



ORDINANCE REVIEW COMMITTEE

Members

Councilor Jeremy Dubs, Chair
Councilor Garrick Perry, Vice-Chair
Dane Kuttler, Citizen
Molly Moses, Citizen
Councilor Stanley Moulton, III

MEETING MINUTES

Date: November 12, 2025, Time: 6 p.m.
Virtual Meeting

1. **MEETING CALLED TO ORDER/ROLL CALL:** At 6:02 p.m., Councilor Jeremy Dubs called the meeting to order. On a roll call, the following members were present: Councilor Dubs; Chair, Councilor Garrick Perry, Vice Chair; Councilor Stanley W. Moulton, III, Member Dane Kuttler and Member Molly Moses. Also present were City Solicitor Alan Seewald, Chief of Staff Alan Wolf, Inspector John Frey and Administrative Assistant Laura Krutzler.

2. **ANNOUNCEMENT OF AUDIO/VIDEO RECORDING**
Councilor Dubs announced that the meeting was being audio/video recorded.

3. **PUBLIC COMMENT**
There was no general public comment.

4. **APPROVAL OF MINUTES**
Councilor Moulton moved to approve the October 29, 2025 meeting minutes. Councilor Perry seconded. The motion passed unanimously 5:0 by roll call vote.

5. **INFORMAL REVIEW - [23.349 An Ordinance to Amend Chapter 350-12.2 Outdoor Lighting](#)**
Councilor Perry prefaced the discussion by explaining that it came out of some conversation at the Downtown Northampton Association (DNA) and some of his own ideas. The Ordinance Review Committee has held forums for the public to speak and generate ideas but he wanted to include the business community. There have been questions from business owners about when lights are supposed to be turned off and interest in seeing more uniformity around this requirement as well as concerns about safety and enforcement.

Building Inspector John Frey noted that, with regard to enforcement, the Building Department doesn't have the resources to proactively go out and search for problems so at this point they are only responding to written complaints. It's difficult sometimes for them to assess what is new vs. what is grandfathered and lighting review isn't always tripped in the permitting process. Unfortunately, at present, it is a very reactive process.

Catherine Moriarty said she is concerned about the enforcement gap, especially because of the recent lighting upgrade at Cooley Dickinson Hospital (CDH), which has a significant amount of glare and light trespass and therefore reduces visibility. She wondered why this project didn't trigger compliance with the new ordinance. When such violations are permitted and not addressed, it feels like the hard work of the Planning Board, City Council, residents and experts in crafting and unanimously approving an updated ordinance is undermined.

She suggested the possibility of mandatory training for city staff on the ordinance's scientific rationale and technical requirements so staff only allow plans to go through if they demonstrate compliance. The Planning Board, Building Commissioner and relevant staff should understand the science so they can recognize and respond to violations and, perhaps most importantly, only issue permits and allow plans to go through that demonstrate compliance. She also stressed the importance of having a clear and transparent procedure in place for residents to report violations.

The ordinance crafted and adopted reflects the city's commitment to science-based, responsible lighting and the health and safety of their community so she feels like enforcement would effectively demonstrate that as well.

James Lowenthal of Northampton City Lights echoed Catherine Moriarty's comments about enforcement. He congratulated the City Council and those who worked on the updated ordinance for its adoption and thanked John Frey and the Building Department for the efforts they have made so far to enforce it. He knows Inspector Frey personally has been very responsive to cases brought to his attention and effective in convincing transgressors to fix their noncompliant lights.

Some of them go around with a long list in their back pocket of troubled lights, he joked. By and large, he thinks it is really a good ordinance and that, if nothing significant changed, it could be good for another 10 years. There is room for improvement, though. For him, one of the most significant gaps is that, currently, there is no limit on the total amount of light a resident, business or even the city is allowed to produce on a given site. There are limits on the total amount per fixture and how bright the ground is allowed to be, but no limit per acre or per square foot. Someone could cover acres with lights and the ordinance currently couldn't stop that.

An earlier version had lumen caps per square foot or per acre and that is a standard metric in other lighting ordinances.

He flagged several other areas needing tweaking:

- ❖ the exemption for athletic fields
- ❖ the illuminated sign section which refers to 'light' signs and 'dark' signs (He thinks it is not self-consistent.)
- ❖ the exception that lights not shielded with cutoffs may be used on the first floor level as long as they do not exceed 600 lumens. This means someone could have a porch light of 500 lumens totally unshielded all night long as long it is less than 600 lumens, he noted.

Up and down the street, a lot of lights fit that bill, contributing to a lot of light pollution and glare that make it difficult for him to ride his bike at night, he shared. All the reasons light pollution is bad could be significantly addressed if that were tightened up.

Also, there is nothing in the ordinance about bike paths but there is a certain amount of chatter about the need to light the bike path, he continued. Northampton City Lights (NCL) and he personally don't agree with that and are concerned about the possibility of bike paths - presently beautiful oases from most light pollution and special natural places at night - being lit. They want to make sure that any lights that do go there are very tightly controlled.

Councilor Perry thanked Don Darnell for sending in the list of suggestions on behalf of the Village Hill Healthy Lighting Committee.

Mr. Darnell apologized for somehow missing earlier opportunities to provide input on this topic. The list is by no means comprehensive but hits on some moderate changes people might be interested in making. He asked if anyone had any questions that he could quickly answer.

Hearing none, he spoke to some general principles of lighting. Folks they've heard from so far are those with some knowledge of the impact of light pollution or excess light; specifically light greater than is needed for the purpose at hand. He referred to the harmful impact this light can have on the natural environment, indigenous and migratory species passing by, local ecosystems and human health. In addition to this counterproductive effect, light pollution by definition is wasteful. The ordinance attempts to minimize this.

Mr. Darnell also pointed to first-floor lights not shielded with cutoffs as long as they don't exceed 600 lumens as a 'loophole' in need of correction, "kind of an exception to all the rules that were established." He doesn't think there is really a logical rationale for that.

Mr. Darnell demonstrated the concept of shielded vs. unshielded lights with a bare lightbulb in the background. When saying a fixture needs to be properly shielded, shielding is just a matter of directing the light where it's useful and not having the impairment of glare, he explained. That's the sort of thing they're looking for in general, reducing the source of excessive light going where it's not needed. There is not really a need for a loophole in **D. Standards (1) (e)** since plenty of fixtures are available to provide that shielding, he suggested. For existing lighting, the ordinance doesn't apply but if someone needs to change a lightbulb it is easy to comply with not only the letter but the spirit of the law by changing from an unshielded to a shielded bulb.

Member Moses asked if it would apply to the types of light on some type of a timer. Would that also need to be shielded? She asked.

If they eliminated the loophole as he suggests, for new construction, security lights with motion sensors would need to be shielded, Mr. Darnell said. That said, the use of a motion sensor is a really good way to reduce light pollution so he might make an exception for that.

Christina, Rustlewood Ridge, Florence, said she is a veterinarian and so is very concerned about the health effects on their community, including wildlife, trees, etc. NCL members are very concerned with safety, she assured. She discussed people's perception of safety as requiring bright lights vs. *actual* safety which requires *good* lighting, often dimmer, warmer colors, better for wildlife and human health. Reducing blue light reduces people's risk of cancer. They are all working towards the common goal of a healthier community, she pointed out. She is so grateful the City Council unanimously approved this updated ordinance and that the Mayor has made many proclamations about Northampton's commitment to ending light pollution and to the five principles of the Dark Sky. She also expressed appreciation to Director Misch and the Planning Board for crafting the ordinance.

Most people who spoke felt like it doesn't go far enough. She would like to see phased compliance so that all businesses within five years would be meeting the standards, which she thinks would be more fair to new businesses. Nantucket is an example of a community with phased compliance. She also has concerns with compliance and enforcement. She has reached out to people and been told, 'we'll take care of it,' but then nothing happens. Certain entities were told to turn off their lights but a few months later, they were back on. She

said she appreciates Mr. Frey because he has been very proactive in reaching out to places, but they don't always stay compliant.

She emphasized they are concerned about safety and want good lighting. Bright lighting does not make you safer. Police are very concerned about lighting at Pulaski Park and one reason is that it is very badly designed. In terms of businesses wanting their lights on all night, motion detectors are a great way of making sure lights don't stay on all night but that they come on when needed, she shared.

Councilor Perry thanked everyone for their comments, reiterating that this was a chance to lightly touch this new ordinance. All comments are part of the public record and will be taken into consideration as they put forth their recommendations and release their final report.

He welcomed Catherine Moriarty to send in any examples of training programs she may have from other cities.

James Lowenthal wondered if Councilor Dubs or Councilor Perry might be able to share any more specifics of concerns that have come to their attention from the business community.

Councilor Perry said what he took away from the meeting in July where NCL came and presented was talk about the timing of lights being required to be turned off, safety and enforcement, who the lighting ordinance is for and the cost to businesses of trying to upgrade and whether there is any help for achieving compliance. He will be going to the next business forum and will be sure to take back this discussion, he assured.

6. COMMUNITY LISTENING AND DISCUSSION OF POSSIBLE EXPANSION OF §285-4 C. MOBILE FOOD VEHICLES

Councilor Perry identified this as something he also brought forward. As they go into what he hopes becomes a renaissance for Northampton, as something created 10 years ago, he thinks the food truck ordinance has room to be discussed. Part of it comes from his recent experience in Northampton where, post-COVID, they are now a city that essentially closes at 9 o'clock. He looks at it as a tool to keep places open. With an entertainment-based economy where bars and entertainment are open but there is no food, not only does it make people more likely to leave their city to eat but it also makes it more dangerous.

He wanted to possibly look at having food trucks able to operate in hours when restaurants are closed. He did personal research looking at the hours of restaurants and found it is very difficult to consistently get food after 9 p.m. The other thing he wanted to look at is where it would be possible to have food trucks. Now, they are not allowed in public parking lots. He is excited to hear what the business community has to say. If they are looking at a vibrant downtown, he thinks this is a great starting place.

Chief of Staff Alan Wolf shared the results of an informal survey in a presentation entitled, "Food Truck Survey Results." He thanked the 44 people who quickly responded to this Google form.

Of the respondents, just under half were restaurants, 18% retail stores, one an entertainment/arts venue and otherwise responses were from professional services and property owners, he presented. Overall, the survey showed that 43% think it is time to talk about this. 25% (about a quarter of those surveyed) are pretty hard and fast against it all the way through. Everyone else falls in the 'it depends' category.

For the most part, professional services and retail owners are supportive of at least re-examining the issue while restaurant and property owners are the most skeptical, he reported.

If changes were made, people were most open to the possibility of food trucks operating either late at night after restaurants were closed and/or during special events. More limited interest was shown in seasonal or lunchtime hours.

The Mayor's office has gone four years in a row now before City Council for a waiver of the ordinance to allow restaurants to use food trucks during the annual 'Taste of Northampton,' he noted.

He shared a sampling of quotes from individual restaurant and retail/professional service owners, such as, "Late night would not threaten the survival of brick-and-mortar restaurants," "Restaurants struggle in the winter so competition needs to be managed," etc.

As far as where to put them, city-owned parking lots, side streets, designated 'pop-up' places or public park and recreation areas were most frequently identified as potential locations.

As far as whether food trucks would help or hurt the downtown economy, responses were evenly distributed (1/3, 1/3, 1/3) among 'hurt,' 'help,' and 'mixed' (depends on timing, placement and oversight).

Of restaurants, 13 of 20 say it is going to hurt. Sample Restaurant Owner responses: "We are already struggling down here for customers;" "Food trucks will divide what is already a limited customer base."

Professional services and retail store owners are a little more cautiously optimistic; ex., "Food trucks can draw additional foot traffic and make downtown more vibrant."

His take away is that people are nervous but willing to listen.

Councilor Dubs opened the floor to public comments.

Ace Tayloe, they/them, said they really appreciate revisiting this ordinance. In full disclosure, they are in favor of getting rid of it entirely but are excited by the prospect of at least lessening it. They come to this as someone who lives here, works here and attempts to experience nightlife here. Councilor Perry is correct in his statement that, after 9 o'clock, nothing is available. They related the experience of coming out of a Pokey LaFarge concert at the Iron Horse on October 22nd with their partner eager to get a bite and finding nothing open. He thinks there is a lack of competition late night and a big need for things to be present. The other area they see a big lack is lunchtime. A lot of restaurants are open for lunch but not a lot of restaurants can accommodate a half-hour lunch break. Their favorite day is Tuesday because of the Tuesday market where they can go and get a quick meal. If there is not someplace affordable for them to eat, they are not going to choose an expensive sit down restaurant for lunch; they are not going to go anywhere. They think a lot of folks would benefit from opening up food trucks at lunch as well as after hours.

Judy Herrell, Herrell's Ice Cream & Bakery owner, said she is not completely opposed to food trucks but has a lot of reservations. With regard to late nights, Herrell's used to be open until 11:30 p.m. on weekdays and 12 a.m. on weekends. That's when the Calvin, the Iron Horse and other venues were open and the Academy of Music had later evening shows. It's not like that anymore. If the Calvin reopened and they had more music venues ending after 10 o'clock they would probably be open later. COVID kind of decimated the whole night-time scene downtown; it has to be rebuilt. Osaka and bars are open later. Food trucks will compete with brick and mortar. Brick and mortar right now are just trying to come back from COVID. Owners are very nervous; the cost of goods for restaurants has skyrocketed, also the cost of employment. She has 33 employees and also pays rent and meals tax; .75% to the city and 6.25% to the state. Food trucks are going to pay meals taxes to their city or town of licensing origin. 'The city is not going to see that money,' she asserted.

She is concerned about direct competes, such as food trucks selling falafel in competition with Pita Pockets. She can't see them doing it after 9 or 10 o'clock because people are already in the bars. She thinks the more the music scene, plays, etc. return and strengthen, the more restaurants will be open later. Also, they have a lot of empty spaces now on Main Street. She would like to see a lot of those get filled with some restaurants. Non-restaurant businesses need customers too, but there is very little place to put an area for food trucks.

She would like everybody to be very, very careful in looking at how they do this, if at all.

One part of the ordinance that should be changed is the prohibition against using a food truck for any reason. She thinks anybody that has a brick and mortar restaurant in downtown or is licensed in Northampton should be allowed to, not sell to the general public, but cater for somebody within the downtown district.

Jeremiah Micka, Union Station, said he agrees with making an allowance for catering. Otherwise, he is 100% against food trucks in downtown Northampton. He thinks it is unfair competition. As brick and mortars, they pay high property taxes and staff full-time employees; for food trucks to come in at peak times and take business is unfair. That doesn't help anybody. He pays \$60,000 a year in taxes to the city; a food truck is not going to generate anywhere near that. They had food trucks in their parking lot pre-COVID for late-night food. It is very inconsistent and they create a huge mess that they do not clean up after themselves. If for some odd reason it goes forward, somebody needs to enforce cleanup because it is "a disaster zone."

He is definitely 100% against it. As a brick and mortar community, they have put a lot of time, money and effort into building this town and to let somebody come in as a mom & pop duo and mop up during the busy times is not beneficial to anybody.

Meg Robbins, said she is really impressed with the survey. She wondered who received it. It would be great if it could go out to everybody who owns a building or operates a business downtown, she suggested. She wondered if it could be kept open and more responses brought back.

They didn't talk about the health component. Who is going to supervise the food trucks? There are also questions about bathrooms. The city doesn't have bathrooms late at night. If people need to use them, that's an issue.

She is sure they'll do a wider study, but working with current business owners seems to be a priority. If the city is going to make a change in this ordinance, they are the ones who need to drive it.

She is not a restaurant owner but she operated an ice cream truck in the East Village for a while and her grandfather had a hot dog stand in Coney Island with a guy named Nathan. She knows the cost of operating a food truck is a lot less than running a brick and mortar restaurant. If there's competition between the two, the redesign of Main Street will be a factor. Food trucks are mobile and can go where people can access them.

She hopes the survey can reach as many people as possible.

Member Kuttler facetiously suggested not glossing over the fact that she is somehow apparently connected to Nathan's Hot Dogs.

Meg said she is not because her grandfather thought it was a bad idea and stuck with his food cart!

Joseph Kress, owner of Augustine's Pizza Club, a mobile wood-fired Neapolitan-style pizzeria based in Northampton but only operating in Hadley, said he has served over 15,000 guests since May operating two days a week. The number of times he has been asked why they don't operate in Northampton is astounding. To continue the ban on food trucks is a massive disservice to the community. It is in the best interest of the entirety of the Chamber of Commerce, he asserted. The experience of a food truck or stand is completely different than that of a restaurant; they are not in direct competition, he stressed.

Don Darnell, said he supports the idea of food trucks in Northampton. He thinks this committee and the council will be attentive to restaurant owners and their concerns and he would very much want that to be the case. To complement the work Alan Wolf has done in assessing interest and concern from the business and broader community, he urged them to take a little time to look into research of other communities' experiences. He is familiar with some research on the bundling of businesses actually contributing to increases in activity. It can actually be a beneficial effect but he doesn't know the particulars on food trucks. Southeast Portland, Oregon and west Philadelphia would be interesting communities to look at to see how food trucks affected brick and mortar restaurants there and how they dealt with bathroom and cleanup issues. He thinks some good economic research would be instructive.

Rich Madowitz, commented that if they allow unlimited food trucks without any restrictions on location or timing and they take 20% of food sales, they are going to have more vacant storefronts and restaurants that are really teetering. In some respects, he thinks they are playing with dynamite.

Using the mobile pizza vendor as an example, if it parks in front of Pinnochio's from 12 to 8 p.m. and takes 25% of sales, it has a cost advantage because it does not pay city property taxes, rent, etc., so it can outcompete Pinnochio's. He thinks in the long run it might be very detrimental to the city. After 9 o'clock, he doesn't think it will hurt a lot of brick-and-mortars. If they want to change it in a way that does not negatively impact current restaurateurs, he is not sure they're going to object very heavily. What he really fears is creep and that 9 o'clock will become 8 o'clock and then 6 o'clock and there will be no enforcement. He would like them to consider proximity to restaurants as a restriction. His concern is that letting food trucks have unlimited access to downtown without restrictions, in the long run, will lead to fewer brick and mortar restaurants.

Juju Carpenter, Northampton, said she works for Grow Food Northampton but is not speaking on its behalf. Although she doesn't know the specifics of the ordinance, she is completely in support of allowing food trucks in Northampton. With respect to empty storefronts, for food truck operators, a food truck is often a first step towards launching a brick and mortar restaurant and she thinks that framing is important. A food truck owner welcomed into Northampton could eventually build a following and open a brick and mortar restaurant. As far as it being insane competition and completely annihilating the restaurants in Northampton, she doesn't think that's realistic since they don't have a crazy nightlife to begin with. As far as unfair competition, she thinks food trucks do not compete unfairly because they attract a completely different demographic of customers.

There is nightlife downtown to support it even though post-COVID it has changed, she suggested. There are people who would flock to food trucks as an option because there really is nothing after 9 p.m.

Adam Brisben, Ward 4B, stressed that he is not arguing for unrestricted implementation. The 2013 food truck ordinance strikes him as very vague; it ends up being a blanket ban on food trucks aside from those on private property. As they may know, the Abandoned Building Brewery in Easthampton hosts food truck nights during warmer months and, due to their popularity, a number of Northampton residents depart to participate in these weekly events. People are patronizing food trucks already, just not here. It would be great to provide something similar even if infrequent. The Institute for Justice completed a 20-year study on the impact of food trucks on restaurants, which he acknowledged is clearly a concern for restaurant owners.

He read an excerpt as follows: “Food trucks can increase foot traffic to an area, helping existing brick-and-mortar restaurants and other businesses and encouraging new entrants into the industry. For example, until the pandemic shut it down, a weekly food truck gathering at Arts Park in Hollywood, Florida, drew hundreds of people downtown on Monday nights, traditionally the slowest night of the week for brick-and-mortar businesses.”

He cited other examples from Farragut Square in Washington, DC, Houston, Texas and Sarasota, Florida of positive impacts on existing restaurants. People might go to an area for the food trucks but choose to eat at a restaurant instead. Or, while buying lunch at a food truck someone may notice a restaurant they had not seen before and return to the area to try it on a subsequent occasion. Additionally, food trucks were noted to mainly compete with fast food chain restaurants and not family-owned establishments.

In summary, his personal opinion is that food trucks have been culturally relevant for over 20 years. He would like Northampton to seize any/all opportunities for growth, assuming all the details could be worked out. One suggestion he has is to try a pilot program with a certain number of food trucks, such as a pod, located in the Roundhouse parking lot near the bike path. This should have minimal impact on parking and would avoid having food trucks too close to restaurants while still being close enough for visitors to explore what else Northampton has to offer. Considering the number of vacant commercial spaces, he doesn't feel the city has much to lose and the plan could simply be rolled back if the experiment were to fail. It would also support aspiring business owners to enter the market with fewer obstacles and possibly open a restaurant of their own. [The study's implication is that less affluent, aspiring upstarts tend to be people of color, he indicated.] He believes public policy should be based on facts and data and thanked Alan Wolf for sharing the results from the survey. They should not be basing policy on subjective opinions, however real to those holding them. He believes that, working together, it is possible to find a solution which serves them all.

Judy Herrell said she would love a copy of the study.

Abel, accompanied on Zoom by Kirsten Lindsmith, thanked Adam for bringing facts to their attention and strongly agreed they should base policy on data. As residents with no personal stake in a restaurant, they can't provide facts, but, anecdotally, he can say that food trucks and existing businesses are not direct substitutes. They would love to see more food trucks and a more vibrant downtown scene in general. A lot of restaurants are not available options at times that food trucks might be; for example, a lot of restaurants aren't open for dinner on Mondays and Tuesdays because those are typically slow days. Some of these gaps might be filled more easily with a more nimble business model. Beyond that, he supports the idea of food trucks as a gateway to becoming brick and mortar businesses. He would love Joseph's business to succeed and ultimately become a brick-and-mortar business. It's a process; the restaurant business is very difficult.

A female speaker from a device named George Ejja said she was speaking for Northampton Pita Pockets on behalf of her father. When it comes to food trucks downtown, “we are strongly against it.” One reason is food sanitation issues. In terms of keeping raw and cooked meat separated, food trucks are known for having very limited space so there is potential for cross-contamination. Also, it is pretty small which can lead to a lot of clutter. Ever since more food trucks came into Amherst, business at Amherst Pita Pockets has dropped by 30% and more, she reported. It makes it really hard for restaurants like Pita Pockets to compete or maintain. They are also really against it because of food safety issues. The Health Department inspects brick-and-mortar restaurants to ensure cleanliness, no cross contamination and the safety of ‘ready to serve’ foods. Food trucks aren't, because they tend to move from town to town.

Joseph Kress stated for the record that, regarding health and safety standards, that is completely false and not based on fact. Food trucks are subject to exactly the same food and safety standards as restaurants, he confirmed. He said he would not aggregate those two issues.

Jena Sujat, 20-year owner of Pinch on Main Street, and a buyer at Cedar Chest for five years, said it is interesting to her as a retailer that, while the food truck ordinance has been in place all these years to protect restaurants, an entire other segment of businesses downtown are not given the same consideration. Probably hundreds of retail vendors regularly vend in Northampton without paying rent or employing regular staff and could arguably be said to be hurting retailers. All of the reasons restaurants are giving for resistance to the ordinance are things retail owners could also be saying. "It's a double standard," she observed. She thinks they should widen the discussion to what is best for all businesses.

While she owns Pinch, she has lived in Austin TX for the last 10 years. It has a thriving restaurant scene and is now Michelin starred and considered one of the best food cities in the world. It has food trucks and brick-and-mortars and they do not see each other as being in competition; they seem to thrive together and create an overall vibrant food city. A lot of food trucks are incubators; she could probably list a hundred that started as food trucks and went on to become brick-and-mortar restaurants.

Amy Hutchins, speaking on behalf of the **Health Department**, said looking at the definition of food trucks from the standpoint of the permitting process would be very helpful since there are currently a lot of gray areas. She agreed with the idea of reviewing the catering exemption. She reassured those listening that all mobile food trucks are inspected and that food codes do have to be met on food trucks.

Councilor Perry thanked all who spoke. Part of this is looking at an ordinance written over 10 years ago and part is listening to the business community and having them at the table. As far as talk about COVID killing the music industry, he always has to push back because they watched as small businesses and entertainment venues closed years before COVID hit. He wants to be very proactive in looking towards the future. It is going to take all of them working together to make sure they don't hurt businesses. He thanked Amy for sharing the perspective of retailers and Judy Herrell for bringing up the issue that food trucks are not allowed for catering, as he ran into that himself in his first term as the Ward 4 City Councilor.

Alcohol is still a big driver of competition, he volunteered.

Nathan Chung and Councilor Jarrett also brought forth a couple of inconsistencies they should look at.

Member Moses said that, if they going to allow food trucks, they should look over requirements for restaurants around take out containers and see what if any of that they want to apply to food trucks to mitigate any environmental concerns. They also should take into consideration ways to mitigate concerns around exhaust emissions for food trucks.

Judy Herrell stressed the importance of making sure food trucks that do come into town are permitted.

Gwen Nabad, Ward 1, echoed the comments from Juju and some of the younger people. She is also interested in accessing the report from Adam and Alan Wolf's slide show, she said.

Juju asked what's next in this process as she would like to stay informed and continue to share her thoughts.

This is the start of a discussion, Councilor Perry said. The Ordinance Review Committee will create a report and recommendations which will go forward to City Council.

After additional general comments and suggestions, Councilor Dubs thanked everybody for the wonderful conversation and wrapped up the discussion.

7. **SCHEDULE NEXT MEETING**

The next scheduled meeting is Wednesday, December 3rd, it was noted.

Member Moses said she wanted to make sure before they go into their final meetings that all environmental concerns raised at the public forum are sifted through and addressed. She expressed her intention to provide the specific changes needed to incorporate gender-neutral language sometime before December 3rd for the committee's review.

Councilor Dubs said something came up for him December 3rd so he might need to leave that meeting early.

Councilor Moulton suggested finding a time for one more meeting before Thanksgiving. Members agreed to add a meeting on Wednesday, November 19th.

Member Kuttler suggested the November 19th meeting focus on reviewing comments from the miscellaneous referrals and public forum, collectively making a list of items to include in the final report in a google doc and assigning specific sections of the report to individual members to draft.

As long as a google doc is drafted at an open public meeting, it is compliant with the Open Meeting Law (OML), Attorney Seewald advised.

As far as additional information, Councilor Moulton said he would like to see Director Misch's response to the recommendations that came to them from Don Darnell. If there is an interest in making a recommendation on sandwich board signs, they need wider reaction to that proposal. It may be too wide a net to cast at this point, he acknowledged.

For the snow ordinance, Councilor Dubs said it would be nice to get an opinion from Nanci Forestall on the Disability Commission's suggestion that parking enforcement officers help with enforcement. He said he would contact her directly.

Members confirmed the schedule of upcoming meetings as November 19th, December 3rd and December 17th (all Wednesdays).

8. **OTHER BUSINESS**

9. **ADJOURN**

Councilor Moulton moved to adjourn. Member Kuttler seconded. The motion passed unanimously 5:0 by roll call vote. The meeting was adjourned at 7:59 p.m.

Respectfully submitted, Laura Krutzler.