

July 14, 2025

From: Hamilton Finance and Advisory Committee

**Commentary and Recommendations on the Warrant for:**

**SPECIAL TOWN MEETING**

Monday July 14, 2025

Hamilton-Wenham Regional High School, Hamilton, MA

To the Citizens of Hamilton:

Before each Annual Town Meeting and Special Town Meeting, the Finance and Advisory Committee (FINCOM) is asked to provide our recommendations and analysis regarding the warrant articles to be presented at Town Meeting for your deliberation and disposition. FINCOM's responsibility is to recommend the action we consider appropriate as to "any or all municipal questions." As citizens, you are entitled to consider and vote on all such questions presented to you on the town meeting warrant.

As Hamilton residents, we are fortunate to have retained the most direct and democratic form of governance--the town meeting. But that means that only those who attend will ultimately make these decisions. Too often, a small minority of citizens make decisions at town meeting that will affect all citizens. FINCOM encourages you to participate in the decision-making process by attending Town Meeting and voting on these important matters.

Please read this document in conjunction with the Warrant and the appropriate Appendices. Please refer to those documents for the wording of the articles, summaries, and fiscal impact as prepared by the Select Board (SB), Town Manager, Finance Director, and Town Counsel.

**ARTICLES: 2025/6 1      MBTA (G.L. c. 40A – 3A) Zoning  
2025/6 2      Zoning Bylaw Amendment**

**Summary of Zoning Proposals**

The proposed zoning revisions contained in the two warrant articles achieve an appropriate Town Center design within a framework that is also compliant with the requirements of the MBTA Communities Act (3A).

This zoning amendment proposes to divide the downtown area into five Town Center sub-districts. Future development in each of these sub-districts would be governed by **Form Based Code** rules and regulations which have been tailored to reflect the character of the various Town Center streets and neighborhoods. These sub-districts would replace the existing zoning designations for the affected properties.

The content of the two articles was crafted as a single comprehensive overhaul of Hamilton’s zoning governing the Town Center. The language is separated into two articles to comply with state law. The Warrant Articles *reflect the different voting requirements for Section 3A compliance* (Article 6 1) and other amendments to the Zoning Bylaw involving land uses (Article 6 2).

**Article 6 1** contains many significant elements of the **Form-Based Code** (but not all) for the three, Section 3A compliant Sub-Districts (Downtown Residential, Willow Street Mixed Use, and Bay Road Mixed Use) and only permits multi-family housing by right. (It also contains the 3A Multi-family Overlay District on Asbury Street).

**Article 6 2** *supplements and amends* Article 6 1, adding additional land uses to the multi-family use and providing for the Depot Square Sub-District and the Bay Road Civic Sub-District. Additional **Form-Based Code** elements are included in this article as well.

**It is imperative to understand that the most important element of these zoning changes is the **Form-Based Code**. These provisions allow Hamilton to retain control over the physical form, scale and architectural design of future development despite the by-right zoning required by MBTA 3A.**

## **Background**

The Hamilton Planning Board and Town Management have long recognized the need for revisions to the Town's zoning framework to better account for building forms in the Town Center/Downtown area and to encourage patterns of development and redevelopment that are more consistent and contextual with the historical built form of our community.

One of the primary goals of this effort is to provide property owners the ability to redevelop their properties and for the Town Center to grow and thrive in a manner that is more predictable and more harmonious with Hamilton's existing built form.

Additionally, Hamilton is impacted by the passage of the MBTA Communities Act, a law, requiring 177 communities served by the Greater Boston public transit agency (MBTA) to zone for at least one district "of reasonable size" where multi-family housing is permitted by right.

To simultaneously achieve these goals, the Town launched a coordinated rezoning project intended to (1) create a more contextual and predictable zoning framework in the Town Center and (2) address the requirements of the MBTA Communities Act.

## **Proposed Zoning Revisions**

The Town hired Utile Architecture + Planning to work with the Planning Board and Town Staff to propose zoning revisions that meet the community's goals for the Town Center within a framework that is also compliant with the requirements of the MBTA Communities Act. A draft Zoning Code has been developed that proposes five Town Center sub-districts for the Downtown area, including the Depot Square Mixed Use, Bay Road Mixed Use, Willow Street Mixed Use, Downtown Residential, and Bay Road Civic zones. Each of these districts includes regulations that are tailored to reflect the character of the individual streets and neighborhoods of the Town Center. These districts would replace the existing zoning designations for the affected properties.

Additionally, a zoning district on Asbury Street, including the Canter Brook condominium development and an abutting parcel on which an affordable housing development known as Asbury Common was recently approved and projected to start construction this year. This area was selected for an overlay district because, owing to the recent or anticipated new construction, these parcels have a very low likelihood of supporting additional development in the near or medium-term. The strength of zoning that incorporates form-based rules is that it adds specificity and teeth to the zoning compliance and design review addressed under Site Plan Review.

## Key Considerations regarding MBTA 3A Zoning

As noted above, Hamilton is advancing a package of zoning proposals which should be viewed as a single proposal as they mesh together to deliver a comprehensive revamping of the Town Center. FINCOM feels there is **no definitive “impact” statement** which anyone could make regarding the 3A Zoning change. Ultimately the “3A” impact will be determined by the economic viability of construction opportunities given the lack of open “buildable” land in Hamilton and the cost to purchase existing properties and redevelop such properties.

Therefore, FINCOM has decided to:

1. Present a range of possible outcomes and
2. Provide an illustrative “Scenario 3.” This is not a prediction or forecast of what the future might hold for the town but rather a means of providing a simple model with which to structure a point-of-view.

## Key Considerations – MBTA 3A Zoning

All amounts listed are estimates

Hamilton is advancing a Zoning Proposal which will be presented to the voters at an upcoming Special Town Meeting. FINCOM feels there is no definitive “impact” statement which anyone could make regarding the 3A Zoning change.

Therefore, FINCOM had decided to: 1) Present a range of possible outcomes and 2) Provide an illustrative “Scenario 3.”

**Revenue:** Revenue for 100 additional units could be \$783 Thousand.....while revenue for 700 additional units could be \$5.5M.

**School Operating Costs:** The most expensive part of expanding the number of housing units would likely be the cost to educate additional students. Using variable cost rates of \$5k, \$10 & \$20k per student (and varying numbers of new students) costs could range from \$250k - \$7 Million above their current levels.

**Schools Buildings:** For purposes of this June 25<sup>th</sup> discussion, we assume that a new school building has been previously approved by the HWRSD taxpayers / voters.

**Town Operating Costs:** We have made an assumption that town operating cost could move to \$1M above their current levels.

**Water Availability:** The MBTA 3A Communities Act does NOT require Hamilton to install new water or wastewater infrastructure.

**Loss of access to State Grant Funding:** Refer to the May 19, 2025 letter from Rep Kristin Kassner (below) regarding past and potential grant funding. She feels that there are “real fiscal consequences from the administration if a community does not approve their local 3A district.”

**Litigation Expense:** Lack of compliance would likely trigger legal proceedings by the State Attorney General’s office against Hamilton which would require the Town to defend itself.

# Revenue / Expense Discussion – MBTA 3A Zoning

All amounts listed are estimates

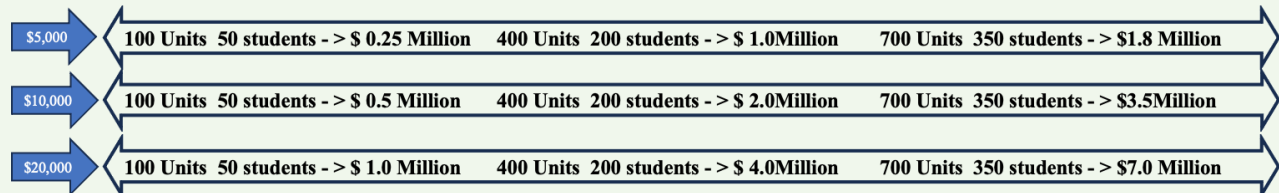
- Below is an attempt to frame a potential impact discussion by looking at some key revenue, expense focus areas:

**Revenue:** Property tax revenue will be realized with any new construction. If we assumed that the market value of a single unit of new housing was ~\$500,000. An estimated range of annual property tax revenue could be:

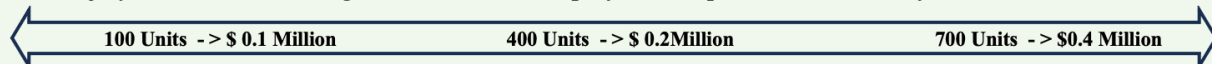


**Schools:** The most expensive part of expanding the number of housing units would likely be the cost to educate additional students. Additional costs such as public safety and public works would be impacted as well.

Using a range of variable cost rates, \$5,000, \$10,000 & \$20,000 per student and the stated # of students noted (0.5 per unit) below the costs could range as follows:



**Public Safety:** Additional staffing resources will be deployed as required: Public Safety and Public Works:



## Scenario 3 – Illustrative Example

### Revenue

#### Property Tax Revenue

- \$500k X 700 Units = \$ 350M
- Current Tax Rate per \$1,000 = \$ 15.65
- \$350M x \$15.65 = \$ 5,478k

Auto Excise Tax      500 Autos @ 300 each = \$ 150k

Water Enterprise      700 @ \$550 each = \$ 385k

Hamilton Annual Tax Revenue = \$ 5,998k

### Costs

#### School Variable Cost

- 350 incremental students = 350
- Variable Cost per student = \$ 10,000
- 350 x \$10,000 = \$ 3,500k\*

#### Other Costs

- Water
- Police / Fire
- DPW
- Other = \$ 1,000k

Hamilton Annual Cost = \$ 4,500k

\* no cost sharing with Wenham assumed

## **Real Estate Development Considerations**

Here are some of the other elements that control development beyond zoning:

### **Economic Feasibility**

Land value, site complexities, labor costs, market interest, and design and approval process expenses all play a big role in determining whether a development is economically feasible.

### **Environmental Permitting**

Determines if development can proceed based on site constraints.

This includes, at minimum:

- Septic system review (by Board of Health)
- Wetlands permitting (by Conservation Commission if applicable)

*In all cases, the developer will be responsible for preparing and paying for impact studies and evaluations associated with site plan review and permitting, as well as any improvements that are deemed necessary, which must be specific to their site and development proposal.*

### **Building Code**

Building code ensures all buildings are safe and healthy to occupy, durable, and resilient to known shocks and stressors.

### **Site Plan Review**

Ensures permitted development meets standards through a public review process with comment.

- Zoning Compliance: verification that a project meets the applicable zoning requirements with the advice of Town staff, including all design standards set by a form-based code, such as but not limited to:
  - Height , Coverage
  - Setbacks , Floor to Area Ratio (FAR)
  - On-site parking
  - Roof form, Entry and facade relationship to the street
- Design Review: to ensure an acceptable solution to qualitative and contextual impact issues like:
  - Traffic and other impact analysis
  - Safe vehicular and pedestrian access / egress
  - Appropriate site drainage
  - Appropriate screening of nearby properties
  - Architectural design review

*Note: The scope of Site Plan Review is limited to imposing reasonable terms and conditions on the proposed use, consistent with applicable case law. This review cannot unreasonably delay a project nor impose conditions that make it infeasible or impractical to proceed.*



## What is Form Based Code?



## Form-Based Codes Defined

### Form-Based Code

/fōrm-bāsed kōd/

*noun*

1. A form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation.



Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes are presented in both words and clearly drawn diagrams and other visuals. They are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development, rather than only distinctions in land-use types.

This approach contrasts with conventional zoning's focus on the micromanagement and segregation of land uses, and the control of development intensity through abstract and uncoordinated parameters (e.g., FAR, dwellings per acre, setbacks, parking ratios, traffic LOS), to the neglect of an integrated built form. Not to be confused with design guidelines or general statements of policy, form-based codes are regulatory, not advisory. They are drafted to implement a community plan. They try to achieve a community vision based on time-tested forms of urbanism. Ultimately, a form-based code is a tool; the quality of development outcomes depends on the quality and objectives of the community plan that a code implements.

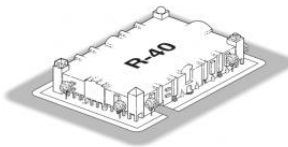
### Conventional Zoning

Density use, FAR (floor area ratio), setbacks, parking requirements, maximum building heights specified



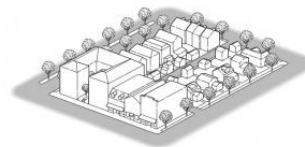
### Zoning Design Guidelines

Conventional zoning requirements, plus frequency of openings and surface articulation specified



### Form-Based Codes

Street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified.



## Five Main Elements of Form-Based Codes

### 1. Regulating Plan

A plan or map of the regulated area designating the locations where different building form standards apply.



### 2. Public Standards

Specifies elements in the public realm: sidewalk, travel lanes, on-street parking, street trees and furniture, etc.



### 3. Building Standards

Regulations controlling the features, configurations, and functions of buildings that define and shape the public realm.



### 4. Administration

A clearly defined and streamlined application and project review process.



### 5. Definitions

A glossary to ensure the precise use of technical terms.



## **MBTA 3A Background, Law, Judicial, Judicial Proceedings and Advisory Materials**

The requirement is codified as Section 3A of MGL c. 40A:

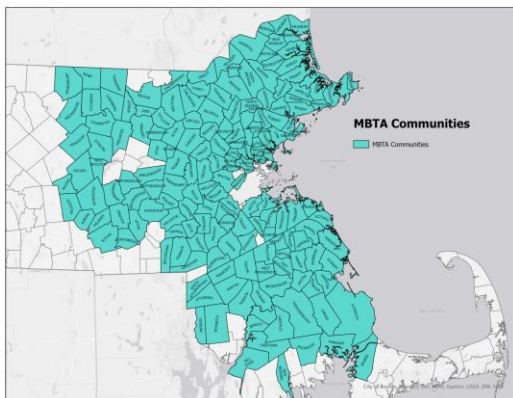
(a) (1) An MBTA community shall have a zoning ordinance or by-law that provides for at least 1 district of reasonable size in which multi-family housing is permitted as of right; provided, however, that such multi-family housing shall be without age restrictions and shall be suitable for families with children. For the purposes of this section, a district of reasonable size shall:

- (i) have a minimum gross density of 15 units per acre, subject to any further limitations imposed by section 40 of chapter 131 and title 5 of the state environmental code established pursuant to section 13 of chapter 21A; and
- (ii) be located not more than 0.5 miles from a commuter rail station, subway station, ferry terminal or bus station, if applicable.

### **What is an "MBTA Community"?**

“MBTA community” is defined by reference to Section 1 of MGL c. 161A:

- one of the “14 cities and towns” that initially hosted MBTA service;
  - one of the “51 cities and towns” that also host MBTA service but joined later;
  - other “served communities” that abut a city or town that hosts MBTA service; or
  - a municipality that has been added to the MBTA under G.L. c. 161A, sec. 6 or in accordance with any special law relative to the area constituting the authority.
- 
- In total, 177 MBTA communities are subject to the requirements of Section 3A of the Zoning Act. While served by the MBTA, Boston is exempted from the Zoning Act, including section 3A. This is illustrated in the map below.





(b) An MBTA community that fails to comply with this section shall not be eligible for funds from:

- the Housing Choice Initiative as described by the governor in a message to the general court dated December 11, 2017;
- (ii) the Local Capital Projects Fund established in section 2E of chapter 29;
- (iii) the MassWorks infrastructure program established in section 63 of chapter 23A, or (iv) the HousingWorks infrastructure program established in section 27½ of chapter 23B.

(c) The executive office of housing and livable communities, in consultation with the executive office of economic development, the Massachusetts Bay Transportation Authority and the Massachusetts Department of Transportation, shall promulgate guidelines to determine if an MBTA community is in compliance with this section.

### **From the State of Massachusetts MBTA 3A Website:**

#### **Why is multi-family zoning near transit and in neighboring communities important?**

Massachusetts is in a housing crisis.

Massachusetts has among the highest, and fastest growing, home prices and rents of any state in the nation. Rising costs have dramatically increased financial pressures on low- and middle-income families, forcing them to sacrifice other priorities in order to pay housing costs. High housing costs are a primary driver of homelessness. These high costs are a disadvantage as we compete economically against peer states. The risk of future job growth moving outside Massachusetts is rising due to the high costs of living.

#### **How does creating zoning for multi-family housing help the housing crisis?**

The lack of zoning for multi-family housing is a barrier for new housing development in Massachusetts. By allowing multifamily housing near transit, we can create new housing in walkable neighborhoods closer to transit. This is not just good housing policy, it is good climate and transportation policy, too.

The result of transit-oriented development is:

- More housing closer to the places that we go every day, such as local shops, jobs, schools, restaurants, parks, etc.
- Better access to work, services, and other destinations by increasing mobility and utilization of public transit
- Reduced reliance on single occupancy vehicles, which helps in our larger effort to confront the climate crisis, reduce our region's traffic congestion, and makes our roads safer and our air cleaner.

## **Attorney General Advisory**

On March 15, 2023, Massachusetts' Attorney General Andrea Campbell issued an Advisory concerning the enforcement of the requirements imposed on cities and towns by Chapter 40A, Section 3A. The law requires that an MBTA community shall have at least one zoning district of reasonable size in which multi-family housing is permitted as of right, and that meets other criteria set forth in the statute. Failure to comply with the law results in a loss of eligibility for the community, for certain funding programs.

The Attorney General's Advisory states "All MBTA Communities must comply with the Law." The Advisory further states that "MBTA Communities cannot avoid their obligations under the Law by foregoing this funding."

In addition, the Advisory cautions that "Communities that fail to comply with the Law may be subject to civil enforcement action" and "Communities that fail to comply with the Law's requirements also risk liability under federal and state fair housing laws. The Law requires that MBTA Communities "shall have" a compliant zoning district and does not provide any mechanism by which a town or city may opt out of this requirement."

## **Regulations - Determinations of Compliance**

(1) M.G.L. c. 40A, § 3A provides that any MBTA community that fails to comply with M.G.L. c. 40A, § 3A's requirements will be ineligible for funding from any of the Listed funding sources. EOHLC will make determinations of compliance with M.G.L. c. 40A, § 3A in accordance with 760 CMR 72.00 to inform state agency decisions on which MBTA communities are eligible to receive funding from the Listed funding sources.

The following discretionary grant programs will take compliance with M.G.L. c. 40A, § 3A into consideration when making grant award recommendations:

- (a) Community Planning Grants, EOHLC;
- (b) Massachusetts Downtown Initiative, EOED;
- (c) Urban Agenda, EOED;
- (d) Rural and Small Town Development Fund, EOED;
- (e) Brownfields Redevelopment Fund, MassDevelopment;
- (f) Site Readiness Program, MassDevelopment;
- (g) Underutilized Properties Program, MassDevelopment;
- (h) Collaborative Workspace Program, MassDevelopment;
- (i) Real Estate Services Technical Assistance, MassDevelopment;
- (j) Commonwealth Places Programs, MassDevelopment;
- (k) Land Use Planning Grants, EOEEA;
- (l) Local Acquisitions for Natural Diversity (LAND) Grants, EOEEA; and
- (m) Municipal Vulnerability Preparedness (MVP) Planning and Project Grants, EOEEA

## **May 19, 2025 - Communication from State Representative Kristen Kassner**

*The MBTA Communities Act was passed under the Baker administration in 2021. To date 131 communities have approved their local districts at Town Meeting. The legislation included protections under existing wetlands and stormwater laws and protections subject to the availability of water and wastewater systems. I.e if there is no water and land area not large enough to construct a wastewater system and mitigate stormwater runoff the unit count will be significantly reduced from the compliance number.*

**Funding:** *The MBTA Communities legislation includes listed grant programs that are contingent on approval of the local 3A district in our communities. The Executive Office of Housing and Livable Communities MBTA 3A [Regulations](#) include additional grant programs that require compliance. Further additional funding programs have been identified requiring compliance including within, the Housing and Economic Development Bond Bills, supplemental budgets and executive office advisories.*

**What we know to date:** *Any state discretionary grant funding is on the table for consideration of compliance with the following exceptions. Federal funding and grants to non-town entities (Iron Ox Farm for example) and more recently Public Safety grants are not linked to compliance. We do not yet have a clear answer as to if MSBA funding is impacted, however we do know that in the [Supplemental Fair Share Budget](#) in the Senate they included a requirement that a community be in compliance with MBTA 3A for a community to access that supplemental funding from MSBA. Previous funding awards should remain intact as long as the project is under contract by the compliance deadline of July 14, 2025. The funding to the district is significant. Over the past few years there has been millions of dollars that have come out of these programs to the 2nd Essex District for water quality and infrastructure, transportation, education, veterans, mental health, seniors and the environment.*

*The grants that we have tracked and collaborated with Hamilton since 2023 are below. There may be others for which we were not involved and therefore not included.*

*Hamilton 2023 to 2024: \$929,138.00, which at this point all are secure, assuming they are all under contract. However, \$917, 547 (98%) MBTA 3A may be a factor if the Town pursues these grants in the future.*

<b>2023-2024 Awarded Grants</b>	<b><i>Hamilton</i></b>
<i>Cultural Council</i>	<i>\$12,100.00</i>
<i>Safe Drinking Water Grants</i>	<i>\$232,490.00</i>
<i>Firefighter Safety Grants</i>	<i>\$11,591.00</i>
<i>Transportation Infrastructure Grants</i>	<i>\$133,505.00</i>
<i>MYCAP (schools)</i>	<i>\$5,500.00</i>
<i>2024 Municipal Road Safety (PD)</i>	<i>\$15,864.00</i>
<i>FY25 Municipal Road Safety Grants</i>	<i>\$11,488.00</i>
<i>Green Communities Competitive Grants</i>	<i>\$500,000.00</i>
<i>MassDEP Sustainable Materials Recovery Program</i>	<i>\$6,600.00</i>
<i>Total</i>	<i>\$929,138.00</i>

*Hamilton 2025 to Date: \$305,890.37 of that \$279,775 (91%) MBTA 3A may be a factor for which the Town must get under contract for already awarded and may be ineligible for future grants.*

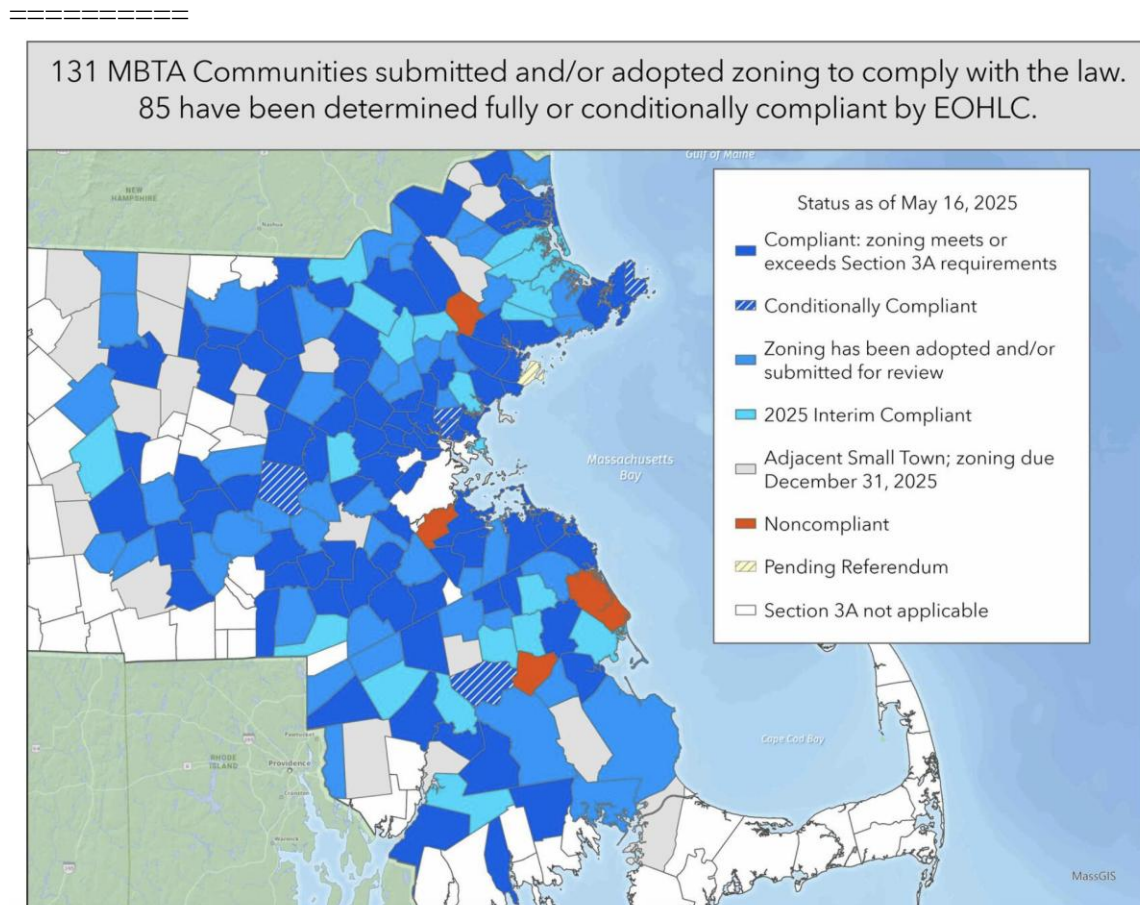
<b>2025-2026 Awarded Grants</b>	<b><i>Hamilton</i></b>
<i>Firefighter Safety Equipment Grants 2nd Round</i>	<i>\$3,715.37</i>
<i>Firefighter Safety Equipment Grants 1st Round</i>	<i>\$15,500.00</i>
<i>Student Awareness of Fire Safety (SAFE)</i>	<i>\$4,700.00</i>
<i>Senior SAFE</i>	<i>\$2,200.00</i>
<i>MassDEP Ipswich River Grant</i>	<i>\$279,775.00</i>
	<i>\$305,890.37</i>

*I do believe that we need to provide a diversity of housing options, in line with community character that our residents need; and that if communities are doing their part to create opportunities for housing funding should be available, that is why I commented along with the Town on the then draft regulations and have sponsored [legislation](#) to that end. While I disagree with the withholding of critical funding, the law is in effect and many communities have already approved their district locally. We are seeing that there are real fiscal consequences from the administration if a community does not approve their local 3A district. Further, we that represent towns that have not yet passed their district have fought fiercely to ensure that funding like public safety money must not be linked to compliance under this section and will continue to fight, however we are an increasingly small faction of the legislature as more and more communities approve their districts.*

*I commend the Town of Hamilton, Select Board, and Planning Board for their work over the past two years to carefully create the 3A District, providing many open sessions and including input from residents. I hope that this information is helpful. This is a local*

*decision. As the vote is contemplated, consider the lost funding under the many programs affected. I wish that it was not a reality, and I will always continue to fight to keep intact funding opportunities for critical programs to bring back every dollar I can to Hamilton.*

*Please reach out at any time with any questions.*



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### Legal Proceedings relative to the MBTA Communities Law

*Excerpt from the Boston Globe – **June 6, 2025** – by Andrew Brinker*

*A Superior Court judge Friday dismissed a group of lawsuits from nine Eastern Massachusetts communities over a controversial state housing law that mandates cities and towns with access to the MBTA make it easier to build multifamily housing.*

*The lawsuits — filed by the towns of Duxbury, Hamilton, Hanson, Holden, Marshfield, Middleton, Wenham, Weston, and Wrentham — sought relief from the MBTA Communities Act on the grounds that it constitutes an “unfunded mandate,” and that*

*more multifamily development would strain their local infrastructure like roads and sewer systems.*

*Judge Mark Gildea rejected the towns' argument as "speculative," saying they did not provide concrete examples of the costs multifamily housing would inflict on them.*

*"The Municipalities have neither pled specific costs for anticipated infrastructure costs, nor provided any specific timeline for anticipated construction projects," Gildea wrote in the ruling. "Instead, the only allegations and averments before the court are generalized comments about large-scale issues they foresee, which are insufficient to sustain the Municipalities' claims."*

*The ruling is the latest legal blow to towns that have sought to avoid passing new zoning rules under the four-year-old MBTA Communities Act.*

***Last year**, the Supreme Judicial Court upheld MBTA Communities after Attorney General Andrea Campbell sued the town of Milton for its failure to meet deadlines to pass new housing rules set out under the law's guidelines.*

*The suits Gildea dismissed Friday were filed after State Auditor Diana DiZoglio's office issued an opinion in February calling the law an "unfunded mandate" because it "does not provide a funding mechanism for compliance with its provisions."*

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The Planning Board, the Select Board, the Town and a group of residents with the assistance of Utile have developed a thoughtful, collaborative Form-Based Code zoning proposal. It aims to manage the development of an evolving Town Center by providing for MBTA 3A compliant by-right housing while ensuring retention of the Town's visual appeal.

Simply stated, the MBTA 3A law applies to Hamilton. There are no opt out mechanisms nor can compliance be avoided by foregoing state funding. There could be significant costs resulting from non-compliance including legal costs. Hamilton has monitored closely all the legal proceedings which have been litigated over the past year. The most recent ruling from the Superior Court added additional clarity on many topics under discussion in our community and across the State

Implementing MBTA 3A compliant multi-family housing may have a significant impact on the town over the years and decades ahead due to the potential scale and scope of development. FINCOM believes that there are too many unknowns to accurately quantify financial results from implementation and instead is providing a range of outcomes. FINCOM acknowledges the possibility of long-term capital-intensive challenges and also highlights barriers to development.



Hamilton residents value the town's semi-rural character, its small town feeling and its open space. Many worry that the proposed zoning could result in gross overdevelopment and further strain already stretched Town budgets. The FINCOM feels the Form-Based Code provisions contained in the proposed warrant articles are designed to proactively address and partially mitigate these concerns.

**The Finance and Advisory Committee recommends FAVORABLE ACTION (4-0)  
on both ARTICLES: 2025/6 1 - MBTA (G.L. c. 40A – 3A) Zoning and 2025/6 2  
Zoning Bylaw Amendment**

Respectfully Submitted,

**Hamilton Finance and Advisory Committee**

John McGrath, Chair  
Alex Rindels, Vice Chair  
Christopher Woolston, Secretary  
Harry Philip  
John Pruellage  
Sandra McKean – Associate Member