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January 15, 2026

Ellen O'Brien Cushman, via email: TownClerk@belmont-ma.gov
Town Clerk, Town of Belmont

Re: Amendment to 2026 Special Town Meeting Warrant Article 3

**RECEIVED
TOWN CLERK
BELMONT, MA**

DATE: January 16, 2026
TIME: 11:27 AM

Dear Ms. Cushman,

By this letter, I submit 5 amendments pursuant to the Moderator's Town Meeting Simplified Procedures Guide and past amendment policy. Specifically, my submission relates to the Special Town Meeting Warrant Article 3, which proposes to add a new §10A (called the "Center Gateway Overlay District" or "CGOD") to the Belmont Zoning By-Law.

Please confirm by email that you have received this submission.

My amendments are not about **traffic**. While it is hoped that the residents in the new buildings in the Center Gateway Overlay District will reduce traffic by walking, biking, riding the bus, taking an Uber or Lyft, and other means of commuting to work or traveling, the residents will still own cars.

"Senior Active-Living Residential" is the only residential use allowed in the CGOD, and then, only in conjunction with two floors of Commercial Use. And, like the Belmont Center Overlay District, the proposed zoning requires only 0.3 parking spaces per Dwelling Unit, so that if there were 10 two-bedroom apartments, only 3 parking spaces would be needed to comply with zoning.

The Planning Department has circulated a "Frequently Asked Questions" document and in Q12, the documents says:

"For any new residential units, we [undefined] expect that these residents will not be car intensive households and most will own an average of zero to one car, which [*sic; the word "with" was probably intended*] few having more than one.]"

This "**expectation**" is humorous, but will Town Meeting Members think that new residents—even if they are seniors— will not own a car? Also, it is mathematically incorrect to talk about an "average of zero to one car" since if any resident has a car, the "average" could never be zero. There is not data to support this "**expectation**" that residents will have only 0.3 cars. And, there will be no rules regulating how many cars a

Center Gateway resident can have or preventing residents from having one or multiple cars... So, where will those cars park at night? That issue is ignored by the Center Gateway Overlay District zoning proposal and has prompted my amendments.

My amendments address the need for overnight Parking Spaces for Dwelling Units that are created in the Center Gateway Overlay District. There are several categories of parking needs:

- parking for customers and employees of laboratories and research and development businesses
- parking for employees and customers of the hotels and commercial and retail stores
- parking for persons visiting residents of Dwelling Units
- overnight parking needed for residents of Dwelling Units.

Article 3 ignores and supplants two long-standing Belmont policies:

Belmont has a long-standing zoning policy set forth in Section 5.1.2(a) of the Zoning By-Law that requires two parking spaces per Dwelling Unit, except only one space is required for Dwelling Units with fewer than two bedrooms.

Belmont has a long-standing General Bylaw § 60-805.B(7) that prohibits Overnight Parking on Streets.

Residents of Dwelling Units in Buildings in the CGOD will likely own automobiles—often each resident will own at least one automobile.

My amendments require Developments in the BCOD to provide adequate Parking Spaces for seniors without using overnight parking on Streets to comply with the zoning requirements of the BCOD.

This submission includes five separate motions identified below. Each proposed change is submitted as a separate motion, and I request that the Moderator instruct Town Meeting to vote on each motion separately. Because the Moderator's rules prevent Town Meeting Members from making amendments during the Town Meeting, I am presenting Motions 4 and 5 as alternative Motions designed to give Town Meeting the option to select one.

First Motion: No Overnight Parking on Streets

Moved to prohibit use of Overnight Parking on Streets to comply with zoning requirements, by adding the following section 1 to Section 10A.5.C of Section 10A as set forth in the Special Town Meeting Warrant Article 3, to read as follows [Note: Capitalized terms shall have the meaning specified within the following amendment, the proposed § 10A, or in Section 1.4 of the Zoning By-Law] :

1. Notwithstanding Section 10.5.G.4 of the Belmont Zoning By-Law or any other provision of this Zoning By-Law, “Overnight Parking” (meaning parking for over one hour between the hours of 1:00 a.m. and 7:00 a.m., as specified in § 60-805.B(7) of the General Bylaws), on Streets shall not be allowed; and neither the Permitting Authority, nor the Select Board, nor any Town department shall grant, permit, or allow any such Overnight Parking on Streets to fulfill zoning parking requirements. Notwithstanding any provision of this Zoning By-Law, including this Section 10A.5.C.1, Developments that elect to be governed by this Section 10A, are prohibited from using Overnight Parking on Streets to fulfill parking requirements in table in Section 10A.4.C.

Purpose of this Amendment: The Select Board has given assurances that they would oppose any overnight on-street parking. This amendment incorporates those assurances into the Zoning By-Law and avoids uncertainty about treatment of overnight on-street parking in Developments created under the proposed § 10A. Actual parking on Streets and in municipal parking facilities is already governed in part by the Town’s “Parking Rules & Regulations,” but allowing such actual parking should not be allowed to count for compliance with the Parking Space requirements in the proposed Section 10A.

Second Motion: No Reduction in Number of Residential Parking Spaces Required

Moved: that Section 10A.5.C of the proposed §10A to the Belmont Zoning By-Law, as set forth in the Special Town Meeting Warrant Article 3, be amended adding a new Section 2 as follows [Note: Capitalized terms shall have the meaning specified within the proposed amendment, the proposed § 10A, or in Section 1.4 of the Zoning By-Law]:

2. When acting on an Application, the Permitting Authority may not reduce the minimum parking requirements for residential use, but may reduce the minimum parking requirements for non-residential uses for the particular Lot based the special circumstances listed in Section 5.1.1(b).

Purpose of this Amendment: There are several categories of parking needs:

- parking for customers and employees of laboratories and research and development businesses
- parking for employees and customers of the hotels and commercial and retail stores
- parking for persons visiting residents of Dwelling Units
- overnight parking needed for residents of Dwelling Units.

Residents of Dwelling Units in Buildings in the CGOD will likely own automobiles—often each resident will own at least one automobile. This amendment requires Developments to provide the full number of required residential Parking Spaces. Those

Parking Spaces can be provided on-site or via Shared Parking on Private Lots under § 10.5.G.5 but no Overnight Parking (meaning parking for over one hour between the hours of 1:00 a.m. and 7:00 a.m., as specified in § 60-805.B(7) of the General Bylaws) on Streets should be allowed to fulfill zoning parking requirements.

Third Motion: Shared Parking, but No Overnight Parking on Streets

Moved: That Section 10A.5.C of the proposed §10A to the Belmont Zoning By-Law as set forth in the Special Town Meeting Warrant Article 3, be amended by adding Section 10A.5.C.3 as follows [Note: Capitalized terms shall have the meaning specified within the proposed amendment, the proposed § 10, or in Section 1.4 of the Zoning By-Law]:

Notwithstanding the language in Section 10.5.G.3.e the following Section 10A.5.C.3 shall apply in lieu thereof:

3. Parking Satisfaction Sequence

The Parking Spaces required in the Table in Section 10A.4.C entitled "USE TABLES AND ASSOCIATED PARKING REQUIREMENTS" for a residential use shall be provided on the site of the Development or with an approved Shared Parking Agreement pursuant to Section 10.5.G.5. If an Applicant adequately documents the Applicant's diligent efforts to meet parking requirements listed in that Table for non-residential uses through a combination of on-site parking, reductions, and waivers pursuant to Section 10.5.G.3.d, and an approved Shared Parking Agreement pursuant to Section 10.5.G.5, then the Applicant may seek the Permitting Authority's approval to meet such non-residential Parking Space requirements by having Parking Spaces in municipal parking facilities credited pursuant to Section 10.5.G.4, but Overnight Parking, meaning parking for over one hour between the hours of 1:00 a.m. and 7:00 a.m., as specified in § 60-805.B(7) of the General Bylaws, on Streets shall NOT be allowed to satisfy any Parking Space requirements under this Section 10A.

Purpose of this Amendment: There are several categories of parking needs:

- parking for customers and employees of laboratories and research and development businesses
- parking for employees and customers of the hotels and commercial and retail stores
- parking for persons visiting residents of Dwelling Units
- overnight parking needed for residents of Dwelling Units.

The need for non-residential parking spaces occurs during the day and evenings. Non-residential parking (at least aside from hotel uses) rarely requires Overnight Parking.

Applicants for Developments in the CGOD should be required to provide all of the Parking Spaces required for **a residential use**.

NOTE: The Fourth and Fifth Motions are alternatives. If one is adopted, I plan to withdraw the other one.

Fourth Motion: Apply current Parking Space requirements

Moved: That the table in Section 10A.4.C entitled “USE TABLES AND ASSOCIATED PARKING REQUIREMENTS” as set forth in the Special Town Meeting Warrant Article 3, be amended by replacing “0.3/Unit” in the RESIDENTIAL USE category in the column labeled “Parking Requirements” with the following [Note: Capitalized terms shall have the meaning specified withing the proposed amendment, the proposed § 10A, or in Section 1.4 of the Zoning By-Law]:

2 per Dwelling Unit, except one space for a Dwelling Unit with fewer than two bedrooms

Purpose of the Amendment: There are several categories of parking needs:

- parking for customers and employees of laboratories and research and development businesses
- parking for employees and customers of the hotels and commercial and retail stores
- parking for persons visiting residents of Dwelling Units
- overnight parking needed for residents of Dwelling Units.

This amendment uses the term “Dwelling Unit,” which is defined in Section 1.4, and requires the same number of Parking Spaces as required by the existing Section 5.1.2(a) of the Belmont Zoning By-Law. Because the residents in Dwelling Units will likely own automobiles, which will need a place to park overnight (regardless of whether the residents use walking, biking, or public transportation to get to work), Development in the CGOD must provide adequate Parking Spaces for overnight parking, else, Section 10A will inevitably mean people will be parking on the Streets overnight in violation of § 60-805.B(7) of the General Bylaws. By presenting two amendments dealing with the residential parking requirements, Town Meeting can decide whether Dwelling Units with two or more bedrooms, require two parking spaces or just one Parking Space.

Fifth Motion: Require One Parking Space per Dwelling Unit

Moved: That the table in Section 10A.4.C entitled “USE TABLES AND ASSOCIATED PARKING REQUIREMENTS” as set forth in the Special Town Meeting Warrant Article 3, be amended by replacing “0.3/Unit” in the RESIDENTIAL USE category in the column labeled “Parking Requirements” with the following [Note: Capitalized terms shall have the meaning specified withing the proposed amendment, the proposed § 10A, or in Section 1.4 of the Zoning By-Law]:

1 Parking Space

Purpose of the Amendment: There are several categories of parking needs:

- parking for customers and employees of laboratories and research and development businesses
- parking for employees and customers of the hotels and commercial and retail stores
- parking for persons visiting residents of Dwelling Units
- overnight parking needed for residents of Dwelling Units.

This amendment uses the term “Dwelling Unit,” which is defined in Section 1.4, and requires only one Parking Space per Dwelling Unit. Because the residents in Dwelling Units will likely own automobiles, which will need a place to park overnight (regardless of whether the residents use walking, biking, or public transportation to get to work), Development in the CGOD must provide adequate Parking Spaces for overnight parking, else, Section 10A will inevitably mean people will resort to parking on the Streets overnight in violation of § 60-805.B(7) of the General Bylaws. By presenting two amendments dealing with the residential parking requirements, Town Meeting can decide whether just one Parking Space suffices.

Sincerely,

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