

**Trolley Square Zoning Map Change Petition  
Community Meeting – September 27, 2012  
Summarized Meeting Notes**

There was overall support among those present for rezoning the area to primarily residential uses but several attendees expressed concerns about the proposed **Residence C2-B District**.

- There were several comments opposed to the allowed height of 45 feet in the Residence C2-B district.
- There was a question about other locations in the City with Residence C2-B zoning. It was further noted that it seemed as though the MBTA Trolley Yard would be the largest such site.

The **MBTA Trolley Yard** site was discussed in terms what could happen on the site in the future, and ensuring appropriate buffers along the lower density residential edge.

- There were some questions about the MBTA's long term plans for the site and whether the City gets the first opportunity to develop the site. It was noted that it would be helpful to get a formal response from the MBTA regarding future plans for the site.
- There was a comment that the Residence C2-B zone was too broad for the entire Trolley Yard site.
- Someone asked if the entire Trolley Yard could be rezoned to Residence B or open space.
- It was noted by a meeting attendee that there is a special needs facility on Shea Road which would probably have a strong interest in more open space.
- There was interest expressed by several residents in attendance to zone a portion of the Trolley Yard as open space in order to be more consistent with the boundaries of Linear Park to the east and west of the site.
- It was also noted that it is important to have an adequate buffer between any redevelopment that could occur on the MBTA yard and adjacent residential uses.

There was an overall consensus that the parking lot on the east side of Elmwood Avenue associated with the **Davis Square Lofts** has minimal impacts on abutting residential uses. The owners of the property also noted that because of past contamination issues there are limitations to any small scale residential development that can occur at their location and further expressed their desire to continue to allow a mix of uses on the site.

There was a mix of opinions on the idea of allowing small scale commercial uses adjacent to **Linear Park**. There was also a question regarding who controls access to Linear Park and suggestions to formalize access to the path from Elmwood Street in order to make it safer and easier to use for children, and strollers.

There was some discussion regarding the **Dick's Auto Body site** and potential contamination issues from both current and past uses, how that may affect redevelopment of the site, and associated impacts on neighbors.

Additional comments were to consider potential **parking** issues with any zoning change and to make sure that there is adequate **outreach** to neighbors.