

Town of Brookline  
Advisory Committee Minutes

Sean Lynn-Jones, Chair

Date: November 3, 2016

---

**Present:** Carla Benka, Clifford M. Brown, Carol Caro, Lea Cohen, John Doggett, Dennis Doughty, Harry Friedman, Janet Gelbart, David-Marc Goldstein, Neil Gordon, Angela Hyatt, Sytske Humphrey, Alisa G. Jonas, Janice S. Kahn, Steven Kanes, Bobbie Knable, David Lescohier, Fred Levitan, Robert Liao, Shaari S. Mittel, Mariah Nobrega, Michael Sandman, Lee L. Selwyn, Charles Swartz, Christine Westphal

**Absent:** Amy Hummell, Stanley L. Spiegel, Kelly A. Hardebeck, Pamela Lodish

**Meeting Location – Community Room of Public Safety Building**

---

The meeting was called to order at 7:00 PM.

1. Possible reconsideration of Article 31: Amendment to Article 2.1 of the Town's By-Laws – Town Meeting --to extend requirements of the Massachusetts Open Meeting Law to Town Meeting-created committees. (Petition of Regina Frawley, TMM16)

Petitioner Regina Frawley gave a presentation advocating for the reconsideration of her motion.

**Questions and Comments**

Q: Why shouldn't we continue with what we have now?

A: Because what you have simply codifies what currently exists.

If a committee fails to approve its minutes, Town Meeting can approve minutes.

There is a mechanism within parliamentary law to handle these situations (the apparent refusal of someone to approve past minutes which has given rise to the Petitioner's motion).

A **MOTION** was made and seconded to reconsider of Article 31.

By a **VOTE** of 4 in favor, 15 opposed with 4 abstentions the motion to reconsider fails.

2. Possible reconsideration of Article 23: Amend Article 8.15 of the Town's By-Laws– Noise Bylaw and Article 8.31 – Leaf Blowers --to Revise and Consolidate Regulations into a Single Leaf Control By-Law. (Moderator's Committee on Leaf Blowers)
3. Article 24: Resolution to appoint a Leaf Blower Control Officer. (Moderator's Committee on Leaf Blowers)

The version that included imposing maximum fines on both the property owner and the leaf blower user for one infraction was deemed beyond the scope by the Moderator and in violation of state statute. Subsequent decision to recommend splitting the fees (evenly) was approved by the Moderator.

A **MOTION** was made and seconded to reconsider WA 23.

By a **VOTE** of 23 in favor, none opposed and 1 abstention the Advisory Committee voted to reconsider Article 23.

Section 8.31.8b revision of penalties and 8.31 Leaf Blower Control is what they would like to recommend to Town Meeting; other strike outs and additions are language clarifications suggested by Town Counsel but are mostly just housekeeping; they do not change intent.

Article 24 is not necessary to approve to have the revised Leaf Blower Control by-law enacted, but it is the belief of the Ad Hoc Committee that to have a Code Enforcement Officer will enhance the efforts to increase compliance with the Leaf Blower regulations, thereby reducing number of violations and the noise from leaf blowers in the Town. The resolution is asking the Selectmen to “consider” assigning the responsibilities to an existing position within DPW. Does not eliminate the role of the police in enforcement in this process but rather the first person that could be called will be this position and most of the time, he/she will have no other demands on his/her time, as a police officer might. We can let people know about this person and their role could be promoted via a flyer in utility bills.

Difference in language – reducing the demand tone of the resolution from “should” to “think about” allows the Commissioner and Town Administrator to call the position whatever they want; also specifies a definite position in the DPW that will be expanded; second whereas clause removed.

Petitioner highlighted two elements – homeowner / property owner responsibility to get them into the conversation. Having a civilian do the communication, enforcement and ticketing, with then the support of the police, when necessary. Call coming in to the police could be referred back to the Leaf Blower Enforcer for follow-up.

The purpose of the structure is for the homeowner to engage the contractor; want this to end with a warning after a complaint. Homeowner will be made aware of the bylaw and be able to communicate with their contractor.

Questions about whether to call to the police or call tthe new position at DPW – details on how calls will be routed will be determined between the DPW and the Police.

Never get anyone to answer the phone when I call the DPW.

The assumption is that you are going to get an immediate response to the complaint but this isn't the case. The notion of dispatching to catch the offender red handed is misguided. A case gets opened and they follow the case, sometimes it takes 3-4 weeks but it is a repetitive business. Go to the site the following week at the same time, begin the conversation, and close the case when issue is settled.

Q: What will you do with the crew that doesn't speak English?

A: We have a brochure in three languages – English, Portuguese and Spanish – that outlines the law and best practices. Can be given to contractors, and shared on the spot.

Initial opinion is that this isn't going to work at all. Message left at DPW who doesn't pick up the phone, police will be called and reroute the call back to DPW, person there may or may not follow up in a timely fashion. However, I will vote for this because I see it as a first step and hope to be proven wrong.

Share brochure with neighborhood associations so there is a shared understanding and shared approach to problem solving.

Time doesn't have to be of the essence with this system. It is a much better process.

A **MOTION** was made to recommend favorable action on the motion under Article 23 as amended in the packet.

By a **VOTE** of 21 in favor, none opposed with 1 abstention, the Advisory Committee recommends favorable action on Article 23.

A **MOTION** was made to recommend favorable action on the resolution under Article 24 as it appears in the packet.

By a **VOTE** of 21 in favor, 1 opposed and no abstentions, the Advisory Committee recommends favorable action on Article 24.

4. Article 6 Amend Article 8.33 of the Town's By-Laws – Plastic Bags --to expand imposed limitations and enforcement. (Petition of Clint Richmond and Andrew Fisher)

Janet Gelbart gave an overview of the subcommittee's report. The petitioners have restructured the article to have less negative impact on local small businesses. Want to eliminate use of plastic bags entirely. Focus is on large chain grocery stores and they have changed their definition to represent this scale.

37 municipalities have these types of ordinances on record. 22 passed in 2016. Also want to eliminate use of produce bags.

Correction in the subcommittee report - Lee does ban produce bags; Lenox does not ban produce bags and share one enforcement agency.

Petitioners noted that there is consensus among science community that we need to stop carbon emissions. One way to do that is to stop using fossil fuels. We have gone from being the first to do it and there are nearly 40 municipalities that have followed the lead of Barnstable and others. Wreaks havoc for grocery stores and that is the way we will get a state law. No one wants to go against grocery store and oil lobbies. But plastic bag companies will ask for a consistent law.

Effort is to try to cure the CVS loophole regarding thickness requirements. Replace single use plastic bags with reusable.

This is not a loophole but they simply followed the law we created. Keep this neutral.

Little bag is made of up of 80% post-consumer products ...I could use the current bag a number of times. Isn't it the fault of the consumer rather than the bag?

Want a thicker bag so they won't produce plastic bags- trying to discourage the use.

The first time the bag went in effect CVS used up flimsy plastic bags, then went to paper because they couldn't source these new bags, so we have to work with the businesses first then get laws to follow.

Second part of the article is for flimsy produce bags – we want bags made of plant matter. Subcommittee feedback was impose this requirement on little stores in Brookline.

Didn't change definition of supermarket, but wrote that bio product made bag should be used by any store of 6,000 square feet.

The other option is just paper which are 2 cents vs 4 cents for the bio product. Production of paper bags involves energy as well and also contaminates water in the production process. Is not a good use of natural resources.

France has outlawed plastic bags, utensils and food containers. 90% of bags in the US are domestically produced.

Dept of Health is willing to enforce it with their current staffing.

Two different kinds of plastic bags – polyethylene most popular film, all free bags are polyethylene and the other type is the produce bag polypropylene resin similar but used primarily in bottles and the kind of bag, the thick one you buy at Trader Joes or Whole Foods. Typically 4 mils with sewn handles with some printing on them. Ban would be bags given away for free.

What stores are going to be affected – for produce bags, four supermarkets.

For the heavier weight bags, the stores are Stop and Shop, Star, (get list)

Reusable product bag that is allowable is 4 mil, produce bag will be paper, bio or mesh.

Q: Have you approached chains and gotten any reaction on what they might substitute and what did they say?

A: Whole Foods already uses paper and will have to use a compliant compostable bag. Did not talk to Stop and Shop and Star. If they were to adopt this, the demand for the bags would increase, more would be manufactured and the price would go down. Kara Brewton noted that staff reached out Kirkman's, Butchery, Stop and Shop and Star.

Q: Exempting almost 99% of stores, so what would our plastics reduction be?

A: The supermarkets, drug stores and convenience stores are the major users of this.

Q: Was there evidence of total carbon life cycle of paper any better than total carbon life cycle of plastic bags?

A: Paper is a biodegradable material that goes back into natural stream, plastic is petroleum based and never does. Transporting paper bags is costly and heavier, although they are generally made locally Very difficult to calculate the life cycle because it can get into the ocean and its life cycle gets lost.

In addition to the litter problem the plastics get into the ground and water on a more molecular level.

This is trying to control people's behavior through legislation. I don't think the bylaw will accomplish the goals that the petitioners desire. Seeing more plastic and more packaging and not less. To get around this produce is being put on trays and wrapped in plastic. Packaging out of Brookline and shipping here.

Need to be more honest about increased costs on certain items. Have to recognize there is a cost to this and it will be passed on to consumers, but it is not going to land totally with the store.

We control all sorts of behavior through legislation. One advantage of writing bylaws at the local level you can mostly get it right and then you can fix it later to address unintended consequences. We cannot expect a petitioner to come to us with a solid bylaw that won't need tweaking later.

On the point of cost, these types of laws are great but supermarkets work on a very slim margin. At some point the stores will say we are not going to make enough money to stay here in Brookline.

The original law and this law are to cut down on plastics and the unintended consequences have resulted in things being wrapped in more plastics. Will not support it.

I do recognized the costs and think Brookline would accept those and be forward thinking and embrace this effort, and will support this.

They have done a lot of work on this article since it was first brought to us; Janet did a lot of work to persuading them to do a lot of work on this article, and I will support this. We have other costs to think about we don't take action on this.

Do you know relative weight of current produce bag vs a paper bag? Produce bags are very small, paper bag weighs maybe a quarter of an ounce. Go to cash register, weight on scale, basically not weighing it on the tear weight/rate. Yes there is not an additional fee.

We need to aim lower to change behavior. Concord's ban on water bottles – began carrying water in big boxes and not bottles. In Maryland, all sorts of stores charged for bags. If you want to change behavior that is a better way – people will change their habits. Not sure hitting supermarkets is the way to change human behavior. Whereas if you actually spent that 10 cents for that bag that we take for granted is going to be given to us for nothing.

A city can enforce the charging for a bag, but a town cannot.

Some people won't easily have bags with them at all times.

Instead of continuing to throw legislation upon legislation onto small businesses, we should work with the businesses. How we work with our business community, get them to buy in first.

There are two prongs to this – we have to work with businesses, many are on board want to keep good will with the community, and they will promote green because they know that is something this community seeks and desires. But also legislative push can also help keep the momentum going.

Q: What is next if this passes? I object to these kinds of things make my life more difficult on a day to day basis for every kind of thing I do.

A: Continue to strive to make Brookline green and sustainable, revive Article 5 about packaging.

Goal is admirable but you need to get to their marketing people, to make it worth their bottom line to be green.

A **MOTION** was made and seconded to recommend favorable action on the petitioner's motion under Warrant Article 6.

By a **VOTE** of 10 in favor, 13 opposed and 1 abstentions motion fails. Recommend no action.

5. Article 19 Amendment to the Zoning By-Law- Zoning Map -- by adding (e) a Transit Parking Overlay District, under Sec. 3.01.4, Overlay Districts; new parking requirements under Sec. 6.02, Paragraph 2; amending the last footnote under Sec. 6.02, paragraph 1, Table of Off-Street Parking Requirements; and adding a new Transit Parking Overlay District to the Zoning Map. (Petition of Scott Englander)

Lee Selwyn explained the purpose of the warrant article. The purpose of the article is to significantly reduce the minimum off-street parking requirements for residential housing located within half a mile of Green Line stops, the proposed "Transit Overlay District" (TOD). The subcommittee viewed this article in the context of a Moderator's Committee report from 2013 and did recommend some reductions but not as substantial as recommended here.

The subcommittee considered a motion to substitute for the reductions proposed with those proposed in the 2013 report, with the exception of

They reviewed work of the Moderator's Committee, whether proximity to mass transit was statistically relevant. Moderator's Committee conducted a statistical analysis addressing the utilization of car ownership, rent, number of bedrooms; conducted a survey as to how adequate parking was for their area.

Subcommittee recommended favorable action on WA 19 with the minimum off street parking requirements amended and are in substantial agreement with Moderator's Committee report. Also discussed was the relationship between off-street parking and lack of on-street overnight parking. Would put additional pressure and would undermine the character of the Town, there would be pressure to relax ban on overnight parking.

Board of Selectmen adopted our vote with one exception 1.5 (BoS) vs 1.4 (Subcommittee)

Scott Englander, petitioner presented a PPT

Mitigate some of the problems that have arisen since 2000 when bylaws were first instituted. Standard in transit shed.

Current requirements. Number of parking spaces on site. Average number of cars. Moderator's Committee gathered these numbers in 2012. Number of households has decreased.

Q. Is parking adequate for your needs?

A. Hard to answer that question.

Q. Will this put pressure on to overturn the overnight parking ban?

A. All Boards in the Town of Brookline would probably fight against that effort.

Q. Basis of numbers – how did the Moderator's Committee and subcommittee come out where they did?

A. Fallacy of averages. You might have one building where everyone needs two spaces and others where someone needs half a space, but you can't move excess spaces in one building to another so need to take into account dispersions. These figures were based on the current stock of housing. We looked at prospective demand, not average demand. New vs imbedded condition and you can't expect every building to exhibit the average compelled us to take a more conservative step. Believe petitioner's reduction is too extreme. The proposal in 2013 did not pass Town Meeting. Given the history, Town Meeting will probably not be likely to support his proposal. IF it fails we are back at the current levels of 2-2-2.

Transportation Board adopted Selectmen's proposal.

Comment: Having been on the Moderator's Committee, I want to give credit to my husband David Day for all of the charts, etc. Main concern was getting this through Town Meeting and didn't work despite what we thought were incredibly conservative numbers. So support the subcommittee's recommendation.

Comment: Already have a built in housing stock –that have zero parking with them. Serious value to having parking associated with property.

Moderator's Committee studied for the whole town as opposed to this smaller area represented in this article.

Comment: Anything not in this transit overlay will still have current levels. People are building larger and more expensive units, as opposed to building single families, one bedrooms and studios.

Comment: River Road Committee maximum concept was unique to that zoning and that project and probably not a good elsewhere in the town. Letting the market decide this – the overnight parking ban is part of the character of the town and has worked well for us, the incremental approach is better because otherwise you will have lots of people who won't know where to park, can't go back after housing is built. A measured approach is the way to go.

Comment: Data shows we are vastly oversubscribing how many spaces we need. I will support either amendment rather than the petitioner's numbers even though the data works well with his figures also.

Comment: I think some 500 cars on the streets overnight last time we studied this. No proof that current zoning has created surplus parking.

Comment: Glad this has been brought forward but petitioner's reductions are about 50% versus 20%. Need to take baby steps here.

Comment: Scott has drawn a circle a half a mile radius of T stops – walking distance is a little over 6/10s of a mile, yet the map suggests otherwise. Overlay may be an exaggeration.

Comment: Fallacy of averages works in favor of the less parking as well.

Comment: It is an irrational idea that reducing parking from 2 to 1.5 will bring more families to Town and more kids to our schools.

Q. What is the practical difference between the 1.4 and 1.5 for a single family?

A. Rounding up and rounding down examples.

A **MOTION** was made and seconded to recommend favorable action on the subcommittee motion.

A **MOTION** was made and seconded to recommend the petitioner's original motion offered as an amendment.

By a **VOTE** of 7 in favor, 14 opposed and 1 abstention

A **MOTION** was made and seconded to recommend favorable action on the Board of Selectmen's motion (with change from 1.5 to 1.4 for single family homes).

By a **VOTE** 13 in favor, 9 opposed with no abstentions the MOTION as AMENDED passed.

By a **VOTE** 16 in favor, 6 opposed and no abstentions the Advisory Committee recommends favorable action on the Selectmen's motion.

---

Upon a **MOTION** made and seconded to adjourn, and voted unanimously, the meeting was adjourned at 10:34pm.

**Documents Presented:**

Green Caucus Recommendations

Draft Advisory Committee Speaker's List for Town Meeting

FOR WA 31

- Some POINTS of FACTUAL DISAGREEMENT
- Motions – Petitioner and Current Advisory Committee recommendation

FOR WA 23 & 24

- Ad Hoc Subcommittee Reports and recommendations

FOR WA 6

- Personnel Subcommittee Report
- Article 8.33 Plastic Bag Reduction
- Article 6 Petitioner Revision Version f
- Cambridge, Wellesley, Newton Ordinances
- Other Massachusetts Plastic Bag Ordinances
- Sierra Club Endorsement
- Petitioners PPT Slides – Sustainable Bags – October 27, 2016

FOR WA 19

- Planning and Regulation Subcommittee Report
- Planning Board Report and Recommendation
- Proposed Transit Parking Overlay District MAP
- Motor Vehicle Excise Bills by Year GRAPH
- Comparison of Current Residential Parking Requirements 2013-2016
- Supplemental Graphics
- Adequacy of Parking Survey Results – Figures 10, 5, 11 and 12 from Lee Selwyn
- Update 2013 Moderator’s Report Table 7 from David Lescohier
- Public Comments on WA19

# WARRANT ARTICLE 19 RESIDENTIAL PARKING REQUIREMENTS IN THE TRANSIT PARKING OVERLAY DISTRICT



11/3/16

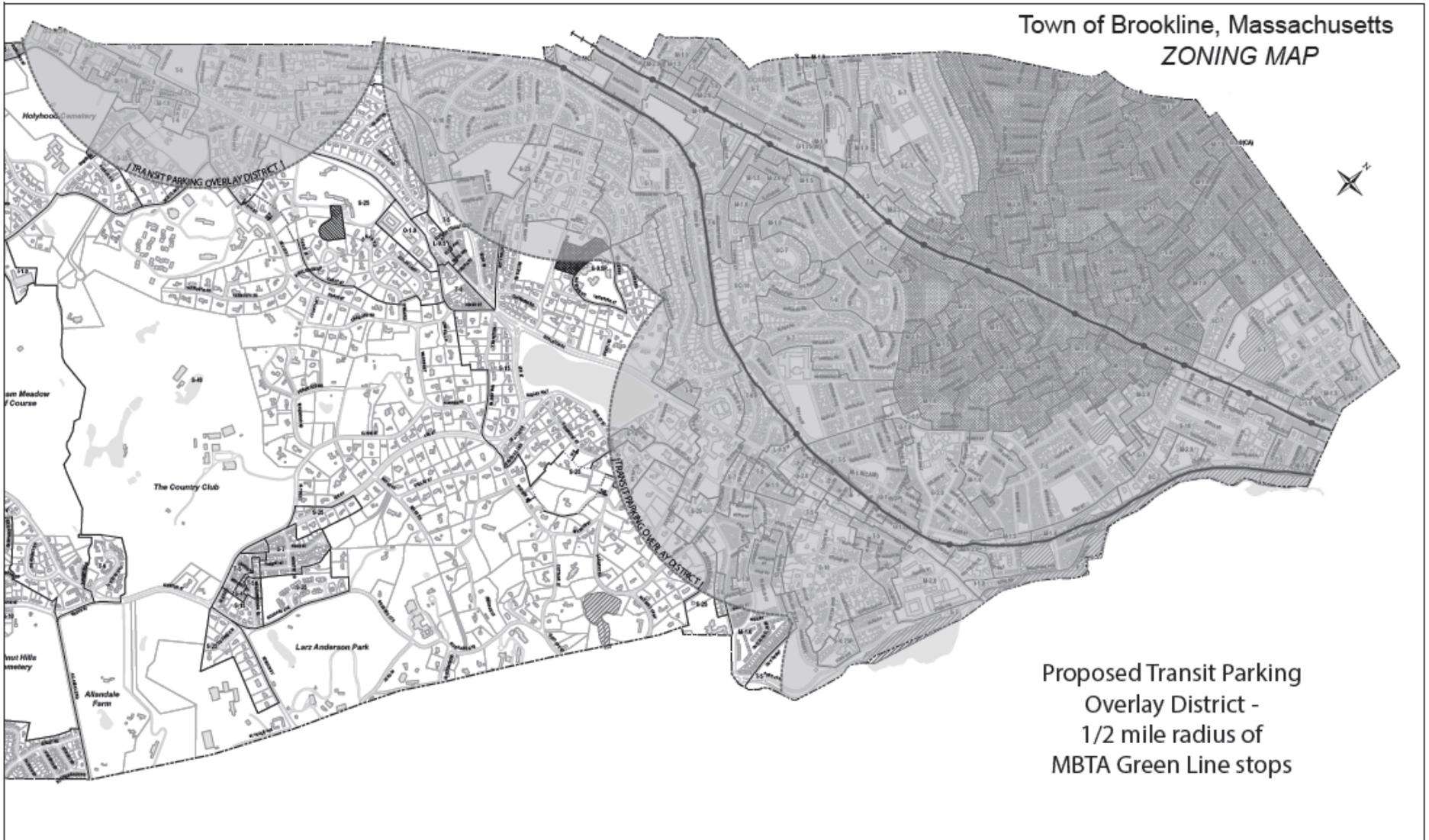
Advisory Committee

# Article 19, November 2016 TM

10

- Creates new Transit Parking Overlay District
- Reduced requirements apply only within TPOD:
  - ▣ Studio units: 0.5 spaces/unit
  - ▣ 1-bedroom units: 0.8 spaces/unit
  - ▣ 2-bedroom units: 1.1 spaces/unit
  - ▣ 3+ BR units—zoning districts with max. FAR of 0.5 or more: 1.5 spaces/unit
  - ▣ 3+ BR units—zoning districts with max. FAR of < 0.5: 1.9 spaces/unit

# Transit Parking Overlay District



# TPO District boundary detail

12



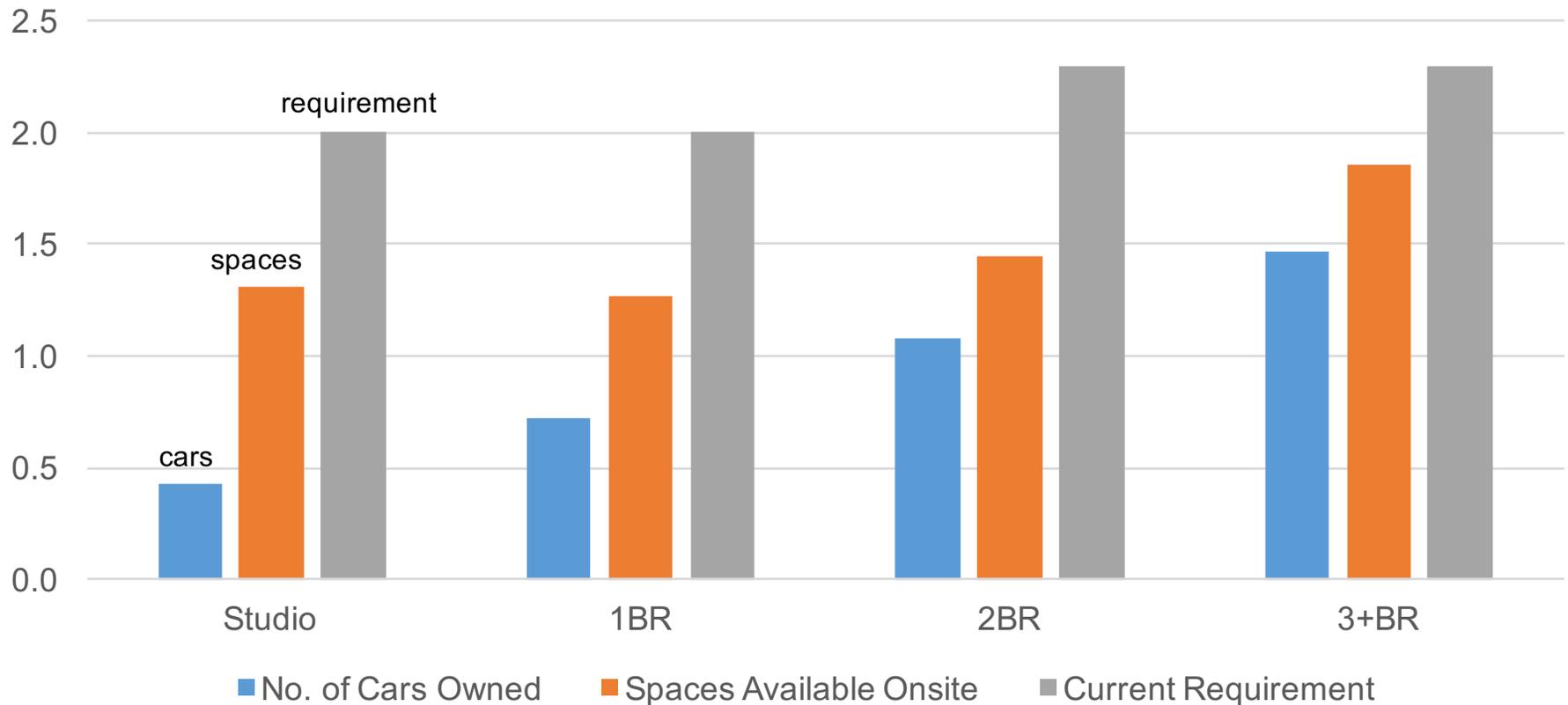
*Proximity to Green Line stations is a proxy defining parts of Brookline that are more compact, walkable, and with lower car use and ownership*

# Why use 1/2 mile from transit as a boundary?

- One-half mile is standard practice for defining transit catchment area for transit-oriented development
- For the purposes of this Article, the TPOD is makes a good proxy for the parts of Brookline:
  - ▣ that are considered walkable
  - ▣ where car use is significantly less than in parts of Brookline outside the TPOD
  - ▣ Where the use of transit, walking, and biking as transportation options is significantly higher than outside the TPOD

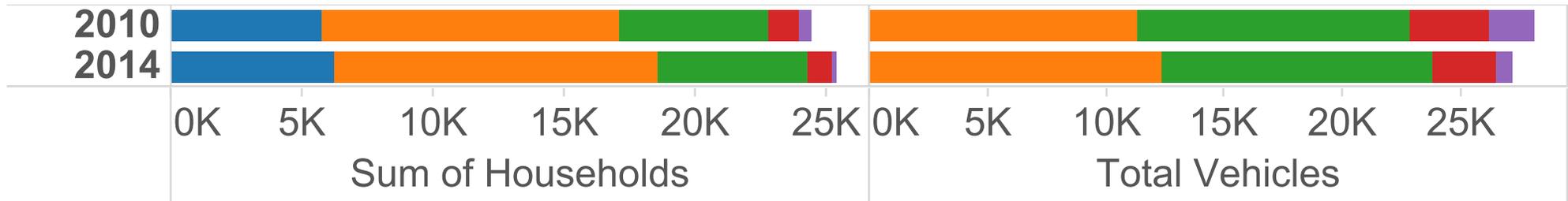
# Current parking requirement considerably exceeds average amount available onsite (TPOD)

### 2012 Average Brookline Car Ownership and Onsite Parking Available by Number of Bedrooms



Source of car ownership and parking data: Town Survey; excludes single family; excludes the following three neighborhoods: Hammond St. / Woodland Rd., Country Club / Sargent Estates / Larz Anderson, Putterham Circle / Hancock Village.

# Between 2010 and 2014, car ownership in Brookline declined, even as the number of households grew



### Vehicles available

- 4
- 3
- 2
- 1
- 0

- *Over 28% of households in neighborhoods with good Green Line access are car-free*
- *About 79% have one car or less*

Source of data: American Community Survey, U.S. Census Bureau, B08201: HOUSEHOLD SIZE BY VEHICLES AVAILABLE - Universe: Households, 2010 and 2014 five-year survey estimates for Brookline census tracts.

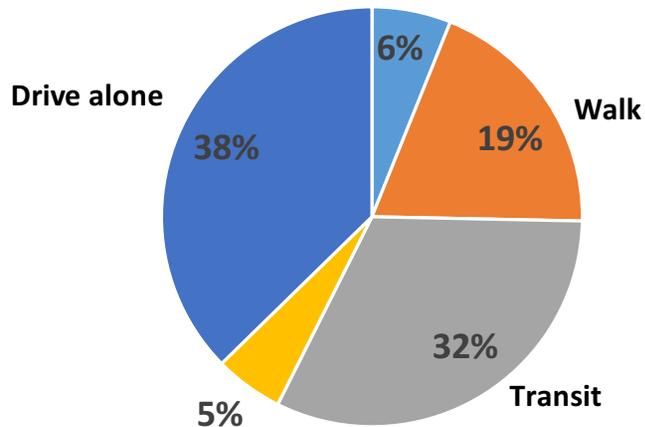
# Commuting behavior inside vs. outside TPOD

(Share of *drive-alone* commuting often indicative for non-commute travel)

17

## Journey to Work as Percent of Brookline Households, 2010-2014

Excludes census tracts 4011-4012



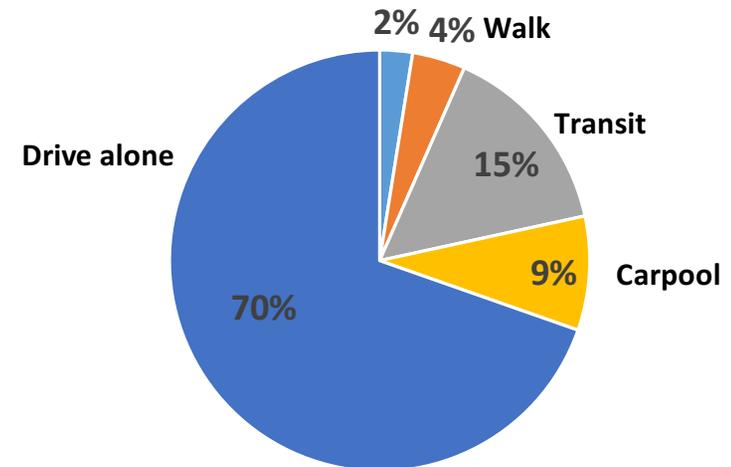
■ Other ■ Walk ■ Transit ■ Carpool ■ Drive alone

### INSIDE TPOD

- Only 38% of Brookline residents commuting to work from neighborhoods in the TPOD drove alone
- By comparison, 51% took transit or walked

## Journey to Work as Percent of Brookline Households, 2010-2014

In census tracts 4011-4012 (outside TPOD)



■ Other ■ Walk ■ Transit ■ Carpool ■ Drive alone

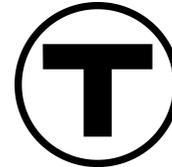
### OUTSIDE TPOD

- 70% of Brookline residents in neighborhoods outside the TPOD drove alone
- By comparison, 24% took transit or walked

# An explosion of car-free, smartphone-accessible options

26

- Residents are relying less on cars and more on other options, such as
  - Public transit
  - Micro-transit
  - Walking
  - Bicycling
  - Carpooling
  - On-demand ride hailing
  - ride sharing
  - Car sharing
  - Telecommuting
  - Online shopping
  - Delivery services
- Especially younger residents!



UBER



GRUBHUB



27

A few examples...



**54 Naples Road**



**65 Naples Road**



**45/43 Naples Road**



**64 Naples Road**



**16 Stetson**



**27/29 Stetson**



**101/103 Stetson**



51 St. Paul St.





75

75 Winchester St.

# How were the proposed ratios determined?

- Proposed TPOD parking requirements developed based on analysis of car ownership data (cars per household) from 2012 Town Survey
  - ▣ for households within the group of survey neighborhoods that closely correspond to the parts of Brookline within the TPOD
- Ratios calculated **separately for single-family** and all other types
- Calculated **separately for four unit types** (studio, 1, 2, and 3+ bedrooms)
- **Margin of 10% added** to provide for parking for visitors and tradespeople
  - ▣ Zoning By-Law requires that 10% of required parking spaces be set aside for such purposes in certain districts
- Results **rounded to the nearest tenth** to yield the proposed requirements

# How were the proposed ratios determined? (cont.)

35

- Town Survey (2012) was the primary source
- Additional reasonableness checks in the form of five-year ACS data (2010 and 2014)
- Adjustments based on the Town Assessor's database to correct for survey self-selection bias (with reasonableness checks on those from ACS data)
- Resulting rates consistent with findings of previous reviews of:
  - ▣ field survey data
  - ▣ MassGIS RMV geocoded data
  - ▣ examples of parking utilization at existing Brookline buildings
  - ▣ data on recently built housing projects in Boston region

# How were the proposed ratios determined?

## Single Family

37

- Should requirements should be different for single family zoning districts (FAR < 0.5)?
  - ▣ 1- and 2-bedroom units: No, ratios are the same
  - ▣ 3+ bedroom units: final ratio significantly higher (1.9 vs. 1.5)
- For that reason, only the parking requirement for 3+ bedroom units is proposed to be differentiated by zoning district

38

# Appendix

# Calculation of Weighted Ratios, Excluding Single Family

39

		a	b	c	d	e = d/c	f = (1-d)/(1-c)	g = a*e/(e+f) + b*f/(e+f)	h = 1.1*g		
		Town Survey, neighborhoods 1-10 and 12			Assessor's database, neighborhoods excl. 101, 102, 103, 204, 301, and CH		Resulting Weights		Add 10% for visitors / tradespeople		Final Ratios
		Cars/household		Owner Occupied %	Owner Occupied %	Own	Rent	Cars/Unit	Spaces/Unit	Unit Type	Parking Spaces per Unit
Unit Type	All	Own	Rent								
Studio	0.43	0.77	0.36	17%	4%	0.22	1.16	0.43	0.47	Studio	0.5
1BR	0.72	0.90	0.62	36%	20%	0.56	1.25	0.71	0.78	1BR	0.8
2BR	1.08	1.15	0.98	60%	37%	0.61	1.59	1.03	1.13	2BR	1.2
3+BR	1.47	1.53	1.31	85%	45%	0.53	3.64	1.34	1.47	3+BR	1.5

# Calculation of Weighted Ratios, Single Family Only

Unit Type	a			c	d	e = d/c		f = (1-d)/(1-c)		g = a*e/(e+f) + b*f/(e+f)		h = 1.1*g	Final Ratios
	All	Own	Rent			Own	Rent	Cars/Unit	Spaces/Unit				
	Town Survey, neighborhoods 1-10 and 12			Owner Occupied %	Assessor's database, neighborhoods excl. 101, 102, 103, 204, 301, and CH	Resulting Weights		Weighted Ratios		Add 10% for visitors / tradespeople			
												Parking Spaces per Unit	
1BR	0.73	0.85	0.67	34%	0%	-	1.52	0.67	0.74	1BR	0.8		
2BR	1.18	1.28	0.85	76%	60%	0.78	1.68	0.99	1.09	2BR	1.1		
3+BR	1.94	1.95	1.71	97%	83%	0.85	6.70	1.74	1.91	3+BR	1.9		

# Brookline Residential Parking Requirements, Past and Present

Land Use	1922	1962	1977	1987	2000
Single-Family Residential (S)	N/A	1	2	2	2
Two & Three Family (T) (F)	1	1.0 - 1.2	1.3	1.6/1.8*	2/2.3*
Multi-Family Studio & 1 brm	1	0.8 - 1.0	1.0 - 1.2	1.5/1.7*	2
Multi-Family Two Bedroom +	1	0.8 - 1.0	1.0 - 1.2	1.5/1.7*	2/2.3*

\*The higher rate applies to dwelling units with more than 2 bedrooms

# Current status of Article 19 review

42

- Other Town boards are supportive
  - ▣ Planning Board: Unanimously in favor
  - ▣ Board of Selectmen: Amended proposal (1, 1.4. 2, 2)
  - ▣ Transportation Board: Supportive of BoS amendment (but unanimously would go as low as (1, 1, 2, 2))