massachusetts Smart Growth/Smart Energy Toolkit](#) or the [EOHED TIF web page](#)

D. Adopt Permitting "Best Practices" to facilitate project review

- Providing certainty and predictability to developers is critical to attracting private investment to Braintree-Weymouth Landing. The towns can help to make the permitting process more predictable and efficient by adopting a variety of recommendations outlined in *A Best Practices Model for Streamlined Local Permitting* published by the Massachusetts Association of Regional Planning Agencies in 2007.
- "Streamlined permitting" describes a process that is transparent, timely, efficient and predictable process that results in a permitting decision (yes or no) as quickly as possible without lowering any community or environmental review standards.
- Recommendations in the Best Practices Model are organized around four themes:
 - Fostering better communication among municipal regulatory boards and between those boards and applicants;
 - Standardizing forms and procedures to provide efficiency and predictability;
 - Providing sufficient resources to enable swift and competent regulatory consideration; and
 - Encouraging proactive planning, site selection and pre-permitting to expedite regulatory oversights before specific, time-constrained projects are proposed.
- Some of the specific recommendations most relevant to encouraging development in Braintree-Weymouth Landing include: objective criteria for special permits; effective use of site plan approval; two-tier assessment process; delegating minor decisions to staff; combined public hearings; and use of a project technical review team.
- The towns already use many of the strategies for streamlined permitting, such as the staff-conducted site plan review in Weymouth.
- The towns should review the Permitting Best Practices Model to determine if there are other administrative, regulatory, or statutory changes that should be made to encourage a more timely, predictable, and efficient permitting process. For example, combined public hearings should be used when a development proposal requires multiple special permits or approval of multiple boards.
- For more information, visit www.mass.gov/mpro and scroll down to [Best Practices Model for Streamlined Local Permitting](#).

2) IMPROVE THE WALKING/BIKING EXPERIENCE

Short Term Actions

- A. Focus PWED improvements in the core of the business district (from the Monatiquot River to Front Street).

The \$2.4 million Public Works Economic Development grant has the potential to support transformative change in the streetscape of Braintree-Weymouth Landing. As noted in the PWED application: “pedestrian access is the key for supporting the retention of the existing businesses but also attraction for new businesses to locate in the area.”

The PWED grant alone will not be able to pay for all the improvements identified in the application, much less all the improvements needed in the Landing and surrounding neighborhoods. Strategic design choices are needed to ensure the biggest impact for pedestrian safety and the Landing’s sense of place. Due to the high interest and expectations associated with the grant, making these choices will be challenging.

A coordinated set of high-impact improvements in the core of the district, implemented well, will attract private investment that can be leveraged for future improvements in surrounding neighborhoods. Conversely, if the PWED omits critical improvements, the Landing will be a less attractive site for development and it may be many years before the opportunity arises again.

This section outlines Guiding Strategies and Recommendations that should be incorporated into pedestrian infrastructure planning, including the scope for PWED design services and the ultimate design of the improvements.

For a detailed list of MAPC’s recommended priorities for pedestrian/design infrastructure improvements, please see Appendix C.

Guiding Strategies

MAPC recommends the following strategies for focusing PWED and other pedestrian infrastructure investments:

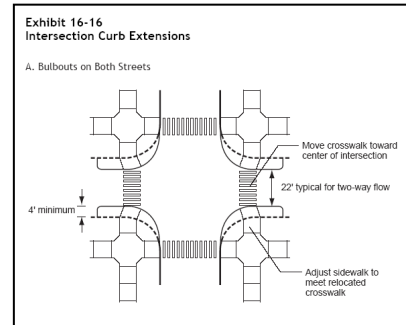
- Focus on high-impact improvements in the core of the district, from Sacred Heart church to the Monatiquot River.
- Invest in state-of-the art pedestrian amenities that will make a dramatic difference in the safety and convenience of shoppers.
- Use cost-effective approaches to sidewalk and lighting in order to stretch the budget. Install expensive materials and elaborate designs where they have the biggest impact on the district’s aesthetics.
- Consider postponing sidewalk and lighting improvements in residential areas more remote from the business district.
- Establish a capital plan for future improvements and set up a funding program to ensure that they get built.

Observations and Recommendations

MAPC has made the following observations and recommendations about the proposed improvements depicted in the PWED application and plan jointly submitted by the two towns:

1. Sidewalks and crosswalks

- The plan depicts specific crosswalk improvements at only one location (Brookside Avenue). Pedestrian convenience will be maximized by creating high-visibility crossings at intervals of 250' – 500', generally in conjunction with existing signalized intersections: F.L. Wright, Commercial St, Brookside, Front St., Post Office (mid-block).
- The plan does not depict any changes to roadway geometry or intersection radii. Curb extensions should be used to shorten the crossing distance, discourage excessive auto speeds, and increase sidewalk area for street furniture or trees. Curb extension substantially reduce the pedestrian crossing distance while increasing the pedestrian space on the intersection's corners. Curb extensions can prevent parking close to intersections, and thus improve sight distance from cross streets. Because of their high visibility, curb extensions can be an important entrance feature for a neighborhood or a district of special interest. The project design should also consider replacement of the right-turn slip lane on Commercial Street westbound at Washington Street (@ Delagos' property) with a large curb extension and a conventional right turn lane.
- For more information, see [MassHighway Project Development & Design Guide, section 16.6.2.3.](#)
- Crosswalks should include audible pedestrian signals with a digital "countdown" display. For more information, see [MassHighway Project Development & Design Guide, section 6.5.1.4.](#)
- Concrete sidewalks with brick soldier course are attractive, but more expensive than conventional concrete sidewalks. All-concrete sidewalks should be considered for adjacent side streets.



2. Lighting

- New ornamental lighting will have the greatest impact if it is installed only in the core of the district to create a feeling of "arrival." Lighting installed on residential side streets should use a cost-effective utilitarian design.
- All lighting should be fully shielded to prevent light pollution. See www.darksky.org for a list of "dark sky friendly" lighting devices, many of which have historical character.

3. Overhead utility removal

- Of all proposed improvements, utility removal has the least significant effect on pedestrian safety or access. It provides aesthetic impacts, but these benefits are small in proportion to the changes that would be produced by multi-story

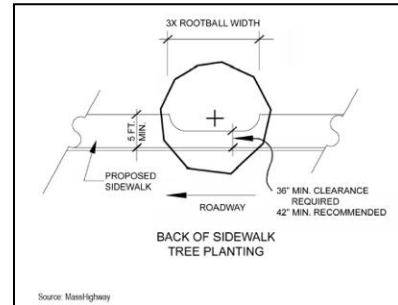


redevelopment.

- In some cases, overhead utility removal could be conducted at a later time by the private sector in conjunction with redevelopment, especially at the Delagos property (which is likely to require street opening in conjunction with utility access.)

4. Trees and street furniture

- Much of the Landing has inadequate room for conventional street tree installation. Consider “back of sidewalk” installation where necessary. For more information, see [MassHighway Project Development & Design Guide, section 13.3.1.3.](#)
- The plans do not depict installation of street furniture. Locations for street furniture such as benches should be identified in the project design, so that such furniture can be installed at a later date, possibly by the private sector in conjunction with nearby development.



B. Obtain free bike racks and install in strategic locations

- The MAPC Regional Bike Parking Program provides full reimbursement of the cost of purchasing bicycle racks (minus shipping and installation costs) for all 101 cities and towns in MAPC's region. The Boston Region MPO, the Executive Office of Transportation and the Federal Highway Administration have provided generous funding to enable 100% reimbursement of the cost of eligible bike parking equipment bought through this program.
- Weymouth has already taken delivery of its bike racks and will install them in the spring.
- For more information, visit the [Regional Bike Parking Program web page](#).

C. Evaluate signal timing improvements and adjust as necessary

Longer Term Actions

D. Develop a capital plan for transportation improvements in the Landing and surrounding areas

- A capital plan for transportation improvements (auto, transit, bike, and pedestrian) would provide a prioritized framework for making investments. With such a plan in hand, the towns could implement District Improvement Financing program or Impact Fees to finance needed improvements.

E. Evaluate alternative traffic management strategies and roadway configurations.

- Consider making Brookside Road a one-way street to minimize cut-through traffic and to reduce the number of vehicles turning onto Commercial Street.
- Consider reducing Commercial Street from four lanes to two lanes from the Quincy Ave intersection to Front Street/Washington Street. This would reduce the choke point that is created at Commercial/Washington/Front Streets as southbound traffic merges from two lanes to one. The necessary merging would happen further north at the Commercial Street / Quincy Ave intersection, where it could be managed by improved signalization. At that location, Quincy Ave is already reduced to a single southbound lane due to the dedicated turn lane at the FL Wright Boulevard. Reducing the number of travel lanes would also allow for the creation of bike lanes, wider sidewalks, and safer on-street parking.

3) MAKE EFFICIENT USE OF EXISTING PARKING

MAPC analysis indicates parking capacity for nearly 1,200 vehicles in public and private parking areas in the core district. The Parking Inventory Map is included as Appendix B.

Short Term Actions

- A. Complete striping, signage, landscaping of municipal parking lot area
 - Construction of the municipal parking lot (including daylighting of the Smelt Run) has not been completed due to lack of funds from the MBTA and escalating project cost (currently estimated at \$2.5 million). The towns should continue to press the MBTA for additional funding to complete the improvements that were conducted as part of mitigation for the Greenbush Line, and the T is required to conduct the Smelt Run daylighting as part of its Chapter 91 license. However, the MBTA is in a dire fiscal situation and improvements to the parking lot are critical to the revitalization of the Landing.
 - The towns should seek alternative funding mechanisms to pay for critical improvements that will make the parking lot safer, more attractive, and more useful. Such improvements include striping, removal of construction debris, and basic landscaping (loam and seed.) The towns should seek alternative funding sources for completing the parking lot, including Chapter 90 funds or the use of District Improvement Financing.
- B. Define and improve pedestrian corridors from municipal lot to street
 - Immediate improvements in pedestrian access to the municipal parking lot could be achieved by creating a walkway alongside the building that houses H.R. Block at 19 Commercial Street. Relocating the existing parking stalls a few feet further away from the building would create room for a defined pedestrian walkway that would reduce the need for visitors to walk in the driveway as they exit the municipal parking lot to Commercial Street. This is private property and would require the consent and collaboration of the property owner.

Longer Term Actions

- C. Conduct a comprehensive parking study
 - A comprehensive parking study will include a detailed inventory of existing parking capacity and an assessment of utilization (when, where, and how much parking is currently being used.) Such an analysis will help the towns to plan parking requirements for future uses and will provide a framework for shared parking and off-site parking.
 - For more information, visit the [Sustainable Transportation Toolkit “How to do a Parking Study” web page](#)
- D. Encourage use of remote parking areas for employees
 - With more than 1,200 parking spaces in the landing, employees of local businesses should not be parking on the main streets or in commercial neighborhoods. The towns should encourage new businesses to provide dedicated off-site employee parking created through lease arrangements with other property owners.
- E. As parking demand grows, evaluate strategies for optimizing use of on-street spaces and parking lot.
- F. Negotiate use of MBTA lot for visitor parking during weekends and special events.

4) STRENGTHEN AND DIVERSIFY THE BUSINESS MIX

Short Term Actions

A. Establish Joint Economic Development Committee

- An Economic Development Committee is needed to organize and advocate for revitalization of the Landing.
- Among the activities such a committee would undertake: Organize property owners, merchants, and residents; conduct a comprehensive market analysis; define business development priorities; market the district to developers and merchants; organize joint marketing and events; comment on development proposals; and more.
- Businesses and property owners should take a leading role in organizing and financing such a committee, though it will also be important to include residents and municipal officials.
- For more information, see the document [“Organizing for Economic Development: Models and Options”](#) published by the Massachusetts Department of Housing and Community Development.

B. Pursue funding for a comprehensive market analysis

- A market analysis is needed to develop a complete picture of existing commercial conditions in the Landing and to identify market opportunities.
- Such an analysis involves a complete inventory of all businesses and commercial spaces to estimate economic activity across various commercial segments. An analysis of the surrounding neighborhood demographics provides an estimate of the purchasing power across those same segments. The result is a picture of the district’s strengths as well as market “leakage”—segments with the highest potential to capture local purchasing power.
- The Economic Development Committee is the appropriate party to manage such a market analysis, which would be conducted by an economic development consultant. Funding should be sought from local banks or other major businesses and employers.

C. Begin joint marketing: business directory, brochure, website, posters

- Joint marketing can help to attract more shoppers and encourage them to visit multiple merchants during a single visit.
- The marketing campaign could involve print or radio advertisements, advertising at the commuter rail station, or internet campaigns.
- The Economic Development Committee is an appropriate party to coordinate a joint marketing campaign, which would be funded by participating businesses.

Longer Term Actions

D. Establish storefront/façade improvement program

- A storefront/façade improvement program provides matching funds for property owners or tenant merchants who wish to make improvements such as new or improved windows, doors, signage, awnings, lighting, entryways, and other items.
- The program should include a pro bono design assistance component to help applicants develop attractive designs compatible with the long-term plans for the Landing.

- There are many storefront improvement programs already underway in Massachusetts. They are mostly managed by municipal planning and community development departments and are often funded using Community Development Block Grant funds.
 - [Worcester MA Storefront Improvement Grant Program](#)
 - [Worcester MA Façade and Awning Incentive Grant Program](#)
 - [Salem MA Storefront Improvement Program](#)
 - [Plymouth MA Commercial Façade Improvement Loan Program](#)
- E. Define business development priorities
- F. Organize workshops and technical assistance programs for businesses
- G. Create an overall marketing and branding strategy

5) ENHANCE SENSE OF PLACE AND AESTHETICS

Short Term Actions

- A. Adopt design guidelines and design review process.
- Design guidelines provide a framework for evaluating the aesthetic character of new development. Design guidelines establish specific urban design objectives and include illustrative examples of architectural and design features that would be appropriate in the Landing. Site plan reviews and special permit decisions should refer to the Design Guidelines in their determination of whether a proposed development or improvement is consistent with the purpose of the Braintree-Weymouth Landing District.

Weymouth has already developed draft Design Guidelines with the assistance of a consultant. These Design Guidelines include a section on Design Guidelines for the Village Centers which is applicable to Braintree-Weymouth Landing. The Design Guidelines address issues including street-level activity, building placement, massing, façade treatment, windows and doorways, materials, awnings, outdoor lighting, signs, site landscaping, and utilities.

MAPC recommends that both Braintree and Weymouth adopt the Design Guidelines for Village Centers section of the draft design guidelines (or a slightly modified version thereof)

- B. Waive additional parking requirements for creation of outdoor patio seating for existing restaurants.
- C. Define the district's boundaries with historical lighting, signage, and other improvements. and use these guidelines for the review of new development.

Longer Term Actions

- D. Create pedestrian walkway from parking lot to Commercial St. over Smelt Run
- E. Eliminate some "slip lanes" and replace with landscaped plazas
- F. Organize events that highlight waterfront connections: Smelt Run, canoe race, etc.

6) LEVERAGE WATERFRONT CONNECTIONS

Short Term Actions

- A. Seek funding for completion of canoe launch.
- B. Continue to seek funding for Smelt Run daylighting.
- C. Evaluate removal of chain-link fence on Quincy Avenue bridge

Longer Term Actions

- D. Establish new residential district on waterfront parcels; require publicly-accessible waterfront walkway.
- E. Integrate waterfront themes and images in district branding and signage.
- F. Promote “Low Impact” stormwater management in the Smelt Run watershed to improve water quality.

APPENDIX A:

PROPOSED BRAINTREE-WEYMOUTH LANDING ZONING DISTRICT

Weymouth and Braintree

Prepared by Metropolitan Area Planning Council

14 January 2010 – DRAFT

Task 4 Deliverable

Introduction

The Braintree-Weymouth Landing District builds on the Landing's historic role as a strong village center spanning two municipalities. The Landing is an important focal point for neighborhoods in both Braintree and Weymouth who will benefit from a more vibrant, attractive, walkable, and useful village center. The Landing's many assets (access, waterfront, infrastructure) make it an appropriate site for substantial development. The District encourages redevelopment and new construction that is compatible with the setbacks and scale of existing structures and is consistent with the recommendations put forth in the Braintree-Weymouth Landing report. The District is a "mandatory overlay" district, which does not replace the current zoning, but applies to all new development. Existing uses currently consistent with zoning may continue without becoming "nonconforming."

Purpose

The purpose of the Braintree-Weymouth Landing District is to establish reasonable standards that permit and control mixed residential, commercial, governmental, institutional, and office uses within the boundaries of the district. Furthermore, it is the intent of this district to:

1. Allow for an appropriate density of land uses and people to support a vibrant village center and public transportation.
2. Promote an active and publically accessible waterfront.
3. Limit and discourage development of highway-oriented strip commercial uses that create traffic hazards and congestion.
4. Create pedestrian and bicycle friendly environment so that commercial enterprises and consumer services do not rely on automobile traffic to bring consumers into the area.
5. Permit uses that promote conversion of existing buildings in a manner that maintains the visual character and architectural scale of existing development within the district.
6. Minimize visual and functional conflicts between residential and nonresidential uses within and abutting the district.
7. Allow for more compact development than may be permitted in other zoning districts to reduce the impacts of sprawl.
8. Allow mixed uses within the same structure.
9. Encourage consolidation of curb cuts for vehicular access and promote more efficient and economical parking facilities.
10. Encourage artist live/work or work/live space.
11. Encourage general retail and other active uses in first-floor storefronts.
12. Allow the continuation of existing uses in continued conformity with the base zoning.

NOTE: Purposes 2 and 12 are not included in Weymouth's Draft Village Center Overlay District (VCOD) dated 12/23/09 (hereafter, "draft VCOD.")

Braintree-Weymouth Landing District Applicability

The Braintree-Weymouth Landing District shall apply to all new development on land depicted as within the boundary of the Braintree-Weymouth Landing District as depicted on the official Town Zoning Map.

1. “New development” shall be defined as a change of use, addition of a new use, any increase in gross floor area, or any increase in impervious surface.
2. Existing uses and expansions of existing uses not exceeding the thresholds above are not subject to the provisions of the Braintree-Weymouth Landing District, with the exception of site plan review for applicable actions under the section “Site Plan Review.”

NOTE: This section allows existing uses to continue with slight modification without being subject to the new zoning. Minor improvements would be subject to site plan review, but new uses and expansions would require conformity with zoning. This section is not included in the draft VCOD.

Subdistricts

Landing Center Subdistrict

While primarily a commercial district, the Landing Center subdistrict encourages a broader mix of uses in this village area. Residential and office uses on the upper floors are important to making this area a viable and active part of the community. Ground floor retail, restaurant, and other commercial uses are required to support a walkable and visually engaging shopping area. Heights of up to four floors are permitted with design standards that encourage the use of peaked roofs. Well-designed buildings that comprise multiple parcels on a block are allowed and encouraged.

Monatiquot Subdistrict

The Monatiquot Subdistrict promotes a combination of open space and development with a mix of residential, office, or hotel uses and publicly accessible waterfront walkways. The Monatiquot is a gateway to the Landing and development should be designed to create an attractive and inviting entrance. Heights of up to five stories are permitted by special permit where they can be accommodated with protection of waterfront views and include other public open space and waterfront amenities. Given the significance of parcels in this area, development is sought with an attractive design that takes advantage of natural features and provides easy walking access to and from the Landing Center and other nearby areas.

NOTE: The draft VCOD does not define separate subdistricts; such definition will be necessary in Braintree only because the Monatiquot district does not extend into Weymouth.

Landing Joint Design Committee

A Joint Design Committee comprised of representatives from both Braintree and Weymouth shall be formed to provide advice and consultation to municipal staff and boards in the context of Special Permit Approvals and Site Plan Review in the Braintree-Weymouth Landing District. The composition of such a committee shall be established by a Memorandum of Understanding between the Mayors of Braintree

and Weymouth. At a minimum, the Joint Design Committee shall include the Planning Directors of both Braintree and Weymouth (or their designee) and at least one design professional (professional planner, architect, or engineer) from each municipality, appointed by their respective mayors. The Joint Design Committee shall participate in Site Plan Reviews and may make recommendations relative to Special Permit applications, though the final decision on all review and approval processes shall reside with the authorized boards or municipal staff.

NOTE: The Joint Design Committee is not included in the draft VCOD.

Allowed Uses

The following table identifies uses that are allowed within the Braintree-Weymouth Landing District. If a use is not listed, it is not permitted within the district unless the Planning Director finds the proposed use to be substantially similar to one of the uses listed:

Use	Landing Center	Monatiquot
Retail and personal services	Y	Y
Bank	Y	N
Offices	Y	Y
Medical office / clinic	Y	Y
Hotel	Y	Y
Restaurant	Y	Y
Fast Food	N	N
Drive-through or drive-in associated with food service	N	N
Drive-through not associated with food service	SP	N
Print shop	Y	N
Artist studio, live/work space	Y	Y
Catering Service	Y	N
Veterinary Clinic	Y	N
Place of Amusement / Assembly	Y	Y
Trade School	Y	N
Club / Lodge	Y	Y
Single Family Residential	Y	Y
Multifamily housing	Y	Y
Residence above first-floor business	Y	Y
Townhouse	Y	Y
Research Facility	N	Y
Light Manufacturing	N	N
Commercial Recreation	N	SP

Y = Allowed SP = Special permit required N = Not permitted

NOTE: This is a general list of recommended uses that will need to be modified by each town to match the specific uses defined in the zoning bylaw.

Dimensional Regulations

Table 2a: Dimensional Requirements

Subdistrict	Front (min - max)	Side (min)	Rear (min)	Waterway (min)	Municipal Boundary (min – max)
Landing Center	1' - 10'	0'	0'*	---	8' – 15' **
Monatiquot	10' - 20'	0'	---	15'	--
Monatiquot Special Permit	10' - 25'	0'	---	15'	--
“---” indicates no dimensional requirement applies * Except 20' where abutting residential zoning districts. ** NA west of Commercial Street.					

Table 2b: Dimensional Requirements

Subdistrict	Street Wall (min frontage)	Street Wall Variation (max)	Max Building Coverage (max lot)	Effective Impervious (max lot)
Landing Center	75%	48"	---	---
Landing Center Special Permit	75%	10'	---	---
Monatiquot	60%	10'	40%	50%
Monatiquot Special Permit	50%	15'	50%	50%
“---” indicates no dimensional requirement applies				

Table 2c: Dimensional Requirements

Subdistrict	Story Height (max)	Highest Floor Height (max above ground)	Roof Height (max)	Residential Units (max)	Non-residential floor area (max)
Landing Center	2.5	30'	40'	19	5,000 sq ft
Landing Center Special Permit	4	42'	54'	---	---
Monatiquot	2	---	40'	---	---
Monatiquot Special Permit	5	---	65'	---	---
“---” indicates no dimensional requirement applies					

1. Landscaping, pedestrian walkways, outdoor dining or display, and up to five (5) feet of deck or balcony may be located within any setback area. Parking is prohibited within the front setback.
2. The front setback is presented as a range from minimum to maximum and applies only to those sections of building that qualify as “Street Wall.”

3. The Waterway setback is measured from the top of the bank as accepted by the Conservation Commission. The Monatiquot River and estuarine segment of Smelt Run (north of the MBTA tracks) are the only waterways to which this setback is applied.
4. Street wall refers to the minimum percentage of the front setback area that must be occupied by building. Where street wall variation is not specified, all sections of street wall within the setback area qualify as street wall. On corner lots the percentage shall be applied to the total frontage on both streets.
5. Maximum building coverage does not apply to parking areas, patios, balconies, decks, walkways or that portion of a building open to the general public.
6. "Effective Impervious" is defined as paved areas and buildings which generate runoff whose volume, rate, or quality does not meet Massachusetts Stormwater Standards.
7. The maximum height is measured in both stories and feet.
 - a. The building height is measured as the vertical distance of the highest point of the roof beam in the case of a flat roof and of the mean level of the highest gable of a sloping roof as measured from the mean ground level at all elevations of a building.
 - b. A half story is a finished living floor, which is contained wholly or predominantly within the roof of a structure and is subject to the regulations of the local building code.
 - c. Tower, widow's walks, cupolas, and other similar building features may extend one story above the normal height limits.

NOTE: The Draft VCOD includes minimum lot sizes and minimum lot widths, which are not included here due to the extreme irregularity of parcel shapes and sizes in the Landing. Maximum Height in the draft VCOD is 50' and Maximum Building Coverage is 80%. The draft VCOD also uses a formula to determine parcel-specific front setbacks, based on the existing setbacks on nearby lots.

Special Permits

- I. Special permits are required for the following uses, design elements, or development dimensions
 - a. Variations in dimensional requirements as specified in Tables 2a, 2b, and 2c.
 - b. In the Landing Center Subdistrict, creation of new curb cut, widening of an existing curb cut, or relocation of an existing curb cut to a location closer to the nearest intersection
 - c. Creation of a drive through not associated with food service

NOTE: The draft VCOD does not require a special permit for new curb cuts. It does require a special permit for multi-family housing at a density of greater than one unit per 5,000 square feet or 4 units per lot.

2. The Special Permit review shall consider the following issues related to the impacts of a proposed project: vehicular and pedestrian circulation, emergency access, impacts on neighboring properties, and other health and safety issues.
3. Specific considerations that shall be considered for Special Permit applications in the Braintree-Weymouth Landing District include:
 - a. Preservation and enhancement of the public's visual or physical access to the Monatiquot River Waterfront and the Smelt Run (including currently culverted segments.)
 - b. Consistency with the design recommendations of the town's adopted Design Guidelines.

- c. Site design, materials, architecture, signage, and other features that enhance the village area as a unique destination in the region, particularly such features that would connect to the history of the area.
- 4. In the Monatiquot subdistrict, the Special Permit Granting Authority may grant additional development rights over and above those allowed by the base zoning, up to the limits established in Tables 2a, 2b, and 2c, based on the extent to which the development satisfies the following criteria
 - a. Provision of a publicly accessible waterfront walkway with direct connections to adjacent sidewalks and existing or potential walkways on adjacent properties. “Publicly Accessible” walkways and open space shall be defined as those which, whenever possible, shall be accessible to and usable by the public during daylight hours without undue restriction.
 - b. Provision of up to 50% of the lot area as publicly accessible open space. Open space shall be designed as an integral part of any development and shall enhance the development and the area in which the development is located. Open space shall not include paved streets, sidewalks abutting streets, parking areas or recreational open space not open to the public. Open space may include pedestrian walkways and recreational open space open to the public.
 - c. Provision of retail, restaurant, recreation, or other active uses generally open to the public, comprising up to one quarter of the ground floor area of the principal buildings
 - d. Preservation and reuse of historic buildings on the site.
- 5. For any project seeking a special permit under the provisions of the Braintree-Weymouth Landing District, the Special Permit Granting Authority having jurisdiction shall solicit and accept advisory comments from the Landing Joint Design Committee.

Site Plan Review

- I. The following activities in the Braintree-Weymouth Landing District shall be subject to site plan review, whether they occur in conjunction with “New Development” as defined in the section on Applicability, or whether occurring in conjunction with continuation of an existing use that does not qualify as New Development.
 - a. Any new construction or exterior alterations requiring a building permit, excluding replacement of existing roofing with similar materials
 - b. New and altered signs
 - c. Freestanding ground lighting
 - d. Fencing of any height
 - e. New curb cuts or relocation of an existing curb cut that does not require a special permit
 - f. New paving for two or more vehicles
 - g. Creation of outdoor seating and dining areas for existing restaurants

NOTE: The draft VCOD also requires site plan review for the following activities: interior and exterior alterations in conjunction with a change in use; curb cuts within 200’ of an intersection or wider than 30’; professional office for architect or attorney; medical office; and office building.

2. Site plan review shall be conducted by the Director of the town's Planning and Community Development Department.
 - a. The Planning Director shall lead the site plan review process and shall be responsible for approving or conditionally approving a site plan, based on its consistency with the provisions of the Braintree-Weymouth Landing District, other official plans for the District and surrounding areas, and the town's design guidelines.
 - b. Joint Design Committee shall be invited to attend and participate in all Site Plan Review meetings for activities within the Landing Center subdistrict. The Planning Director with jurisdiction over the activity will make all final decisions about the review process, approval, and conditions.

NOTE: The Joint Design Committee is not included in the draft VCOD.

Parking and Site Access Regulations

1. Site Access – New curb cuts on existing public ways shall be minimized. To the extent feasible, site access shall be provided through either a common driveway serving adjacent lots or through an existing side or rear street, avoiding the principal thoroughfare. Efforts should be demonstrated attempting to get cross access across neighboring properties. Access between parking lots across property lines is also encouraged. When access to rear parking must be from the principal thoroughfare, driveways shall be designed such that pedestrians crossing on sidewalks always have the right-of-way. New curb cuts in the Landing Center subdistrict require a special permit.
2. Parking Setback – Parking areas shall be no closer to the right-of-way than any existing or proposed primary structure on the lot, with the exception of short term parking and pick-up/drop-off areas in the Monatiquot River district, such as for commercial day care. Parking areas shall be located to the rear and/or side of the primary structures, as viewed from the right-of-way to which the lot abuts. On corner lots, the parking areas shall be located to the side or rear of the primary structure, and not between the structure and any rights-of-way that intersect at the corner.
3. Required Parking – Parking to serve uses within the Braintree-Weymouth Landing District are required as follows:

Use	Within 1000' of a Commuter Rail Station	Remainder of the District	Bike Parking Requirements
Residential unit with 2 or fewer bedrooms	1 space per unit	1 space per unit	1 space per unit
Residential unit with 3 or more bedrooms	2 spaces per unit	2 spaces per unit	1.5 spaces per unit
Retail and personal service on first/principle floor of multi-story building	1 space per 900 square feet	1 space per 500 square feet	1 space per 1,000 square feet
Retail and personal service on upper floors or in single-story building	1 space per 400 square feet	1 space per 500 square feet	1 space per 1,000 square feet
Restaurant	1 space per 100 square feet	1 space per 50 square feet	1 space per 500 square feet
Outdoor dining areas	0	1 space per 100	1 space per 500

		square feet	square feet
Offices and Professional Services	1 space per 400 square feet	1 space per 400 square feet	1 space per 2,000 square feet
Hotel / Motel	1 space per room	1 space per room	1 space per 10 rooms

- a. Required parking for all other uses are as required by the underlying zoning.
- b. The number of public on-street parking spaces directly in front of the subject parcel, and on the same side of the street, may be counted towards the parking required for first floor uses.

NOTE: The draft VCOD requires site plan review or special permit to reduce parking requirements below 1 space per 250 square feet of retail space or 2 spaces per residential unit.

4. Maximum Parking – The maximum parking located on any lot shall be 150% of the required parking.
5. Shared Parking – Required parking may be reduced by sharing parking facilities with adjacent parcels/uses according to the shared parking table reference. No portion of parking area used for shared parking shall be sold, deeded or otherwise restricted from shared use.

NOTE: the draft VCOD includes a detailed section on shared parking that should be incorporated here.

6. Bicycle Parking – Bicycle parking facilities shall be provided equaling one per 10 of the required vehicle parking spaces or fraction thereof, with the exception of retail and personal service uses on the first floor of a multi-story building, which are required to provide one space per 1,000 square feet. Bicycle parking facilities shall consist of bike racks located in an area that is safely segregated from automobile traffic and parking. For residential uses, half of the required bicycle parking spaces shall be provided in weather protected locations.

NOTE: These requirements are higher than those outlined in the draft VCOD.

7. Pedestrian Circulation – Provision for safe and convenient pedestrian access shall be incorporated into plans for new construction or significant renovation of buildings and parking areas and should be designed in concert with any required landscaping plans. Pedestrian access should be provided to buildings, public sidewalks, and public and private parking areas and should be designed with consideration for pedestrian safety, handicapped access, and visual quality. Where appropriate, applicants are encouraged to provide pedestrian connections between their site and abutting areas in order to promote pedestrian circulation and safety in the village.

8. Parking Screening –

- a. Each parking area having more than five (5) spaces that abuts or is visible from one or more public streets abutting the lot on which the parking area is located shall be screened from the streets with opaque walls comprised of materials such as, but not limited to, masonry or board, at a height not to exceed four (4) feet. Opaque walls shall be augmented with landscape vegetation such as shrubbery, trees, or other vegetation.
- b. Where a parking lot abuts a residential district it shall not be located within less than ten feet of the lot line and shall be screened with an opaque wall as described above at a minimum height of five feet, with continuous evergreen shrubs, or by a combination of evergreen shrubs and opaque walls. If evergreen shrubs are used as the screen, the shrubs shall measure at least twenty-four (24) inches in height at the time of planting, and at

maturity shall be five (5) to eight (8) feet in height. Evergreen shrubs shall be planted between three (3) and five (5) feet on-center, depending upon the species selected.

9. Landscaping –

- a. Large parking areas with 20 or more parking spaces shall devote at least 5% of the interior parking lot to landscaping. At least one shade tree for every six parking spaces not enclosed in a garage or building shall be provided, spaced so as to maximize shading of the parking area at tree canopy maturity. Proponents are encouraged to create multi-purpose parking lot landscaping features that also provide stormwater infiltration (e.g., swales or rain gardens), pedestrian access, or other benefits.
- b. Trees shall be planted in protected pervious plots of at least 60 square feet of area. Landscaped areas may be below grade in order to allow for stormwater retention and infiltration.

General Standards

1. Building Access - Primary pedestrian access for all buildings shall be from a public sidewalk at the front of the building. Entrances at building corners may be used to satisfy this requirement. Side and rear entrances may also be provided.

- a. Building entrances may include doors to individual shops or businesses, lobby entrances, entrances to pedestrian oriented plazas, or courtyard entrances to a cluster of shops of businesses.
- b. The primary business entrance to each ground floor business shall be accentuated by larger doors, signs, canopy, or similar means.
- c. Where a building has a street frontage greater than 100 feet, doors must be placed an average of one door for every 50 feet of frontage.

2. Fenestration

- a. In the Landing Center subdistrict, a minimum of 60% of a street-facing building façade on a commercial ground floor between two and eight feet in height shall be comprised of clear windows. The bottom edge of the window shall be no more than three feet above the adjacent sidewalk.
- b. All residential, office, and upper story street facing facades shall have a minimum of 20% clear windows.
- c. The street-facing fenestration standard, 2.a, shall also apply to commercial ground floor areas facing onto public pedestrian areas to the side or rear of any building.

3. Visual Character

- a. Continuous length of flat, blank walls adjacent to streets, pedestrian pathways, parking areas, or open spaces shall not be permitted. Murals and similar decorative features shall not be treated as a blank wall.
- b. Garage doors or loading docks are prohibited on the street facing façade of any building.
- c. A single building with a width of more than 60 feet facing a public street shall be divided into visually distinct sub-elements, which, where appropriate, reflect the functional diversity within the building. Visually distinct sub-elements shall be spaced no further apart than 25% of the building length at street level.
- d. Ground level mechanical equipment, dumpsters, and loading areas shall be screened from public view to the maximum extent possible using opaque walls and, where appropriate, landscaping, such that the screening is consistent with the overall project design.

4. Street Wall Breaks

- a. There shall be a minimum of one street wall break for every 200 feet of street frontage, where necessary in order to provide access to rear parking or public spaces.
- b. Each building street wall break shall provide either pedestrian access or motor vehicle and pedestrian access to the side and/or rear of the building. A building street wall break providing only pedestrian access shall be a sidewalk having a minimum width of ten (10) feet. A building façade break providing both motor vehicle and pedestrian access shall have a travelway at least twelve (12) feet in width and a sidewalk on at least one side having a minimum width of five (5) feet.
- c. Buildings separated by a building street wall break shall have a minimum separation of the width of the pedestrian access or motor vehicle and pedestrian access.
- d. Encroachments are allowed in pedestrian areas of street wall breaks as per those allowed in setback areas according to ###1. A five (5) foot minimum clear path for pedestrians shall be maintained.

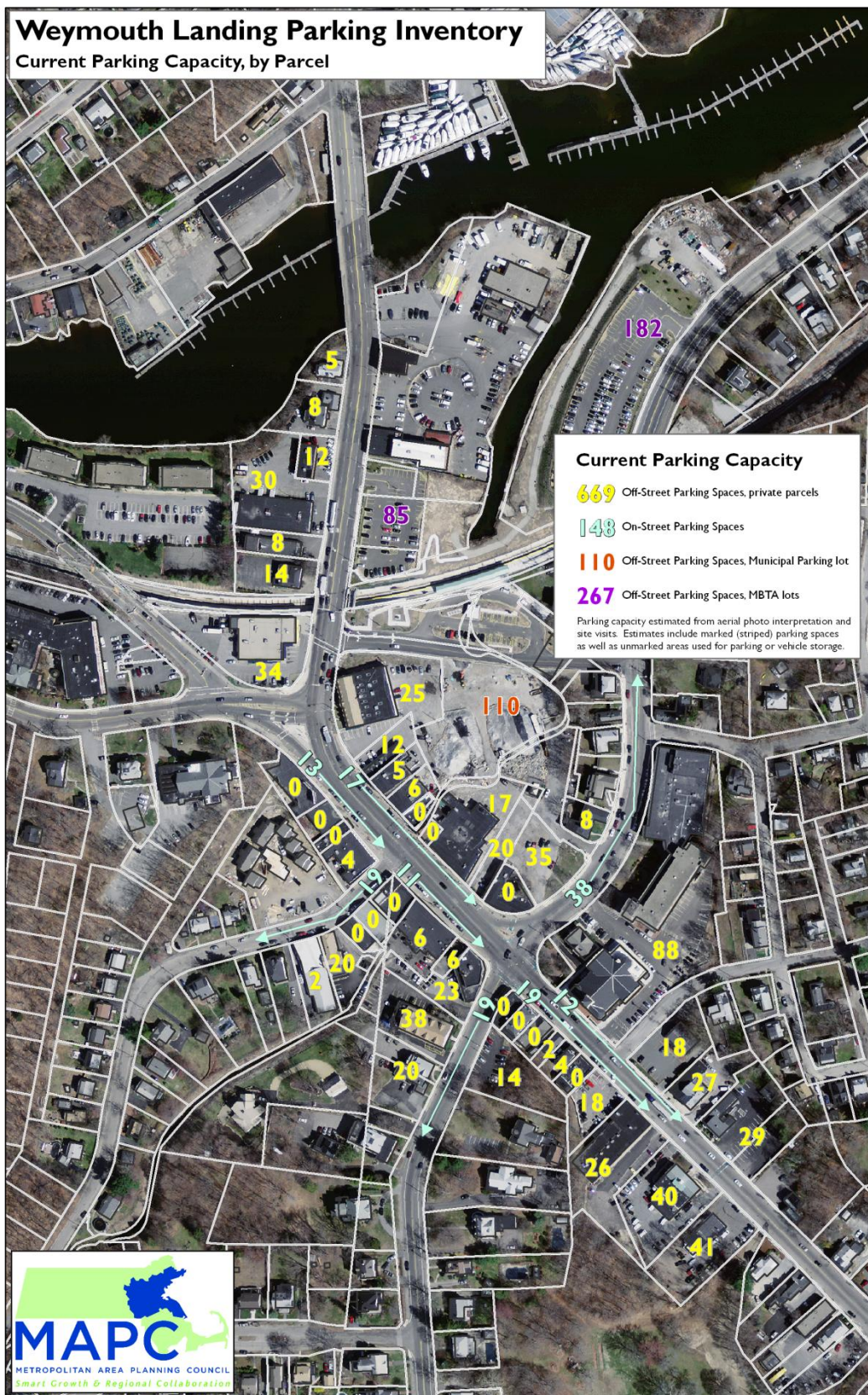
5. Drive-Thrus – Drive-thrus are prohibited, except by special permit. Where permitted, a drive thru may only be located to the rear of a building. In the Landing Center subdistrict, a drive-through is prohibited from using a curb cut directly from the subject property onto Commercial Street as a primary means of access or egress to/from the drive through.

6. Utilities - Underground utility lines are required for new and redeveloped buildings unless physically restricted or blocked by existing underground obstructions.

7. Architectural Standards

- a. Multi-story buildings should be divided into a base, middle, and top, separated by cornices, string cornices, stepbacks, or other articulating features.
- b. An expression line should delineate the division between the first story and the second story. For flat roofed structures, a cornice should delineate the top of the façade. These should consist of either a molding extending a minimum of 4 inches, or a change in the surface plane of the building wall greater than 8 inches.
- c. Building walls shall have perceivable thickness, visual interest, and character. This can be accomplished by using a selection of architectural details which include vertical and horizontal projections and recesses, changes in height, floor levels, roof forms, parapets, cornice treatments, belt courses, pilasters, window reveals, forms and color, etc.
- d. Rooftop heating and cooling and similar mechanical equipment shall be screened from view to the maximum extent possible using architectural features. This provision does not apply to solar panels.

APPENDIX B: WEYMOUTH LANDING PARKING INVENTORY MAP



APPENDIX C: RECOMMENDED PEDESTRIAN / DESIGN PRIORITIES

Task 5 Deliverable

Although the pedestrian infrastructure in terms of sidewalk coverage is largely complete throughout the district, the poor quality of the sidewalks, high traffic exposure, and excessively large turning radii at intersections, and lack of street trees create a poor overall pedestrian environment.

Commercial contains 4 travel lanes, parallel parking on both sides, and sidewalks. The two major intersections, at Commercial St and Front St have excessively large turning radii in most directions creating conflicts with pedestrians with the ability of vehicles to make high speed turns. The large curves increase the pedestrian crossing distances of intersections by as much as 50%.

The following priorities are geared to improving pedestrian safety, the quality of the pedestrian space, and encourage more pedestrians to use the area, either via access by MBTA buses and trains or by using one of the parking lots provided and accessing the district by foot. Such improvements might be financed through various mechanisms: the current PWED grant, Chapter 90 funds, District Improvement Financing, Impact Fees, the Boston MPO's new Clean Air and Mobility Program, or other financing programs. Not all of these priorities may be feasible, and some may be cost prohibitive, but they all merit a basic evaluation to determine their potential before being eliminated.

Highest Priority Pedestrian/Design Improvements:

- Reconstruct sidewalks:
 - Quincy Ave / Commercial St. / Washington Street from Monatiquot River Bridge to Post Office (concrete with brick soldier course) *
 - Quincy Ave from Allen Street to Monatiquot River Bridge * (concrete only)
- Install crosswalks with high-visibility marking:
 - Quincy Ave @ FL Wright Connector
 - Commercial Street / Quincy Avenue
 - Commercial Street @ Brookside *
 - Commercial Street / Washington Street
 - Washington Street @ Post Office / Weston Park entrance
- Construct curb extensions and/or eliminate slip lanes
 - Commercial Street @ Brookside *
 - Commercial Street / Washington Street
 - Commercial Street / Quincy Avenue
 - Shaw Street at Commercial Street
- Remove fence, Quincy Avenue bridge over Monatiquot River
- Plant street trees:
 - Quincy Ave / Commercial St. / Washington Street from Gordon Road / Allen Street to Post Office *
 - Short sections (250') of adjacent side streets: Allen Street, Gordon Road, Shaw Street, Brookside, Front Street *

* Indicates improvements that were included in the towns' PWED application.

- Install ornamental lighting:
 - Monatiquot River bridge to Post Office *
 - Short sections (200') of adjacent side streets *

Medium Priority Pedestrian/Design Improvements:

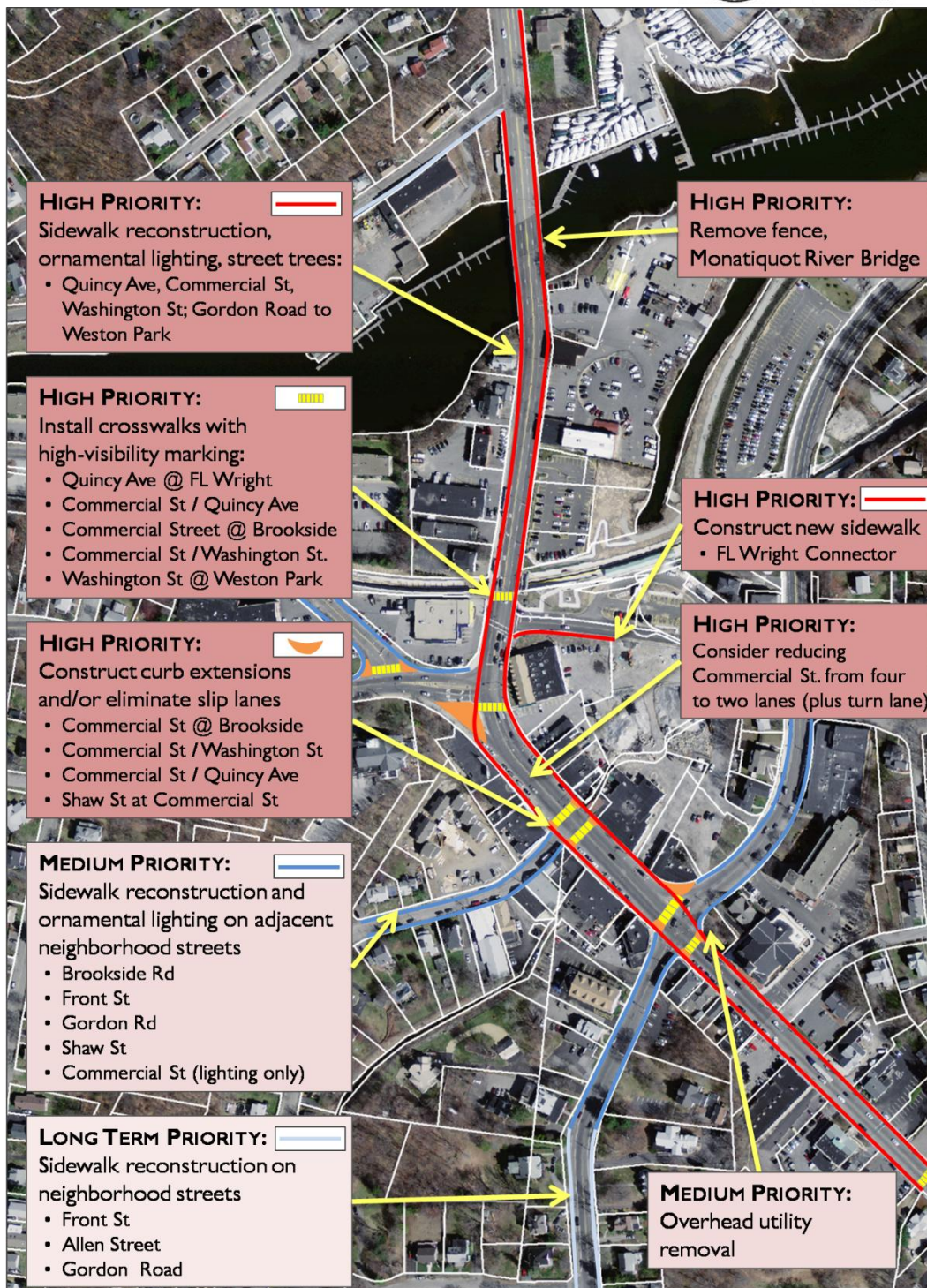
- Sidewalks
 - Short sections (200') of sidewalks on side streets: Allen Street, Gordon Road, Shaw Street, Brookside, Front Street * (concrete only)
- Weston Park entrance improvements *
- Overhead Utility Removal, Commercial Street north of Front Street *
- Ornamental lighting:
 - Short sections (200') of adjacent side streets Allen Street, Gordon Road, Shaw Street, Brookside, Front Street *
 - Commercial Street northeast of Sacred Heart *
- Crossing island, Commercial Street at Brookside

Lower priority Pedestrian/Design Improvements:

- Sidewalks and Ornamental Lighting, Front Street south of Brite Light Electric *
- Overhead Utility Removal, Washington Street South of Commercial Street *
- Ornamental Lighting, Quincy Avenue north of Monatiquot River Bridge *

BRAINTREE-WEYMOUTH LANDING

MAPC-Recommended Pedestrian / Design Priorities



Draft for Community Review
March 23, 2010

www.mapc.org/weymouthlanding



Prepared by the
Metropolitan Area Planning Council
Funded through the
District Local Technical Assistance Program

APPENDIX D: ANALYSIS OF EXISTING ZONING

Task 1 Deliverable

Table 1: Uses Allowed By Zoning

Use	Weymouth	Braintree	
	B-2	General Business	Commercial
Retail Uses			
Retail <30,000 SF	Yes*	Yes	Special Permit
Retail >30,000 SF	Yes*	No	Special Permit
Bank	Yes*	Special Permit	Special Permit
Offices	Yes*	Yes	Special Permit
Clinic	Yes*	Yes	Yes
Hotel, Motel	Yes*	Special Permit	Special Permit
Restaurant	Yes*	Yes	Special Permit
Fast Food or any use with drive-through or drive-in	Special Permit	Special Permit	Special Permit
Print shop	Yes*	No	Yes
Studio	Yes*		
Commercial Day Care		Yes	Yes
Day Care, Accessory		Yes	Yes
Catering Service	Yes*	Special Permit	Yes
Veterinary Clinic		Special Permit	Yes
Place of Amusement / Assembly	Yes*	Special Permit	Special Permit
Trade School	Yes*	Special Permit	Yes
Club / Lodge	Yes*	Yes	Special Permit
Funeral Home		Yes	Special Permit
Factory Outlet		No	Special Permit
Auto-Related Uses			
Commercial Parking Facility/ Garage	Yes*	Special Permit	Special Permit
Auto Repair	Special Permit	Special Permit	Yes
Service Station	Special Permit	Special Permit	Yes
Auto Body	Special Permit	No	Yes
Auto Rental	Yes*	Special Permit	Yes
Auto Sales		Special Permit	Yes
Car Rental	Yes*	Special Permit	
Industrial / Office Uses			
Office Park		No	Special Permit
Wholesale Business	Special Permit		
Contractor Yard	No	No	Yes
Marine-Dependent use		No	Special Permit
Warehouse		No	Yes
Light Manufacturing		No	Yes
Modular Storage		No	Special Permit
Research Facility		Special Permit	Yes
Helipoint		No	Special Permit
Solid Waste Disposal		No	Special Permit
"Essential Services"		Yes	Yes
Data Center / Communication Facility		Yes	Yes

Transportation Terminal		No	Special Permit
Commercial Recreation		Special Permit	Special Permit
Marina		Yes	Yes
Residential Uses			
Single family home	Special Permit	Special Permit	No
2-family home	Special Permit	Special Permit	Special Permit
Multifamily housing	Special Permit	Special Permit	Special Permit
Lodging House	Special Permit	Special Permit	No
Residence above first-floor business		Special Permit	No

*Allowed as of right only if lot area <40,000 sf and gross floor area <20,000sf

Table 2: Dimensional Requirements

	Weymouth	Braintree	
	B-2	General Business	Commercial
Front Setback	None	10'	35'
Side Setback	15' *	10'	20'
Rear Setback	None	20'	35'
Minimum Lot Area	None	15,000 sq. ft.	40,000 sq. ft.
Minimum Lot Width	None	100'	150'
Minimum Lot Frontage	None	50'	150'
Required Open Space	None	10%	25%
Maximum Height	6 stories, 80' **	3 stories, 50'	4 stories, 50'
Maximum Building Coverage	None	70%	40%
Maximum Lot Coverage	None	90%	75%
Housing Unit Density	FAR of 0.30 Approx 10 units/acre	5,000 sq. ft. lot area for 1BR; 1,000 sq ft each addl. BR Approx 7 units/acre	5,000 sq. ft. lot area for 1BR; 1,000 sq ft each addl. BR Approx 7 units/acre

*if lot width is less than 200'

** If abutting a school or residential R-I District, 2.5 stories, 35'

Table 3: Parking Requirements

	Weymouth	Braintree
Stall Size	9' X 18'	8.5' X 18'
Residential Uses	2 per unit	2 per unit
Restaurant	1 per 1.5 seats or 2 per 100 sq. ft.	1 per 3.5 seats
Retail / Personal Service	1 per 200 sq ft first floor 1 per 400 sq ft upper flr	1 per 200 sq ft
Offices	1 per 200 sq ft	1 per 200 sq ft
Medical / Professional	1 per 100 sq ft	1 per 150 sq ft
Hotel / Motel	1 per room	1.25 per room
Day Care	1 per employee; 1 per 6 children	
Off site parking	Allowed within 600', by special permit	No off-site parking for retail uses; otherwise allowed by special permit within 800'

APPENDIX E: VISIONING SESSION NOTES

Task 3 Deliverable

What's next for Weymouth Landing?

A visioning and exploring session



MEETING NOTES

Sponsored by

Thursday, July 9

6:30 – 9:00 pm

Tufts Library, Weymouth

Mayor Joseph Sullivan

and the

Braintree Planning &
Community Development Department

Mayor Susan Kay

and the

Weymouth Planning & Community
Development Department

On July 9, over 100 residents, merchants, property owners, and public officials came to Tufts Library in Weymouth to discuss the future of Weymouth Landing. With facilitation by the Metropolitan Area Planning Council, participants were asked to describe the strengths, challenges, and opportunities in the Landing. This is a summary of that discussion.

STRENGTHS

Access

- Walkability
- Centralized location
- Commuter Rail ; MBTA bus (route 225) and Greenbush Line
- Proximity / potential access to Fore River and Harbor Islands
- Off-street pedestrian connections from Smith Beach to Fore River; pathways along smelt run (Brookside Ave)
- Wide roads create potential for bike lanes

Businesses Assets and Opportunities

- Population density (purchasing power)
- Pass-through traffic; many potential customers
- Many different uses: can go to post office, library, church, restaurant, doggie boutique
- Many locally owned businesses; boutique stores have weathered economic downturn
- Specific businesses that are assets: El Serape, Blue Pointe Bistro, Nick's Diner, Music Store, Yoga studio

Physical Resources and Aesthetics

- Municipal parking lot
- Vacant buildings create potential for redevelopment
- Varied topography provides interesting aesthetics
- Waterfront; potential for recreation and transportation
- Large marina close to public transportation
- Proximity to community theatre

Community Resources

- Homestead Landing Civic Association
- East Braintree Civic Association
- Churches, Schools
- Newbury Community College
- History
- Local newspaper

CHALLENGES

Traffic

- Volume and speed of traffic; Heavy truck traffic; impact on street front
- Traffic congestion; hard to even open a car door when parked on the street
- Traffic rules not obeyed (people making prohibited left turns); drivers ignore red light at Brookside Road; existing Brookside onto Commercial is dangerous
- Double traffic signals at Quincy Ave / Commercial St (7-11), and no pedestrian signal
- Merge from two lanes to one on Washington Street @ Sacred Heart
- Lack of parking enforcement; double parking

Parking

- Lack of signage to municipal parking lot
- Municipal and private parking areas in center of landing are unmaintained, still under construction, poorly signed; dangerous conditions in municipal parking area; limited and poorly signed pedestrian connections to municipal parking area; no one knows about municipal parking lot
- Lack of parking for businesses on west side of Commercial Street
- Residential parking

Buildings and Businesses

- Poor mix of businesses does not attract people to the Landing; no drug store
- Aesthetics not inviting
- Unmaintained buildings; Vandalized buildings and graffiti; Empty and unmaintained storefronts; Vacant stores, broken windows patched with plywood
- Negative impacts of vacant businesses on adjacent properties
- Difficult to find viable tenants who want a long-term lease
- Difficult to redevelop due to economy; Weak real estate market, both commercial and residential; Landing not economically viable; potential rents not sufficient to support redevelopment; Walgreen's is only option
- Walgreen's might not be a strong anchor with two other drug stores so close by
- Lack of public subsidies for redevelopment
- Competition from South Shore Plaza

Other

- Managing expectations of surrounding community; balancing immediate needs with long-term plans
- Small parcels and multiplicity of landowners makes it difficult to implement a comprehensive vision
- Three different police jurisdictions: Braintree, Weymouth, MBTA

- Flooding and sewage overflows
- Increasing property taxes (for commercial property)
- Greenbush mitigation not completed (parking and smelt run)
- Lack of audible signals on for pedestrian crossing
- Not enough trash barrels; Dunkin Donuts trash left at bus stop

OPPORTUNITIES

Physical Development

- Would like to see retail on first floor with residential uses above
- Anchor business (e.g., Walgreen's) might help to attract customers, if designed well
- Walgreen's could have a village-type façade in a building with other storefronts; Integrate Walgreen's into a multi-story, mixed-use building
- Prefer village-style buildings, not too urban
- Could improve access through the commercial block from the parking lot (in rear) to street
- Could reduce parking requirements for development near municipal lot
- Build a parking garage

Economic Development

- 14,000 people living nearby; lots of potential purchasing power
- Leverage the success of new small businesses such as the doggie boutique and Blue Pointe
- Bring uses that will encourage people to visit the Landing and stay
- Put municipal or other public use in the Landing – permanence

Other Opportunities

- Leverage waterfront resources and recreational opportunities
- Provide ferry/water taxi service to Fore River Shipyard and Harbor Islands—make the Landing another gateway to the Boston Harbor Islands
- Lots of public interest in improving the Landing

APPENDIX F: FAÇADE DESIGN AND SIGN GUIDELINES MEMO

Task 6 Deliverable

Storefronts in Braintree-Weymouth Landing are currently a mix of historical facades, recently updated storefronts, and poorly maintained building fronts. A variety of strategies can be applied to improve the appearance of existing storefronts and to ensure that new development includes attractive and inviting storefront designs.

Establish storefront/façade improvement program

A storefront/façade improvement program provides matching funds for property owners or tenant merchants who wish to make improvements such as new or improved windows, doors, signage, awnings, lighting, entryways, and other items.

The program should include a pro bono design assistance component to help applicants develop attractive designs compatible with the long-term plans for the Landing.

There are many storefront improvement programs already underway in Massachusetts. They are mostly managed by municipal planning and community development departments and are often funded using Community Development Block Grant funds.

- [Worcester MA Storefront Improvement Grant Program](#)
- [Worcester MA Façade and Awning Incentive Grant Program](#)
- [Salem MA Storefront Improvement Program](#)
- [Plymouth MA Commercial Façade Improvement Loan Program](#)

Adopt Design Guidelines Consistent with the Landing's Village Character

Design guidelines provide a framework for evaluating the aesthetic character of new development. Design guidelines establish specific urban design objectives and include illustrative examples of architectural and design features that would be appropriate in the Landing. Site plan reviews and special permit decisions should refer to the Design Guidelines in their determination of whether a proposed development or improvement is consistent with the purpose of the Braintree-Weymouth Landing District.

Weymouth has already developed draft Design Guidelines with the assistance of a consultant. These Design Guidelines include a section on Design Guidelines for the Village Centers which is applicable to Braintree-Weymouth Landing. The Design Guidelines address issues including street-level activity, building placement, massing, façade treatment, windows and doorways, materials, awnings, outdoor lighting, signs, site landscaping, and utilities.

MAPC recommends that both Braintree and Weymouth adopt the Design Guidelines for Village Centers section of the draft design guidelines (or a slightly modified version thereof) and use these guidelines for the review of new development.

APPENDIX G: NOVEMBER WORKSHOP MEETING NOTES

Task 7 Deliverable

Weymouth Landing Public Meeting – Nov 18, 2009

Discussion Notes

Recorded by James Freas, MAPC; edited and organized by Tim Reardon, MAPC

Auto and Pedestrian Traffic

- Traffic issues need improvement; in particular, pedestrian safety is a critical issue.
- It is not practical to reduce the volume of traffic passing through the area, due to Route 53 and the confluence of five roads in The Landing. One thing that could be done is to provide more on-street parking for people coming from the Braintree side, so they don't have to pass through the Landing to get to the parking lot.
- There is a tension between the desire to improve vehicular traffic and the goal of improving the pedestrian experience. This is a safety issue. Reducing traffic lanes from two lanes in each direction to one lane in each direction plus turn lanes has worked well in other places such as Cambridge and Somerville. It improves pedestrian safety. Should be coupled with rear access parking.
- The plan should consider making Brookside Road a dead-end. This would reduce turns from/to Brookside to/from Quincy Ave/Commercial Street. It might also create opportunities for more off-street seating areas and would improve safety on Brookside Road.
- The Landing needs audible pedestrian signals to make it safer for visually-impaired pedestrians. [Comment made to facilitator prior to meeting.]

Parking

- Where will residents of new mixed-use buildings park their cars? Does the model show enough parking spaces for the size of building you have depicted?
 - Response (Tim Reardon, MAPC): The proposed zoning requires that parking for new residential units be accommodated on-site. The model is illustrative of what might be built. Property owners will need to develop creative site designs.
- MBTA parking lots should be made publicly available on weekends to serve shoppers and other visitors (e.g., marina users who need overnight parking.)
- Structured parking may be feasible on a portion of the existing municipal lot; could increase the capacity by about 1/3rd; this should be considered.

Zoning

- Some people are concerned that four stories are too high for The Landing. Three stories should be sufficient.
 - Tim Reardon requested a show of hands with regard to the height limit; The majority of participants favored a 3-story height limit, but many others thought that four stories would be appropriate
- Heights should vary within the district between 2 and 4 stories; this creates a more village-like atmosphere than buildings all the same height.

- Peaked roofs and dormers contribute to a village feel. The zoning floor/height limit should be set at some half-floor increment to encourage peaked roofs and dormers (e.g., 3.5 stories.)
- Not in favor of residential overbuilding. Scituate Harbor has too many condos.
- There is a line of sight to the Monaquot River from various vantage points, including coming North on Washington Street past the post office. Lower buildings will help to preserve these sight lines.
- Much of The Landing is on filled wetlands; subsurface conditions may limit potential building height.
- The new townhouses on Brookside Road were good improvement. They have a village-like feel.
- The Braintree Electric site on Allen Street should be made into open space. Possibly an amphitheatre could be built there.
- If the Braintree Electric site is developed with tall buildings, they may cast shadows on homes across Allen Street. The buildings on that site should be demolished; the whole site should be open space.
- The central part of the Landing should remain strictly commercial. Residential uses should be allowed only in the areas near the river.

The Private Sector

- It is important to retain existing businesses in the central part of The Landing. There is concern about taking of property/buildings and redevelopment dislocating existing businesses like El Serape.
- Both public and private parties need to take responsibility for making improvements to The Landing. The towns are pursuing money for sidewalk improvements; businesses and property owners also have responsibility to improve their property's appearance.
- This planning process and the PWED can help the community visualize the future and make improvements; however, only private developers are really the ones capable of building something on private property. Weymouth and Braintree can only go so far to help create incentives.

Smelt Brook / Waterfront

- The canoe launch in Weymouth needs to be completed as soon as possible.
- The daylighting of Smelt Brook should include more landscaping than that shown in the model. For example, terraces and meanders will accommodate the elevation drop of the brook and will make it visually interesting. The plan should consider day-lighting Smelt Brook all the way to Quincy Ave.
- Smelt Brook is viable fish habitat; extensive daylighting is needed to support healthy fish population. The culvert area underneath The Brick Grille (just east of Quincy Avenue/ Commercial St.) is still tidally influenced and impacted by sedimentation where freshwater and brackish water meet. Daylighting of the stream all the way to Quincy Avenue would help to resolve this.
 - Response: Daylighting through that area was considered but MAPC identified two major concerns. It would likely require purchase or takings of private property on either side of the Brook; and the Brook could potentially be a nuisance for an outdoor café or restaurant if it became stagnant or otherwise smelly.

- The Federal Emergency Management Agency is currently revising the flood maps for Norfolk County. How will these revisions affect development potential?
 - Response: The Landing is not currently in a flood zone, possibly due in part to the fact that Smelt Brook is in a culvert. The flood map revisions are not likely to change this status.

Public Funding

- www.recovery.gov reports that Weymouth has received over \$3 million of stimulus funding. How was this money spent? Stimulus money should be directed to Weymouth Landing.
 - Response (Mayor Kay): Not familiar with that figure; Weymouth has not received \$3 million of discretionary Stimulus funds.
- What is the process and schedule for PWED improvements? How will people be able to participate in the design of those improvements? \$2.4 million can go pretty quickly.
 - Response (Mayor Sullivan): We would like to move forward quickly. Staff from the towns will be meeting to develop a plan; it is likely we will have another community meeting in February and would like to be under construction next summer.

APPENDIX H: PHASE II SCOPE OF WORK

11 February 2010

(Approved by Mayor Kay and Mayor Sullivan on February 19, 2010)

MAPC conducted a planning and zoning study in Braintree/Weymouth Landing as part of the FY 2009 District Local Technical Assistance program. MAPC's 2009 DLTA contract with the state concluded on December 31, 2009 and a complete draft report and draft zoning recommendations were formally submitted to both towns on January 14, 2010. MAPC proposes to continue work in Braintree/Weymouth Landing through the early 2010, to be funded by the FY 2010 DLTA contract, in order to help bring key aspects of the planning project to completion.

Proposed Task I includes revising, summarizing, and disseminating the report and its recommendations in order to **build support for zoning adoption** in early 2010. In close consultation with the town planners, MAPC will assist in the preparation of an outreach and educational "campaign" that will continue to build momentum for implementation. This campaign will include educational material, press outreach, and web resources to engage and educate stakeholders.

All services will be provided at no cost to the towns. MAPC proposes to dedicate a portion of its FY 2010 DLTA funds to support project completion. The towns simply need to submit an official request (or two separate requests.) The request(s) should be signed by each mayor and should reference this proposal.

Task I: Report/Zoning Revision and Stakeholder Outreach

Activities

- Meet and communicate with town planners to revise report and zoning
- Develop executive summary of report recommendations
- Draft press release for report summary and conduct follow-up media outreach as directed by Town(s) staff.
- Assist with development of MOU for Joint Design Committee, in consultation with Town Staff
- Update project website (www.mapc.org/weymouthlanding) with draft report, executive summary, revised video, and other supporting materials
- Organize one large-scale public meeting to present the final plan and cement public support for key recommendations; post-meeting outreach and media coordination as directed by Town(s) staff.
- Conduct personal outreach to key stakeholders and decision-makers, in consultation with town staff

Timeline (to be confirmed with Town Staff)

- January 14: Submit draft report and zoning to towns for internal review
- Week of March 8: Public release of draft report, press release, executive summary
- March 8 – March 23: Community review of report and MAPC revisions as necessary
- March 23: Public meeting to present final report and kick off zoning adoption process

Deliverables:

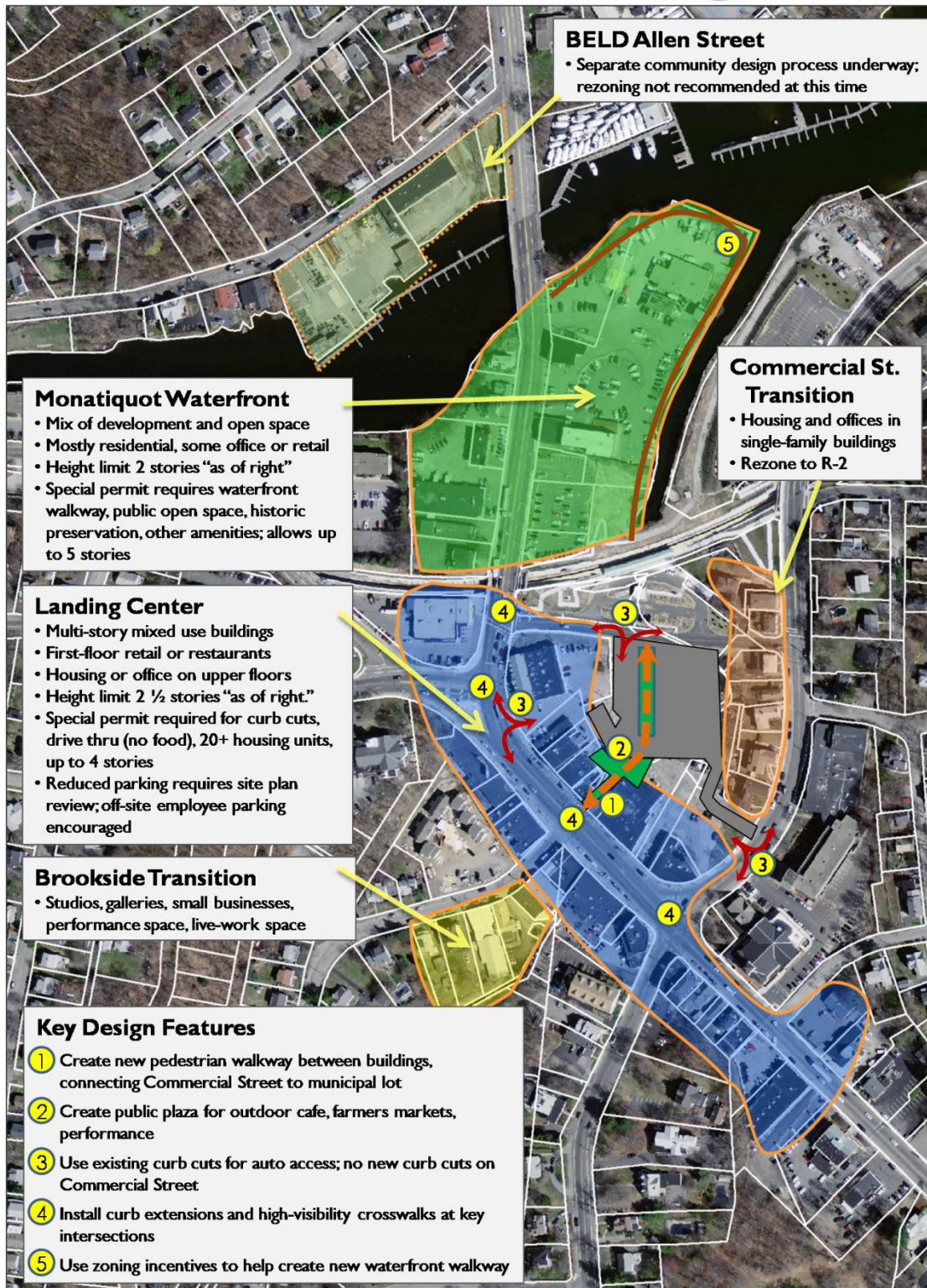
- Revised final report
- Proposed zoning model (ordinance development by appropriate Town Official)
- Executive Summary
- Press releases and other media material
- Revised “Tour through the Future of the Landing” video

Staff Utilization

Senior Regional Planner:	50 hours	\$3,550
Land Use Planner:	30 hours	\$1,950
GIS Analyst:	10 hours	\$520
Land Use Division Manager:	<u>6 hours</u>	<u>\$552</u>
	96 hours	\$6,572

APPENDIX I: RECOMMENDED LAND USE PLAN

BRAINTREE-WEYMOUTH LANDING MAPC-Recommended Land Use Plan



Draft for Community Review
March 23, 2010

www.mapc.org/weymouthlanding



Prepared by the
Metropolitan Area Planning Council
Funded through the
District Local Technical Assistance Program