



**Joint Meeting of the Planning Board, City Council Committee on Legislative Matters
and the Northampton City Council**

Members

Councilor William H. Dwight, Chair

Councilor Gina-Louise Sciarra, Vice Chair

Councilor Rachel Maiore

Councilor John Thorpe

MEETING AGENDA

Date: October 4, 2021

Time: 5:30 p.m.

Video Teleconference

The October 4, 2021 Joint Meeting of the Planning Board and Legislative Matters Committee meeting will be held by remote participation. The public can join the virtual meeting by phone or by computer. The meeting will be recorded for later broadcast on Comcast Channel 15 and uploaded to the Northampton Government Video Archive on YouTube.

Live public comment will be available using zoom link or telephone call-in beginning at 5:30 p.m.

INSTRUCTIONS FOR CALLING IN OR JOINING THE MEETING

Join the virtual meeting: <https://bit.ly/3uzdzKQ>

For telephone call-in, call:

+929 436-2866 US

MEETING ID: 814 7215 3583

PARTICIPANT #: #

PASSCODE: 015008

1. Meeting Called to Order and Roll Call

2. Announcement that meeting is being audio/video recorded

This meeting is being audio and video recorded.

3. Public Comment

4. Approval of Minutes of Previous Meeting

A. Minutes of June 14, 2021

Documents:

[06-14-2021_Committee_on_Legislative_Matters.pdf](#)

5. 5:30 P.M. Public hearing on proposed zoning change

Process note: Per M.G.L. Chapter 40A, Section 5, a legal notice was published in the Daily Hampshire Gazette on September 20, 2021 and September 27, 2021.

Documents:

[Public Hearing Notice for 10-4-21 LM Meeting.pdf](#)

A. 21.313 An Ordinance to Amend the Zoning Map, §350-3.4, at Chapel Street - referred to Community Resources, LM and Planning Board - 8/19/2021

History:

- Referred to Community Resources (CR), Legislative Matters (LM) and Planning Board (PB) - 8/19/2021
- Positive recommendation, CR - 9/20/2021

Documents:

[21.313 An Ordinance to Amend the Zoning Map, Section 350-3.4, at Chapel Street.pdf](#)

6. Items Referred to Committee

A. 21.325 An Ordinance Relative to Compensation for Elected Officials - referred by City Council 9/22/2021

Documents:

[21.325 An Ordinance Relative to Compensation for Elected Officials.pdf](#)

7. New Business

8. Adjourn

Contact Bill Dwight at
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City Council Committee on Legislative Matters and the Northampton City Council

Members

Councilor William H. Dwight, Chair

Councilor Gina-Louise Sciarra, Vice Chair

Councilor Rachel Maiore

Councilor John Thorpe

MEETING MINUTES

Date: June 14, 2021, Time: 5 p.m.

Virtual Meeting

1. **Meeting Called to Order and Roll Call:** At 5:01 p.m., Legislative Matters Committee Chair William H. Dwight called the meeting to order. On a roll call, the following members were present: Councilor William H. Dwight, chair; Councilor Gina-Louise Sciarra, vice chair; Councilor Rachel Maiore and Councilor John Thorpe.

Also present were City Councilor Alex Jarrett, Department of Public Works (DPW) Director Donna LaScaleia and Administrative Assistant Laura Krutzler.

2. **Announcement that meeting is being audio/video recorded**
Councilor Dwight announced that the meeting is being audio and video recorded.
3. **Public Comment**
Councilor Dwight opened the floor to public comment.

Jason Johnson of 163 Main Street, Leeds, told members he has lived in Leeds for 20 years and serves as vice-president of the Leeds Civic Association (LCA). Civic association members have been in contact with the city council and he believes three DPW directors about traffic and parking issues in Leeds for at least six years. He participated in a survey of the community with people who live on the streets where the ordinances are being considered. Clearly - four to one - residents wanted some sort of restrictions and many were in favor of residential permitted parking. They had a traffic study that has been sitting in a pile for about five years. He appreciates so much the efforts of DPW Director Donna LaScaleia in being proactive in finding safe and reasonable accommodations for the street and community which has become a hazard in the summer. He cited speeding, parking on both sides of the road, inaccessibility for emergency vehicles, trash dumping and the challenge of dealing with 100 to 150 cars on a daily basis on any hot day as common problems on these streets. On behalf of the LCA and as a resident, he enthusiastically supports these ordinances for reasons which he hopes have been made clear.

Heidi Stevens of 8 Upland Road said she has lived on the corner of Upland Road and Grove Avenue for 22 years. The traffic and parking mayhem on Grove Avenue, Main Street and Mulberry Street in Leeds has been a safety issue since at least as far back as 2015. Former City Councilor Alisa Klein had success working with neighbors and DPW Director LaScaleia in the summer of 2019. The DPW put up temporary 'No Parking' signs on the dead end of Grove Avenue to insure that neighbors, cars and emergency vehicles could get in and out of the road. The signs worked, making that section of Grove Avenue safer. Every summer, the chaotic parking scene further down Grove Avenue where it connects to Front Street and on Main Street, especially, continues. She used to be vice president of the LCA and, for years, the LCA has tried to get the city to give the traffic and parking situation in Leeds the attention it deserves. Here they are now seven years later and the problem is finally being addressed in a comprehensive way. Director LaScaleia's ordinances are well thought-out. They're designed to make these problem streets in Leeds safer for cars, bikes, pedestrians and emergency vehicles. She expressed her confidence that, like the changes at the dead end of Grove Avenue, they will work, too. The seasonal aspect of the ordinances makes perfect sense because the congested, haphazard parking that makes these streets dangerous occurs only in the summer months. She urged them to support 'Safe Streets in Leeds' by supporting all the proposed ordinances. She also thanked Director LaScaleia for being so good at her job, commenting that Northampton is really lucky to have such a pro at the helm.

Linda Butler, a resident of **74 Grove Avenue** for 35 years, said she sent a fairly detailed email to the committee cc'ing her neighbors on Grove Avenue. She wanted to go on record as echoing what Heidi and Jason have said about appreciating these thoughtful ordinances that they've needed for a long time. She hopes the committee will approve them.

Emiline Messner of 185 Main Street said she and her partner have only been there for three years and she hasn't thoroughly read the ordinances. They are a rental property and she, her partner and her upstairs neighbor have no off-street parking. If there is a parking ban or restrictions, she requested their consideration of making a small 'resident parking only' area somewhere near their space so they have a place to go. Last year, the half street filled up very, very quickly and they ran out of options very quickly.

Chris Elwich and Chris C. Carroll of 26 Grove Avenue identified themselves and Chris Elwich proceeded to give a visual description of something that happened yesterday. A van parked along Grove Avenue which is currently allowed with four adults, three kids and four bicycles. They left the car doors open toward the roadside. They hung out on Grove for about 20 minutes. She watched as an Amazon truck came by. She was really anxious for the children who were milling around on the street.

Grove is really a strolling street, with people going for daily walks, bike riders, etc., she observed. It just does not seem at all safe to have people parked on even one side of the street. If the car had been parked on the other side, there's no way the Amazon truck could have gone by. She wanted to give a visual representation of what goes on on a daily basis.

Chris C. Carroll commented that they are not on the dead end section but are still very much affected. They very much support Director LaScaleia and safe streets in Leeds.

Deb Jacobs of 82 Grove Avenue, the next to the last house on the dead end, said that although she is certainly in favor of having at least one side of the street car-free, she really finds it very difficult to have no on-street parking. Now that the pandemic is over, she hopes to see more of her family and friends. Most are in their 70's, and it is more difficult for them to park and walk up the street, especially when the weather

is not good. She appreciates Director LaScaleia's concerns about safety but would ask that there be parking on at least one side of the street.

Pennington Geis of 1 Front Street, Leeds, said she is here to speak in appreciation of Director LaScaleia's work. As president of the LCA, she is very appreciative of the thoughtful and balanced way she put together both safety concerns and the individual concerns of the neighbors. The surveys they did were given a lot of credibility by her and she made an enormous effort to take into account both individual concerns and safety. She offered a big thank you to their 'very professional and concerned' director.

Rose Bookbinder Goldstein said she grew up at **88 Grove Avenue**. As someone who, as a kid, walked on that street without sidewalks, seeing how many more cars are there now, she wanted to speak in favor of the ordinances and to also encourage the city to provide alternative ways for folks to access the water and trails such as other parking locations. She feels very lucky to have grown up there and had access to those resources. Speaking to renters in the neighborhood, she wondered if some sort of resident guest pass would be possible. As someone who comes to visit her mom, it would be difficult to have only one place to park. If there was some sort of guest placard that could be given to guests, that would be great.

4. Approval of Minutes of April 12, 2021 and Joint Planning Board/Legislative Matters Committee Minutes of May 10, 2021

Councilor Sciarra moved to approve the minutes as a group. Councilor Maiore seconded. The motion passed unanimously 4:0 by roll call vote.

5. Items Referred to Committee

Councilor Dwight introduced the series of Leeds parking ordinances. The ordinances were before them once before but were forwarded to the full council with a neutral recommendation since the committee thought it was appropriate that they be given a fuller explanation.

He asked councilors how they would like to proceed, and Councilor Sciarra said it would be her preference to address them individually.

A. 21.240 An Ordinance Relative to Parking on Front Street - referred back to LM by City Council 5/20/2021

Ms. Krutzler screen-shared the diagram showing the proposed change to parking.

Councilor Sciarra moved a positive recommendation. Councilor Maiore seconded.

DPW Director Donna LaScaleia presented the proposed change, thanking residents of Leeds for their engagement throughout this process. The DPW looked at all areas in Leeds affected by an influx of traffic, particularly in the summer months. The stretch of Front Street shown is about 1,500 feet long with a width of roughly 22 feet. Mathematically, a typical travel lane is 11 feet, so with 11-foot travel lanes in both directions and an eight (8) by twenty (20) foot parking space, roadways need 30 feet of width to support two-way traffic and parking on one side of the road, Director LaScaleia explained. Many streets in Northampton do not meet this mathematical configuration but it's not relevant because there is not significant traffic flow. An engineering analysis determined that it is not safe to park on Front Street in any location so the proposed ordinance prohibits parking at all times. There's a hill and it's on a curve, she added.

Councilor Maiore commented that the map doesn't really do justice to the precarious nature of the road. Also, children regularly walk and bike up the road.

This one seems pretty straightforward, Councilor Dwight said. It is a comprehensive year-round ban for the purposes described.

The motion passed unanimously 4:0 by roll call vote.

B. 21.241 An Ordinance Relative to Parking on Grove Avenue, referred back to LM by City Council - 5/20/2021

At Councilor Dwight's request, Ms. Krutzler screen-shared an aerial photo.

Director LaScaleia explained the parking proposal for Grove Avenue as shown on the diagram. She first began working on this with former City Councilor Alisa Klein several years ago, she related. This is a very, very narrow section of roadway, less than 20 feet wide in some places. With the influx of visitors to the river, they were finding folks parking between Evergreen Road and the dead end and actually driving onto and parking on the bike path. It has been an ongoing safety concern for police, fire and DPW.

As proposed, parking is prohibited at all times on both sides of Grove Avenue from Evergreen Road to the dead end and prohibited from May 1st to September 30th on the easterly side of Grove Avenue from Evergreen Road to Front Street. DPW engineers think they may be able to support parking on one side of the street starting 50 feet south of Evergreen Road to Front Street, Director LaScaleia explained. This would leave one lane clear at all times for emergency vehicles and create what they call courtesy one-way traffic.

Councilor Sciarra moved to forward the ordinance to the full City Council with a positive recommendation. Councilor Thorpe seconded.

Councilor Thorpe asked if any other parking alternatives are being considered for visitors or people coming to the river.

Her priority as director and chair of the Transportation and Parking Commission (TPC) is to come up with a solution for the particular street, Director LaScaleia responded. She has no formal recommendation for safe alternative parking.

From Evergreen Road to the dead end there is no way to have parking on both sides and maintain a safe travel lane; it is mathematically impossible. Parking on one side is treacherous at best and would prevent access to driveways and create a bottleneck. In her professional opinion, it's a total 'no go.' The DPW has left temporary 'No Parking' signs in place there.

There are many roads in Northampton where, mathematically, two-way traffic and parking doesn't make sense but they don't have the traffic volume in those areas that they have here, she elaborated. The Leeds Civic Association (LCA) has provided plenty of photos for them to see what they're dealing with. Traffic counters don't tell the whole story, it's the pictures of cars and congestion and foot traffic. It's a very seasonal problem. In February with parking on one side, they would likely see a courtesy one-way traffic flow scenario, she continued. With snow, there's no question it's tight, but they are dealing with competition for parking in the hot summer season.

Councilor Sciarra asked about parking on the side of Grove Avenue next to the river in the winter. She asked if this would provide the parking residents need.

In formulating her recommendation, she listened to testimony of residents at a TPC meeting and reviewed data from an LCA survey, Director LaScaleia shared. In the wintertime, she would love empty streets; it would make her very happy to have no cars on every street. For purposes of snow removal and maintaining good traffic flow, parking on one side is always better than parking on both sides but she really tried to hear residents' concerns about inconvenience and guests. In drafting the ordinance she wanted to make the least impactful change but still achieve the desired results, which was trying to control the level of congestion during very specific months.

This has been a real process and there's not really a perfect answer, Councilor Maiore added. She thanked Director LaScaleia, who she said spent a lot of time collaborating with her and sharing her reasoning. Talking to residents, the two concerns would be renters and residents who have guests and equity concerns about how it might limit access to the river. Holding those concerns, her feeling is that this is such an intractable situation that they need to try something. At this point, she supports these ordinances because she thinks they need to chip away at the problem as a whole.

"I see the imperfections and I do have concerns especially for our renters and others who don't have off-street parking," she acknowledged.

Director LaScaleia confirmed that Main Street is the only other place in the city where there is seasonal parking and it is for street sweeping purposes.

Councilor Sciarra voiced her perception that this would be a fairly significant change since there is nowhere else in the city where parking restrictions are in place seasonally.

She heard from a lot of people on Grove Avenue who were both for and against parking at all on Grove Avenue, Director LaScaleia reported. Some wanted 'No parking' at all; they were concerned that if the city implemented the ordinance as written they would not be able to get out of their driveways and emergency vehicles still would not be able to get through. The DPW always has the ability to temporarily impose 'No parking' if it is deemed to be a true safety emergency. She told folks that if they implement the ordinances as designed and find that vehicles still can't get through, the DPW could certainly address that on a temporary basis until an updated ordinance be adopted to restrict parking entirely.

Councilor Dwight noted this is not entirely without precedent since there has been an arrangement at Smith College where parking is allowed on one side of the street and then switched to the other at about 3 o'clock in the morning. He referred to the equity issue as 'the elephant in the room.' Public roads are public roads; they are not owned by residents, he reminded. People who live on those roads do not have primacy. For renters with no parking in particular, he understands they have no choice and are forced onto the street. "This is a perfect storm of all these issues that collide," he observed.

As Councilor Sciarra points out, seasonal parking is unprecedented, particularly as it applies to a neighborhood.

A conversation about equity can't be avoided and has been forcefully brought to light as they've navigated this past year, he said. The council has pledged to itself that, as they make laws, they will make a primary

objective the balancing of equity and promoting equity and not focusing on any particular cohort. Regardless of how someone feels about it, principally the people who are accessing the river have been identified as people who can't afford access to pools or other recreational systems. It is free and quite popular and this has made it a really difficult and uncomfortable conversation for everybody. He earnestly believes that everyone in this neighborhood is just as concerned with this issue as they are.

If they proceed with this and split these hairs, this is where he feels really uncomfortable. The things that inform the discussion have been couched in safety issues and that's why he asked if there have been crash studies. (Director LaScaleia earlier said she does not have crash data.)

He is actually taking at face value that these conversations are all predicated on actual and real safety. He believes that if a seasonal prohibition were to be applied based on it being unsafe from May to September, that finding stands and holds beyond that. The seasonal aspect of this instead has to be targeted to the problems that have arisen. If they're identifying this as a safety problem because of access for emergency vehicles and traffic passing, he believes that holds going into the winter. Otherwise, it looks like it's distinctly crafted to accommodate the residents proximate to the street.

He will *not* support a seasonal ban, he concluded. He will support either a ban on that side of the road year-round or no ban.

Director LaScaleia clarified that when she talks about safety and says they don't have crash data, what she is looking at is if cars can pass. It's not about is there an accident or is somebody speeding. This is a very basic assessment of the capacity of the roadway. Her job is to go up and look at the road and say can a fire truck get through there. "This is about a street capacity issue."

Councilor Dwight expressed his understanding that she's talking about physics in that two objects cannot occupy the same space at the same time. He doesn't see those physical dimensions improving in the winter.

Public space is public space and she feels like that needs to be applied equitably, Councilor Sciarra agreed. If it's not safe in the summer when cars are on both side, it's not safe in the winter. It doesn't matter if its access for people who live in that area or access for people who don't live there. If it's a safety issue, the solution should be no parking on the whole easterly side year-round and not a seasonal restriction.

Councilor Sciarra said she would move that amendment. Councilor Thorpe seconded.

Councilor Maiore pointed out the practical application. She has met with residents and struggles with the equity issue, but the director's plan was to actually give more flexibility and provide more access to the street by making it seasonal. When she thinks about residents who don't have parking, the director's plan allows some relief around that issue and actually gives more access to the road.

Councilor Sciarra clarified that, as amended, Section 2 would say no parking on the easterly side of Grove Avenue from Evergreen Road to Front Street at any time rather than from May 1st to September 30th.

The ordinance would then go before the full council as amended, Councilor Dwight clarified.

The ordinance before them is the result of quite a process they went through at TPC and their trying to put forward the least impactful but most effective order possible, Director LaScaleia reminded. Strictly from a mathematical perspective, she certainly understands that, dimensionally, the same parking footage restrictions would apply all 12 months of the year.

The motion to amend passed 4:0 by roll call vote.

Councilor Dwight called the motion to forward the ordinance with a positive recommendation as amended to a vote. It passed unanimously 4:0 by roll call vote.

C. 21.242 An Ordinance Relative to Parking on Florence Street, referred back to LM by City Council - 5/20/2021

Ms. Krutzler screen-shared the diagram showing the proposed change.

Councilor Sciarra moved to forward the ordinance with a positive recommendation. Councilor Thorpe seconded.

When she first waded into this, she wanted to do an assessment of the entire area and see what signage was in place, Director LaScaleia related. They went in a radius from the problem area and took a look around. This is not related to seasonal traffic but is an inconsistency in that the signs in front of the Leeds Elementary School do not actually match the ordinance on the books. This is a little clean-up to make sure what's installed in the field actually matches what's in the ordinance.

Councilor Dwight noted that Leeds in particular in the past had a councilor who was very engaged and would at times create his own parking zones. They spent a lot of time cleaning up stuff. He doesn't know if that is the case here or if it is a simple matter of confusion. This is clearly a safety issue, he agreed.

The motion passed unanimously 4:0 by roll call vote.

D. 21.243 An Ordinance Relative to Parking on Main Street, Leeds, referred back to LM by City Council - 5/20/2021

This is definitely a trouble spot in terms of congestion and narrow width compounded by bridges, Director LaScaleia explained. They are recommending eliminating parking year-round on both sides of the street from the Hotel Bridge to Arch Street and making Main Street 'No parking' on one side seasonally for the stretch of road from the Hotel Bridge to Mulberry Street. The council just approved a very large bond for the rehabilitation of one of the bridges whose abutments are deteriorating into the river so adding dead weight on top of the bridge [in the form of a parked car] is a very bad idea.

In choosing which side of the street to make 'No parking,' they decided to choose the side that eliminated the least number of parking spaces.

Councilor Sciarra moved to forward the ordinance with a positive recommendation. Councilor Thorpe seconded.

Councilor Dwight said she probably anticipated his objection to the seasonal nature of the restriction.

Regarding the decision to make it 'No parking' on both sides, Director LaScaleia commented that, frankly, she can't run the risk of people parking on the bridge at all.

Councilor Sciarra said she had the same feeling about the seasonal aspect of this that she did about parking on Grove Avenue. **She moved to amend the ordinance to have 'No parking' anytime on the easterly side of Main Street from 306' southerly of Mulberry Street to the Hotel Bridge. Councilor Thorpe seconded.**

In their analysis, they found that they would be able to maintain 10 more parking spaces if people parked on the river side, Director LaScaleia noted.

Councilor Sciarra asked about handicapped spaces and whether they are further restricted by extension of the 'No parking' area.

Director LaScaleia said there are definitely some accessible spots in front of the apartment complex. They can certainly revisit this and add spaces if the community feels it is warranted.

The motion to amend passed unanimously 4:0 by roll call vote.

The motion to positively recommend the ordinance as amended passed unanimously 4:0 by roll call vote.

E. 21.275 An Ordinance Relative to Parking on Cross Street, referred by City Council - 5/27/2021

Councilor Sciarra moved to positively recommend the ordinance. Councilor Thorpe seconded.

Director LaScaleia explained the proposal for 'No parking' on one side of Cross Street. The street is 660 feet long, generally 22' wide and recently repaved. The council has already passed ordinances for the installation of stop signs on both ends of Cross Street, and she thinks this is going to greatly improve the situation there.

The recent resurfacing is noteworthy because they find that folks are pulling off on the shoulder to access the river and, over time, this degrades the shoulder and creates drainage issues. That aside, dimensionally, parking on both sides is not working. They went through a similar process at TPC with folks in the area and tried to maintain some parking on the street to the extent possible.

Councilor Dwight referred to an access road with some obstructions. He asked if the city had any authority to eliminate parking in that.

This is National Grid's property and there has been ongoing discussion with the utility, Director LaScaleia advised. They have closed up that access point and other access points have been and are being created. Grid is finished blocking up the access points and has identified this going forward as a trespassing issue for the city police force.

There is room for two or three cars to bunch up in there as it stands now, Councilor Dwight noted.

Councilor Sciarra said she has heard from two people who live there who have completely opposing views. One really believes limiting parking is about keeping other people out and the other agrees with concerns about limiting erosion and already sees signs that parking is degrading the area.

Councilor Maiore asked to recognize Councilor Alex Jarrett. Councilor Dwight said it is not necessary to vote to recognize him because he's a councilor.

The purpose is to address safety and roadway damage issues and he feels they like have done a good job, Councilor Jarrett said. They are still allowing some parking for residents and guests and others who need to access the roadway. The majority of people he has heard from are positive about this recommendation. He thinks it is fair to say that everyone directly on Cross Street and at the intersection of Bliss Street has been informed and they have heard from them. He thinks this is a good way to move forward that still permits access yet takes care of the damage issue.

One of their principal jobs is to protect the assets and investments of the city, Councilor Dwight observed. He said he doesn't think this is just a cute way to just get rid of parking. It was just repaved last year. He expressed his understanding that, if cars park on the shoulder, it will start to degrade the road and therein lies their responsibility to protect it. He has no problem supporting this as proposed.

There being no further comments, **the motion passed unanimously 4:0 by roll call vote.**

F. 21.277 An Ordinance Relative to Off-Street Handicapped Parking Spaces, referred by City Council - 6/7/2021

The ordinance involves handicapped parking in the Connecticut River Greenway Park, Director LaScaleia confirmed. It came to them from ADA coordinator Keith Benoit and Wayne Feiden in planning. The request was to create off-street handicapped spots to accommodate visitors. They had a discussion in TPC and drafted the ordinance that councilors see before them.

Councilor Dwight expressed his understanding that the parking is for access to the boat launch.

Councilor Sciarra moved to positively recommend the ordinance to the City Council. Councilor Maiore seconded. The motion passed unanimously 4:0 by roll call vote.

Councilor Dwight extended his gratitude to the director for her very conscientious navigation of this and negotiations and her thoughtful recommendations. He said he very much appreciated her work on this.

7. Adjourn

Councilor Maiore moved to adjourn. Councilor Sciarra seconded. The motion passed unanimously 4:0 by roll call vote. The meeting was adjourned at 6:27 p.m.

Prepared By:

*L. Krutzler, Administrative Assistant to the City Council
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COUNCILORS

AT LARGE

Gina-Louise Sciarra - President
William H. Dwight



WARD

- 1 Michael J. Quinlan, Jr.
- 2 Karen Foster
- 3 James Nash – Vice President
- 4 John Thorpe
- 5 Alex Jarrett
- 6 Marianne L. LaBarge
- 7 Rachel Maiore

CITY COUNCIL
CITY OF NORTHAMPTON
MASSACHUSETTS

NORTHAMPTON PUBLIC HEARING

The Planning Board and City Council Committee on Legislative Matters will hold a joint public hearing on Monday, October 4, 2021 beginning at 5:30 p.m. on the following proposed change to the Zoning Ordinance of the City of Northampton, Massachusetts. Instructions for accessing the hearing may be found on the October 4, 2021 Legislative Matters agenda to be posted on www.northamptonma.gov no later than 48 hours prior to the meeting:

5:30 p.m. Amend §350-3.4 Zoning Map to add additional Smart Growth-c (SG-c) overlay district, overlain on the existing Urban Residential B (URB) District, at Chapel Street, Map ID 38A-149-001.

Publish date: September 20, 2021 and September 27, 2021

Bill to: City Council Office Account #: 17225

**City of Northampton
MASSACHUSETTS**

In the Year Two Thousand Twenty-One

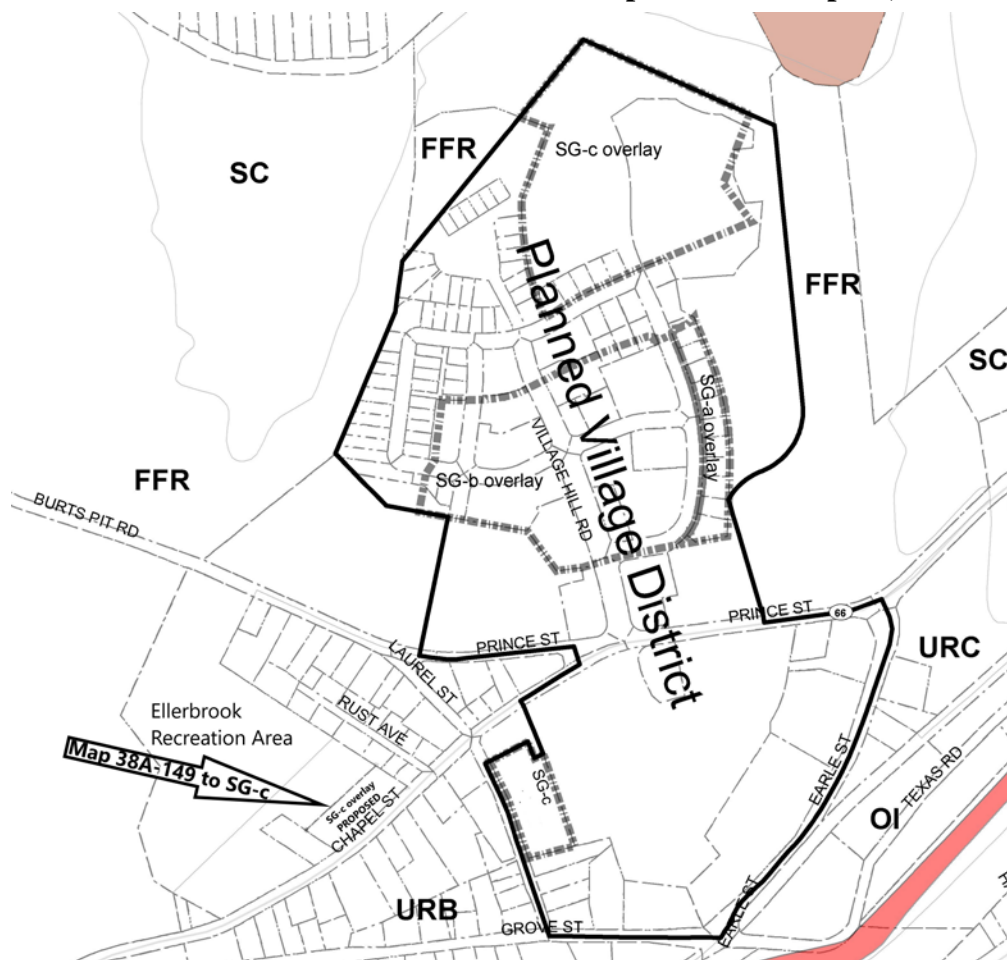
Upon the Recommendation of Mayor David J. Narkewicz and Planning & Sustainability

21.313 An Ordinance to Amend the Zoning Map, §350-3.4, at Chapel Street

An Ordinance of the City of Northampton, Massachusetts, providing that the Code of Ordinances, City of Northampton, Massachusetts, be amended by amending Section 350-3.4, the Zoning Map, to add a new Smart Growth-c overlay district.

Be it ordained by the City Council of the City of Northampton, in City Council assembled, as follows:

Amend {§ 350-3.4 Zoning Map to add additional Smart Growth-c overlay district (SG-c), in addition to the existing SG overlays, overlay on the existing Planned Village District (PV), on Map ID 38A-149-001, as shown below. SG-c matches the zoning for affordable housing on Laurel Street and other areas of the former Northampton State Hospital, now known as Village Hill.}



CITY OF NORTHAMPTON
MASSACHUSETTS

In the Year Two Thousand Twenty-one

UPON THE RECOMMENDATION OF *Mayor David J. Narkewicz*

21.325 An ORDINANCE
Relative to Compensation for Elected Officials

Be it ordained by the City Council of the City of Northampton, in City Council assembled, as follows

Section 1. That section § 5-5 of the Code of Ordinances of the City of Northampton, Massachusetts, be amended so that such section shall read as follows:

“Section § 5-5. Compensation of elected officials.

A. Compensation. Elected officials' annual compensation shall be as follows:

~~*City Clerk* ————— *Until January 4, 2016: \$74,000*~~

~~*As of January 4, 2016: \$74,000*~~

B. Benefits and expenses. The Mayor, ~~*City Clerk*~~, City Council, School Committee and Trustees of Smith Vocational and Agricultural High School (~~*also known as Superintendents of Smith's Agricultural School*~~) shall be eligible to enroll in the City's municipal health insurance program and retirement plans.