

Zoning Articles
for May 2019 Annual Town Meeting
Planning Board Public Hearing

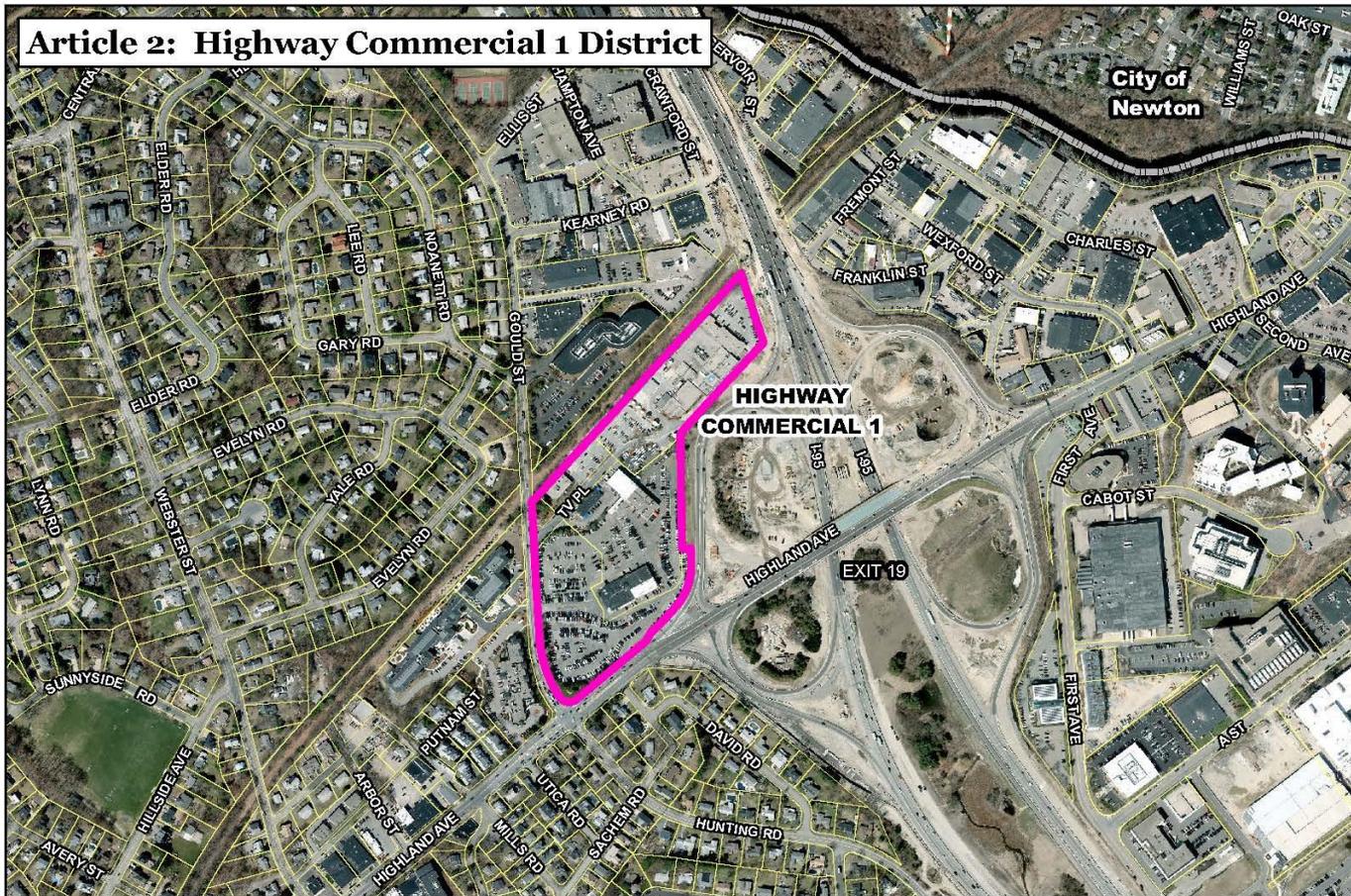
January 29, 2019

Amend Zoning By-Law –

Highway Commercial 1 Zoning District

Map Change to Highway Commercial 1

Amend Zoning By-Law Highway Commercial 1 Zoning District



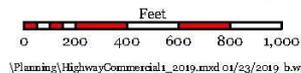
- Legend**
- Highway Commercial 1
 - Town Boundary
 - Parcel Lines



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Aerial photo shown on map captured April 2017.

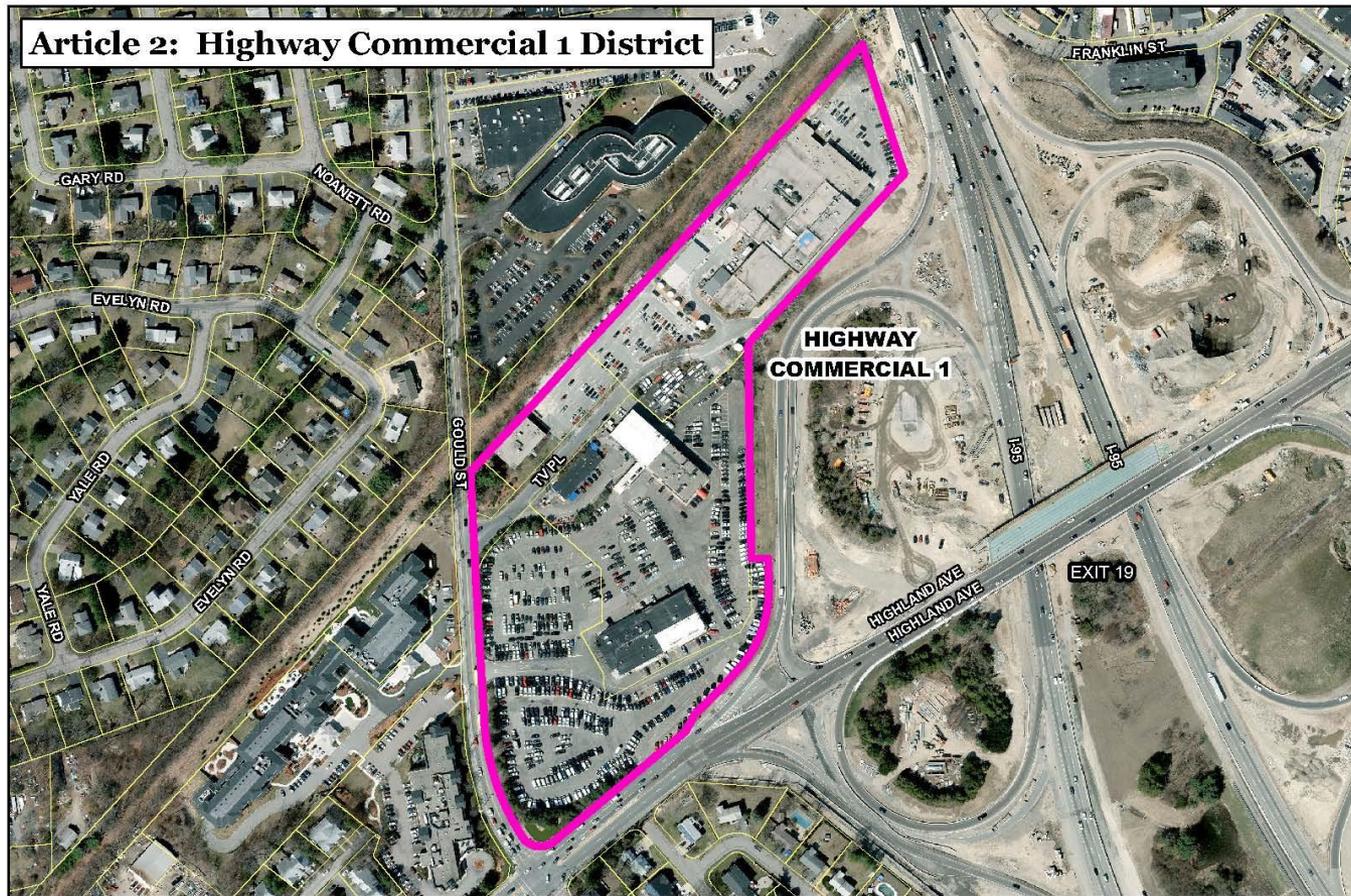


Town of Needham GIS



\\Planning\HighwayCommercial_1_2019.mxd 01/23/2019 b.w.a

Amend Zoning By-Law Highway Commercial 1 Zoning District



Legend

-  Highway Commercial 1
-  Parcel Lines



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Aerial photo shown on map captured April 2017.



Town of Needham GIS

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Feet
HighwayCommercial_1_2019PH.mxd 01/23/2019 b.w.a

Amend Zoning By-Law

Highway Commercial 1 Zoning District

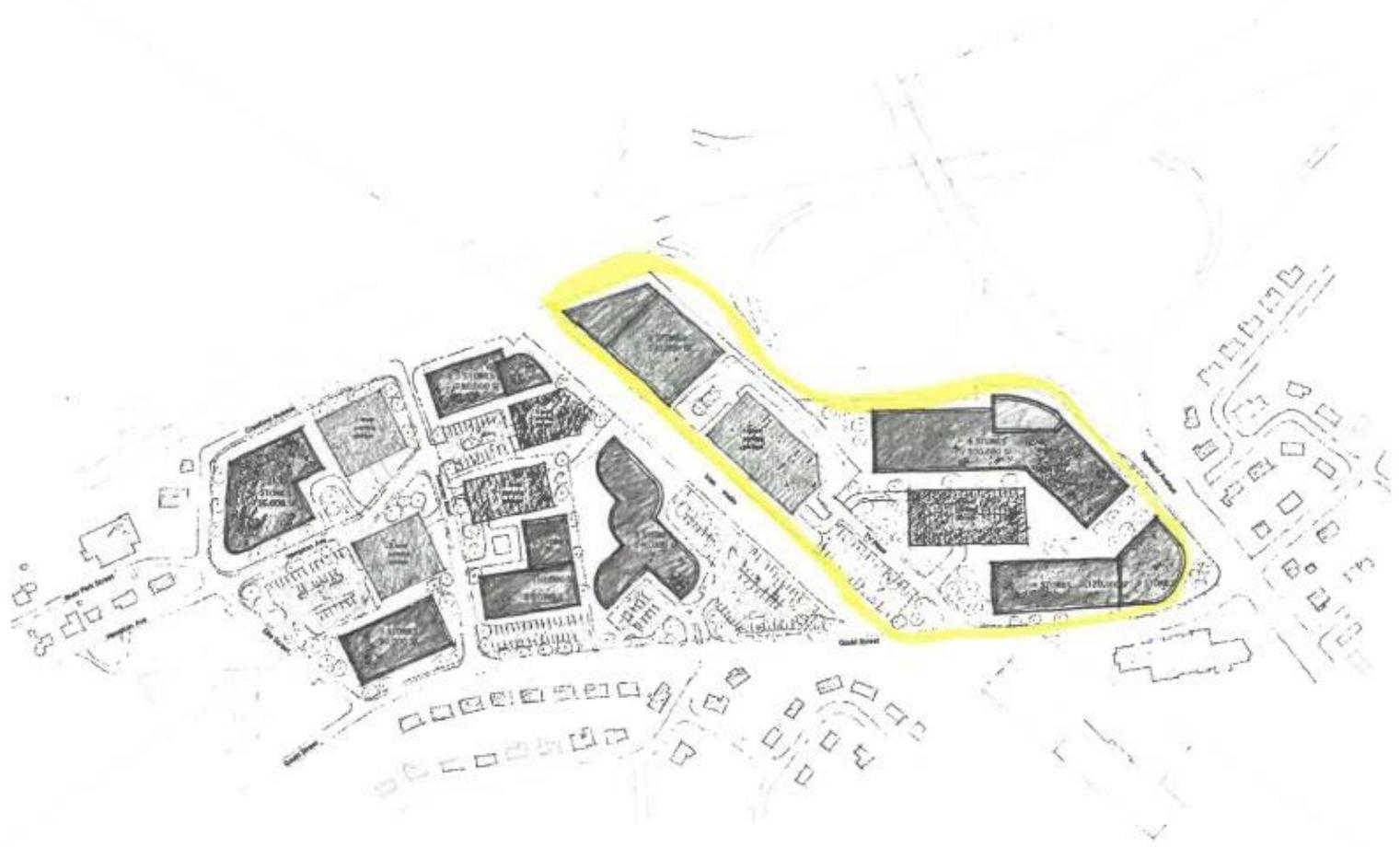
Major Dimensional Changes from Industrial 1 to Highway Commercial 1 (comprised of the area along Gould Street between Highland Avenue and the RR track—essentially Muzi and Channel 5—across Gould Street from Elder Services District.) The **RED** reflects the existing requirements:

| Minimum Lot Area (Sq. Ft.) | Minimum Lot Frontage (Ft.) | Front Setback (Ft.) (1) | Side Setbacks (Ft.) (1) (3) | Rear Setback (Ft.) (3) | Maximum Height (Ft.) (1) | Maximum Lot Coverage (2) (4) (7) | Floor Area Ratio (5) (6) |
|----------------------------|----------------------------|-------------------------|-----------------------------|------------------------|--------------------------|----------------------------------|--------------------------|
| 20,000 | 100 | 5 | 10 | 10 | 70 | 65% | 1.00 |
| 20,000 | 100 | 20* | 20 | 10 | 2 story/30 | None | 0.5** |

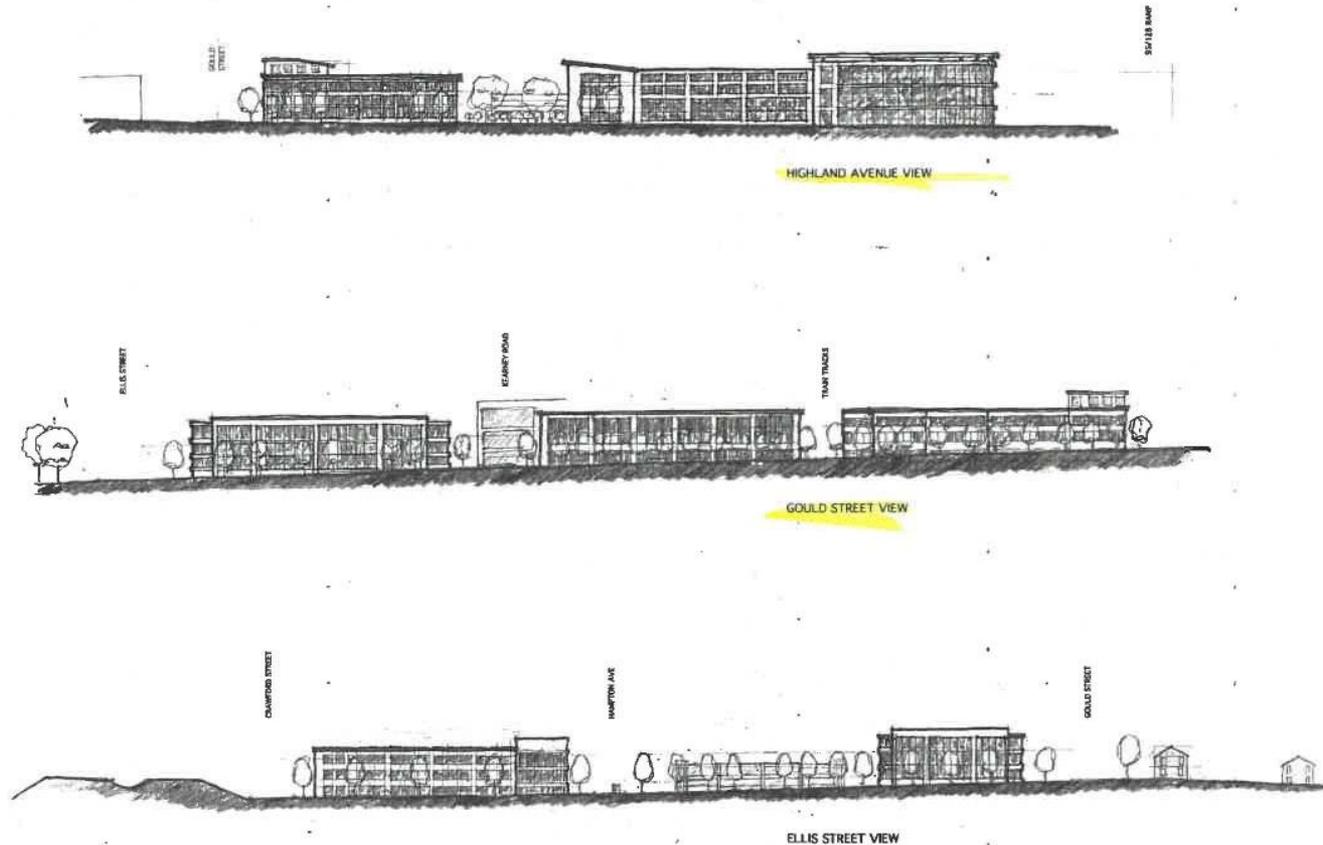
***50' buffer on Gould and Highland **under special circumstances 0.65-0.75**

1. Heights within 50' of Gould and Highland are limited to 54' unless additional height is contained under pitched or recessed roof. By special permit height can be increased to 84'. Setbacks increase to 15' front and 20' side if the building height exceeds 54'. A 20' landscape buffer is required on Highland and Gould.
4. A minimum of 20% of the total lot area must be open space.
5. The FAR may be increased up to 1.75 by special permit provided certain findings are made.

Amend Zoning By-Law Highway Commercial 1 Zoning District



Amend Zoning By-Law Highway Commercial 1 Zoning District



Amend Zoning By-Law

Accessory Dwelling Unit

What is an ADU?

“Accessory Dwelling Unit (ADU) – An apartment in a single-family detached dwelling that is a second, self-contained dwelling unit and a complete, separate housekeeping unit containing provisions for living, sleeping, cooking and eating. This unit is subordinate in size to the principal dwelling unit on a lot, constructed to maintain the appearance and essential character of the single-family dwelling.”



What is the intent of the ADU?

The intent and purpose of the ADU bylaw is to permit accessory dwelling units (ADUs) in single-family homes for occupancy by family and caregivers related to the owners of the property subject to the standards and procedures in the zoning. It is also the intent to assure that the single-family character of the neighborhood will be maintained and that the accessory unit remains subordinate to the principal use of the living quarters.



What are the key use regulations?

- Only 1 ADU per lot.
- At least 1 of the units must be owner-occupied.
- Occupancy of the unit that is not owner-occupied is limited to a member of the owner's family related by first degree of kinship, marriage or adoption or by a caregiver for a member of the owner's family.
- Size is limited to 1 bedroom and 850 square feet.
- Unit to be located in primary structure, not in accessory buildings.

What are the key use regulations?

- Separate ingress and egress to the outside of each unit that do not detract from the single-family appearance of the dwelling.
- An interior door way for access between each unit for purposes of supervision and emergencies.
- All stairways must be enclosed within the exterior walls of the structure.
- Only 1 exterior entrance is allowed on the front façade with other exterior entrances to the side or rear of the structure.

What are the key use regulations?

- Compliance with Board of Health and State Building Code regulations.
- Off-street parking must be provided for both units with a minimum of 1 space per unit with appropriate screening.
- Application to the Building Commissioner with floor plans and a certified site plan.
- Special permit approval by the Board of Appeals.
- Building and occupancy permit approvals by the Building Commissioner.

What are the key use regulations?

- Occupancy permit provided for a 5-year period with succeeding 5-year periods allowed assuming continued compliance with requirements.
- Occupancy permits are not transferable upon a change of ownership or occupancy but require an affidavit to the Building Commissioner regarding continued conditions for obtaining the occupancy permit.
- In cases of violations or the lapsing of the permit, the Building Commissioner may order the removal of one or more components that created the ADU.

Where will ADUs be allowed?

ADUs will be allowed by Special Permit of the Board of Appeals in all zoning districts with the exception of the Chestnut Street Business District, Center Business District, Mixed-Use 128 District, Highland Commercial District, and New England Business Center District.



Amend Zoning By-Law

Dimensional And Use Regulations For The
Transit Oriented Development Sub-District Of
The Lower Chestnut Street Overlay District

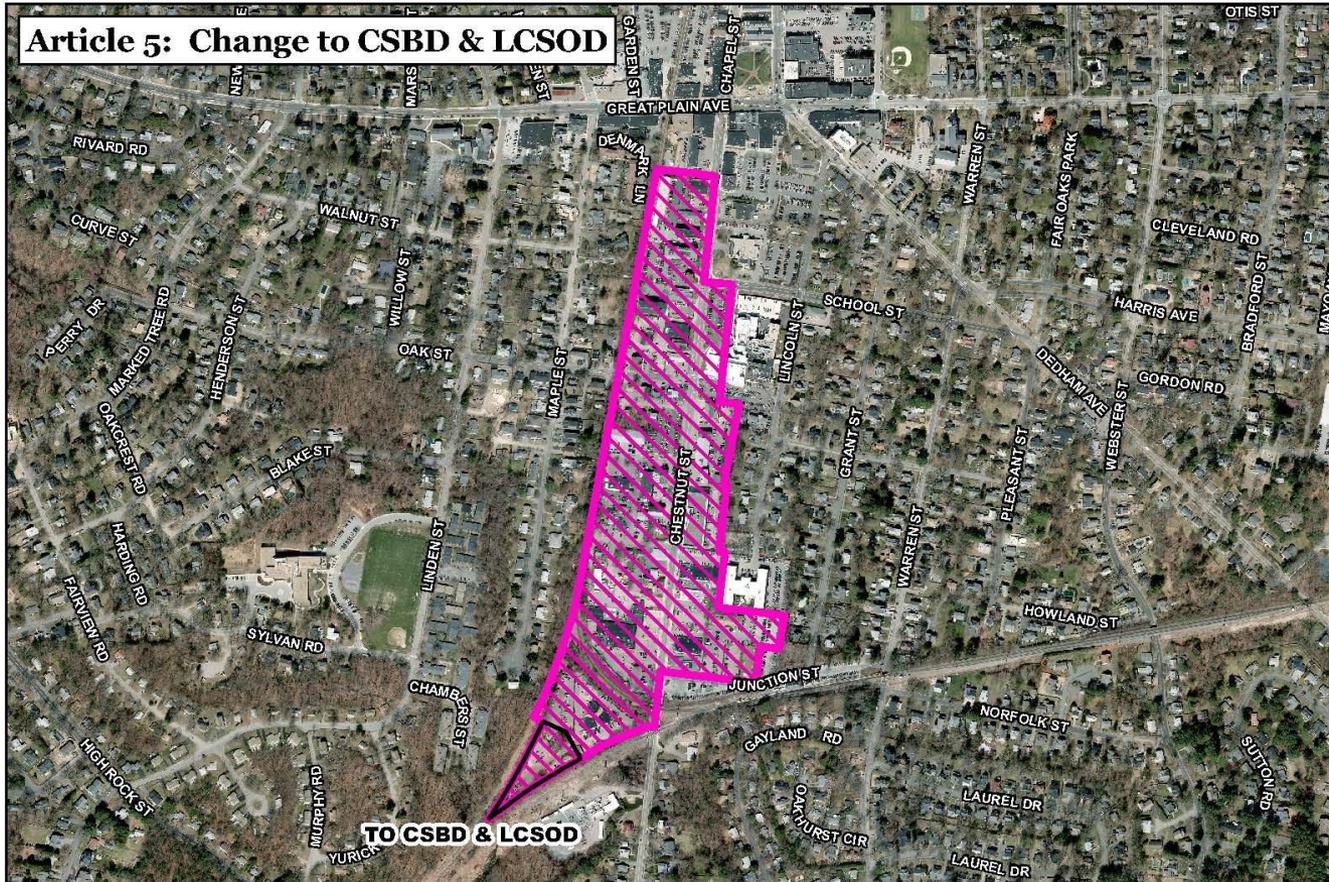
Map Change to Chestnut Street Business
District and Lower Chestnut Street Overlay
District.

Map Change to Transit Oriented Development
Sub-District of Lower Chestnut Street Overlay
District.

Summary of Existing and Proposed Zoning

| Dimensional Standard | Existing Chestnut Street | Existing Lower Chestnut Street Overlay | Proposed TODD |
|--|--|--|--|
| Minimum Lot Area | 10,000 SF | 15,000 SF | Same as Lower Chestnut Street Overlay |
| Minimum Frontage | 80 feet | 100 feet | 50 feet |
| Maximum Building Height By Right | 35 feet 2.5 stories | 35 feet 2.5 stories | Same as Lower Chestnut Street Overlay |
| Maximum Building Height By Special Permit | N/A | For lots with frontage on Chestnut Street: 37 feet 3 stories <u>or</u> 48 feet 3+1 stories | For lots with required frontage on Chestnut Street: 80 feet 6 stories (sixth story under pitched roof or recessed) |
| Minimum Building Height | N/A | N/A | N/A |
| Floor Area Ratio By Right | 0.70 | 0.70 | Same as Lower Chestnut Street Overlay |
| Floor Area Ratio By Special Permit | | For lots with frontage on Chestnut Street: 1.50 <u>or</u> 2.00. | Same as Lower Chestnut Street Overlay |
| Front Setback | Minimum 20 feet | Minimum 5 feet or average of setbacks within 100 feet, whichever is smaller Maximum: 15 feet from front property line. | Minimum 5 feet or average of setbacks within 100 feet, whichever is smaller Maximum: 150 feet from front property line. |
| Side and Rear Setback Adjacent to Residential Zones and MBTA ROW | Minimum 50 feet, including 25-ft landscaped buffer closest to residential boundary | Same as Chestnut Street, except: for lots adjacent to MBTA ROW, minimum 25-ft setback and 10-ft landscaped buffer | Same as Lower Chestnut Street Overlay, except: for Multi-Family Dwelling-only development on lots adjacent to MBTA ROW, minimum 5-ft setback and 5-ft landscaped buffer and for lots abutting residential district, minimum 5-ft setback |
| Building Coverage | N/A | N/A | N/A |
| Enclosed Parking | N/A | Underground Parking Exempt from FAR | Same as: Lower Chestnut Street Overlay |
| Basic Off-Street Parking Requirements | Per ZBL Section 5.1.2 and 5.1.3 | Per ZBL Section 5.1.2 and 5.1.3, except: <ul style="list-style-type: none"> • No parking required for retail <800 SF • Reduced parking for buildings with more than 40% of floor area located in upper stories • Bike racks required for residential uses • Payment in lieu of parking spaces to Needham Center Off-Street Parking Fund | Same as Lower Chestnut Street Overlay, except for Multi-Family Dwelling-only development: <ul style="list-style-type: none"> • One parking space required per bedroom • Reduced aisle width for one-way traffic within parking area Minimum number of required parking spaces and payment of fees in lieu parking of parking spaces may be waived for all developments having an FAR > 1.50. |
| Affordable Housing | | For developments with not more than 10 dwelling units, at least one unit. For developments with 11 or more dwelling units, at least 10 percent. Floor area of affordable unit not counted towards FAR. | Same as Lower Chestnut Street Overlay |

Amend Zoning By-Law Transit Oriented Development District



Legend

-  Chestnut St Bus. Dist
-  Subject Parcel 2
-  Lower Chestnut St OD

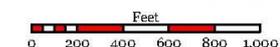


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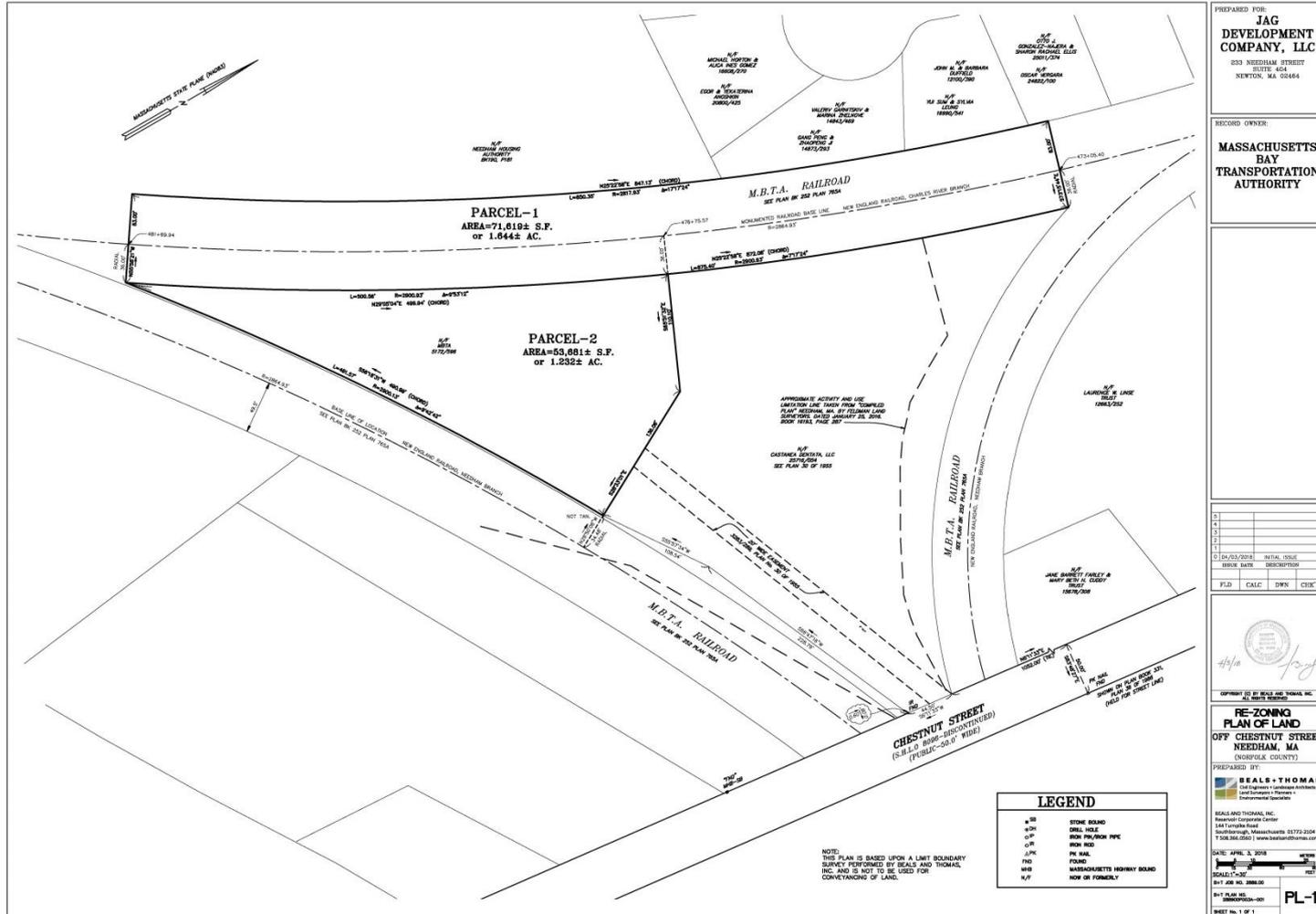


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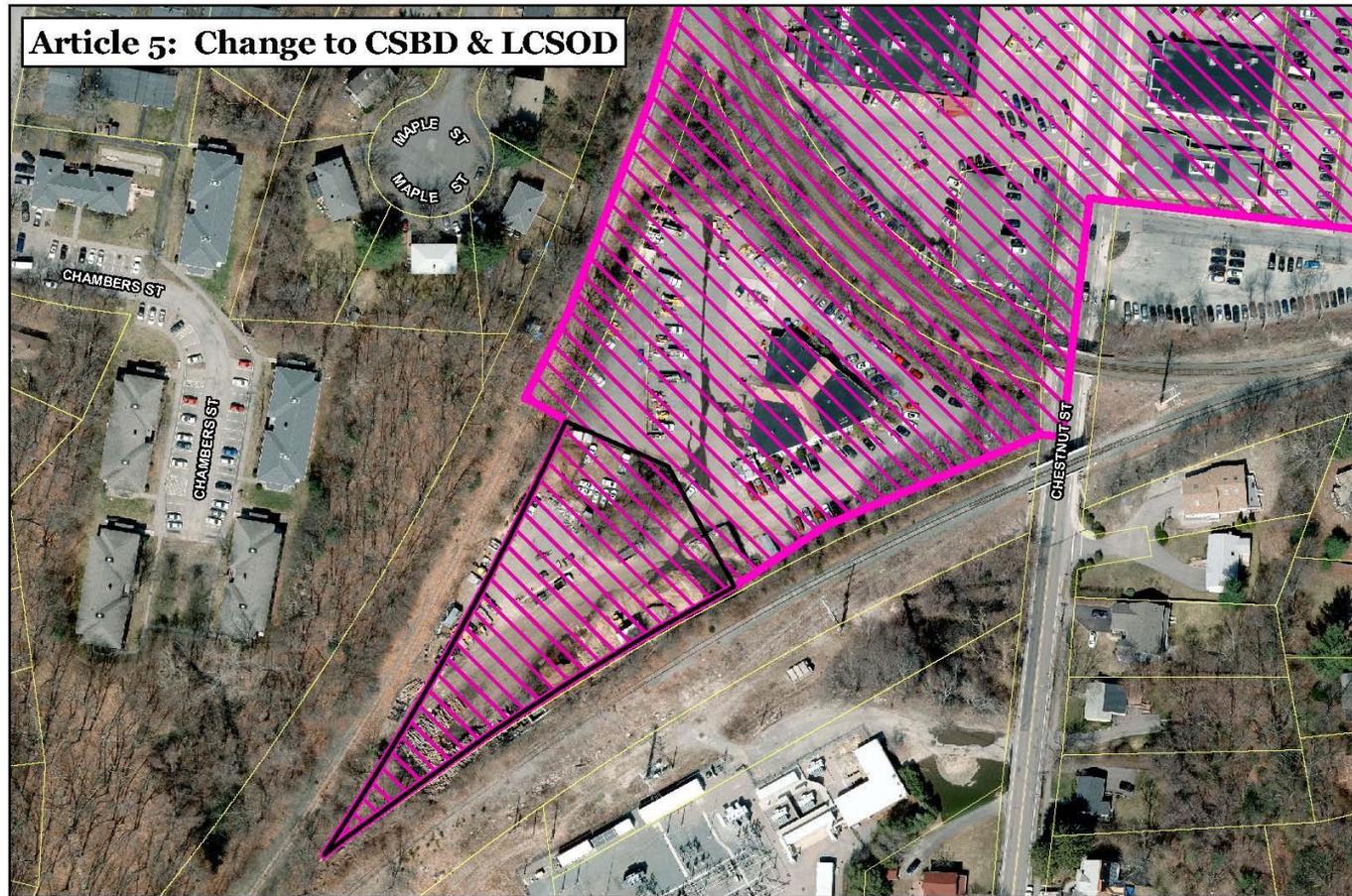
ChestnutParcel2_2019_PhOverview.mxd 01/23/2019 b.w.a

Amend Zoning By-Law Transit Oriented Development District



Amend Zoning By-Law

Transit Oriented Development District



Legend

- Chestnut St Bus. Dist
- Subject Parcel 2
- Parcel Lines
- Lower Chestnut St OD



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Aerial photo shown on map captured April 2017.



Town of Needham GIS

Feet

0 50 100 150 200 250

ChestnutParcel2_2019_PH.mod 01/23/2019 b.w.a

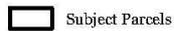
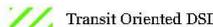
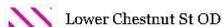
Amend Zoning By-Law

Transit Oriented Development District



Article 6: Transit Oriented Development Sub-District

Legend

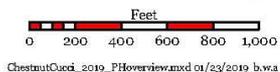
-  Subject Parcels
-  Chestnut St Bus. Dist
-  Transit Oriented DSD
-  Lower Chestnut St OD



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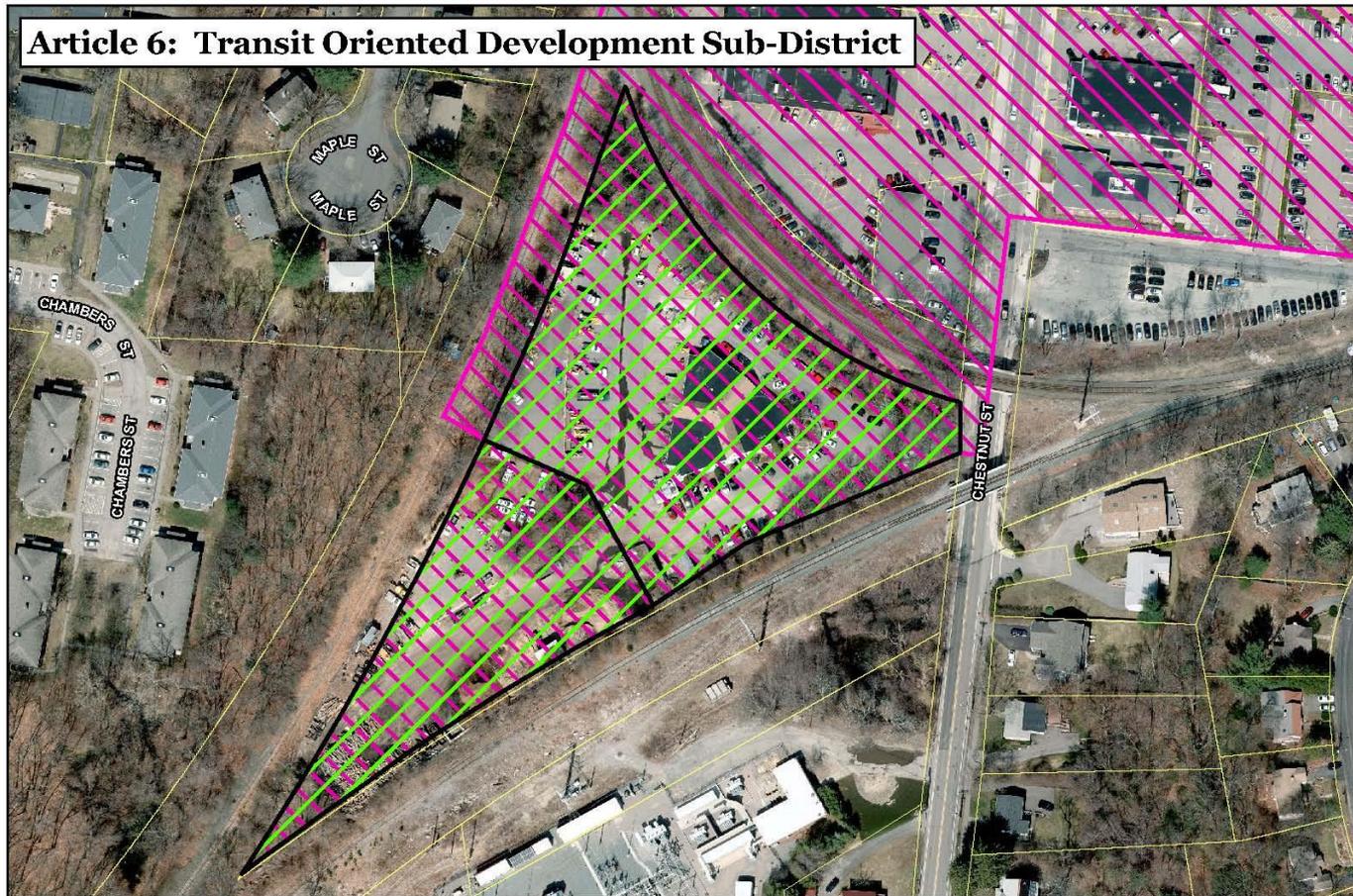


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Amend Zoning By-Law

Transit Oriented Development District



Legend

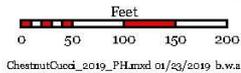
- Subject Parcels
- Lower Chestnut St OD
- Chestnut St Bus. Dist
- Transit Oriented DSD
- Parcel Lines



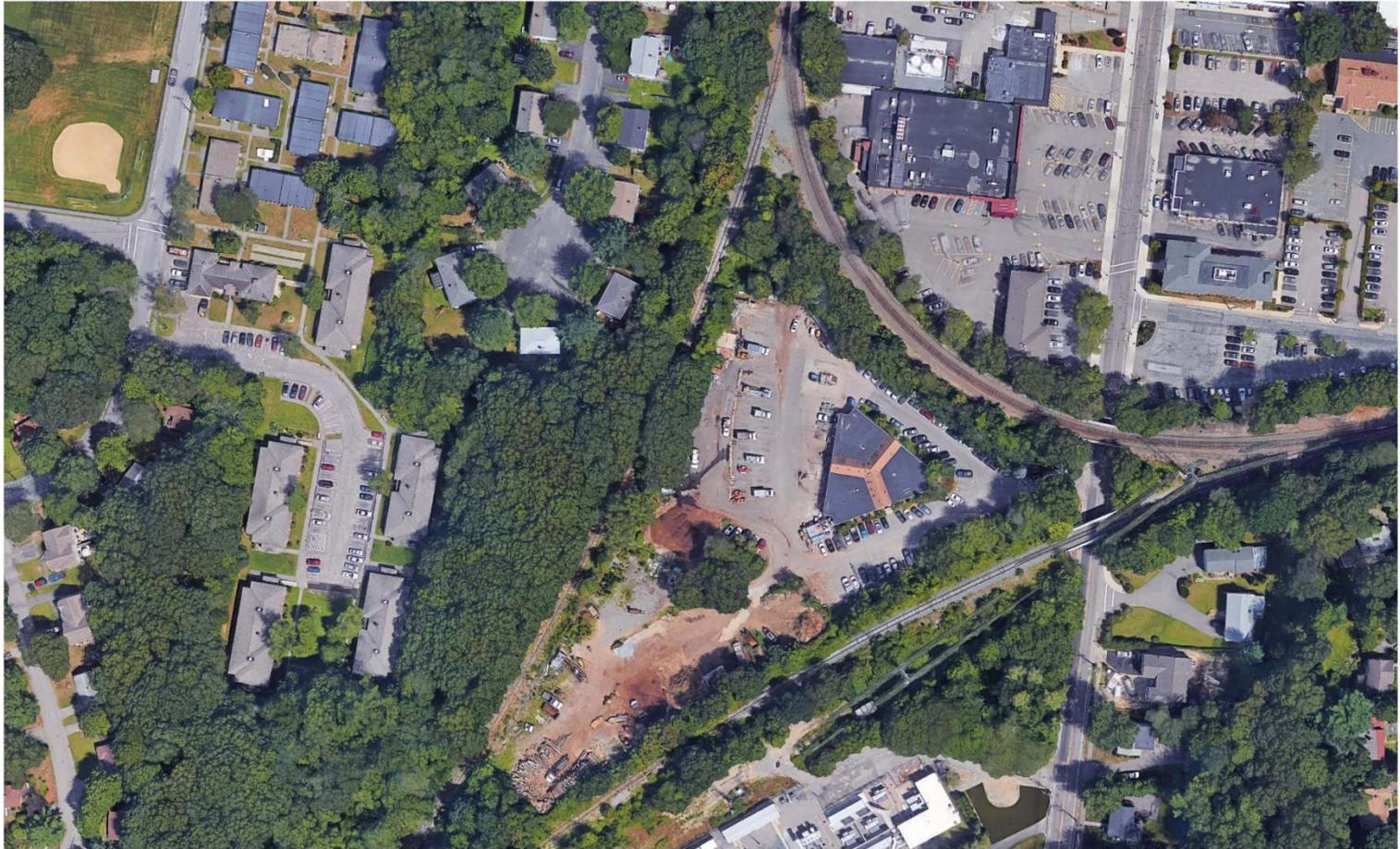
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Amend Zoning By-Law Transit Oriented Development District



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Existing Condition



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Transit Oriented Development District

Amend Zoning By-Law Transit Oriented Development District



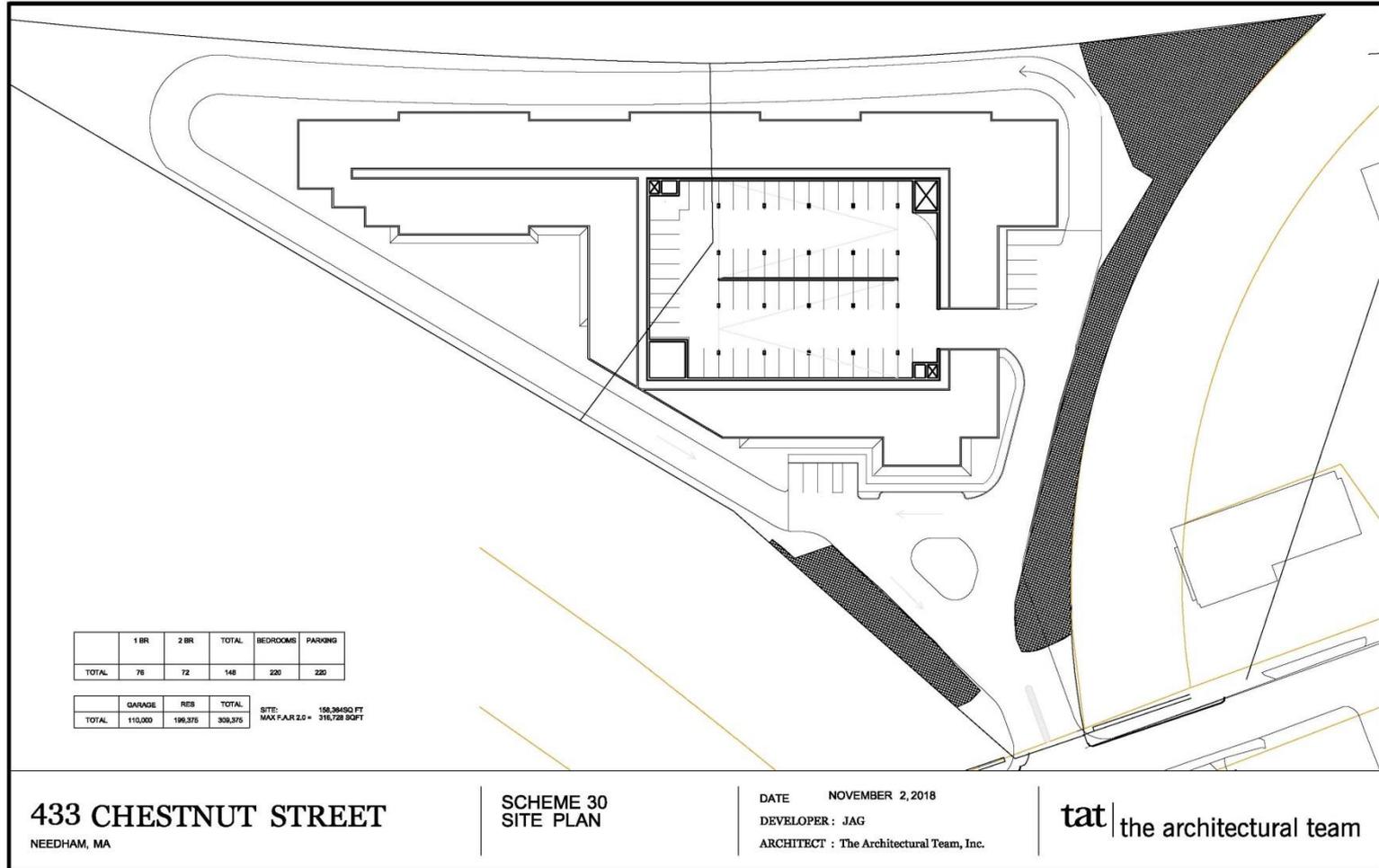
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Site Plan - Proposed
0 32 64 128
1

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Amend Zoning By-Law

Transit Oriented Development District



433 CHESTNUT STREET
NEEDHAM, MA

SCHEME 30
SITE PLAN

DATE NOVEMBER 2, 2018
DEVELOPER: JAG
ARCHITECT: The Architectural Team, Inc.

tat | the architectural team

Amend Zoning By-Law Transit Oriented Development District



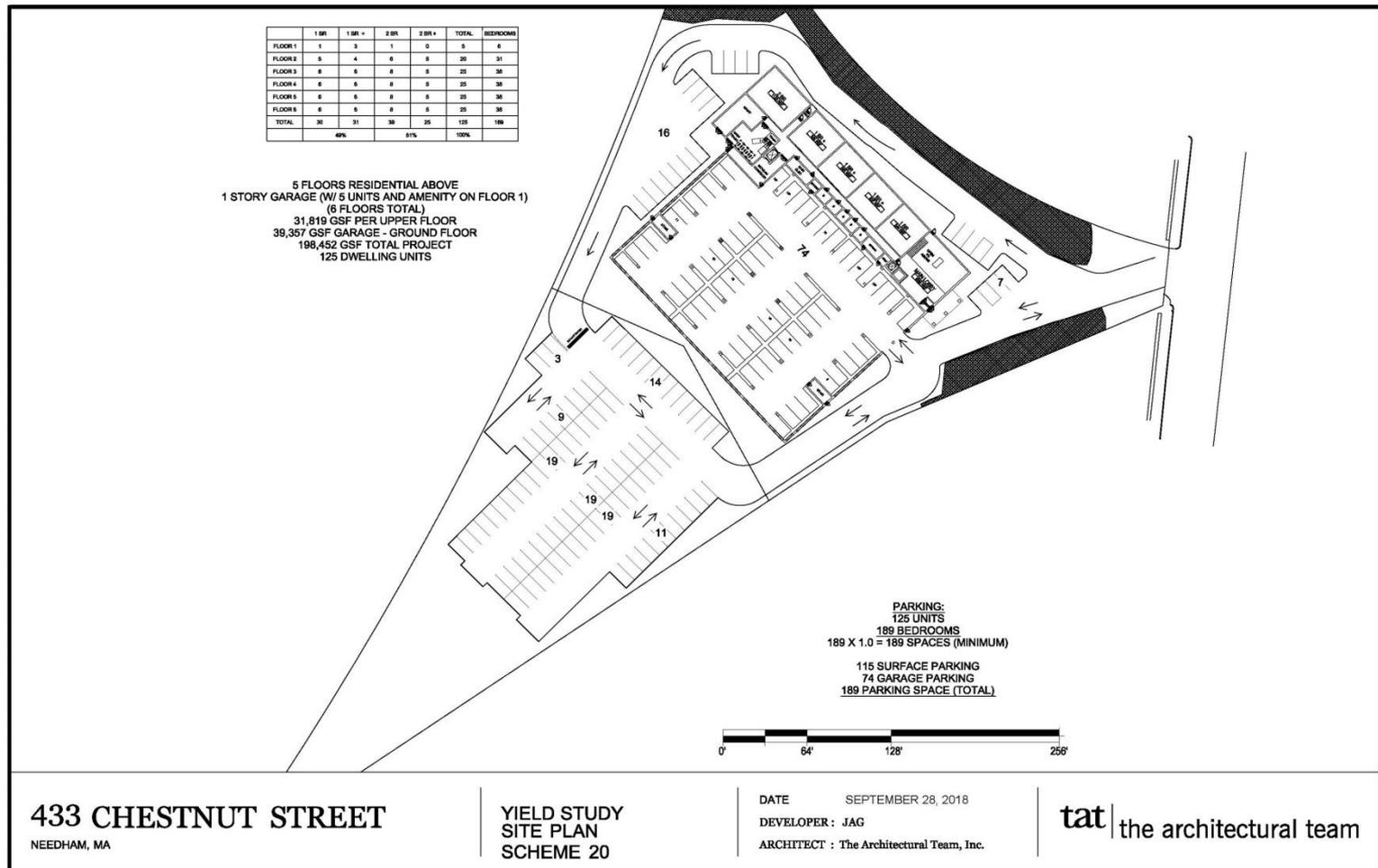
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SITE PLAN - Previous



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Amend Zoning By-Law Transit Oriented Development District



Amend Zoning By-Law Transit Oriented Development District



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Existing View from Chestnut Street

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Amend Zoning By-Law Transit Oriented Development District

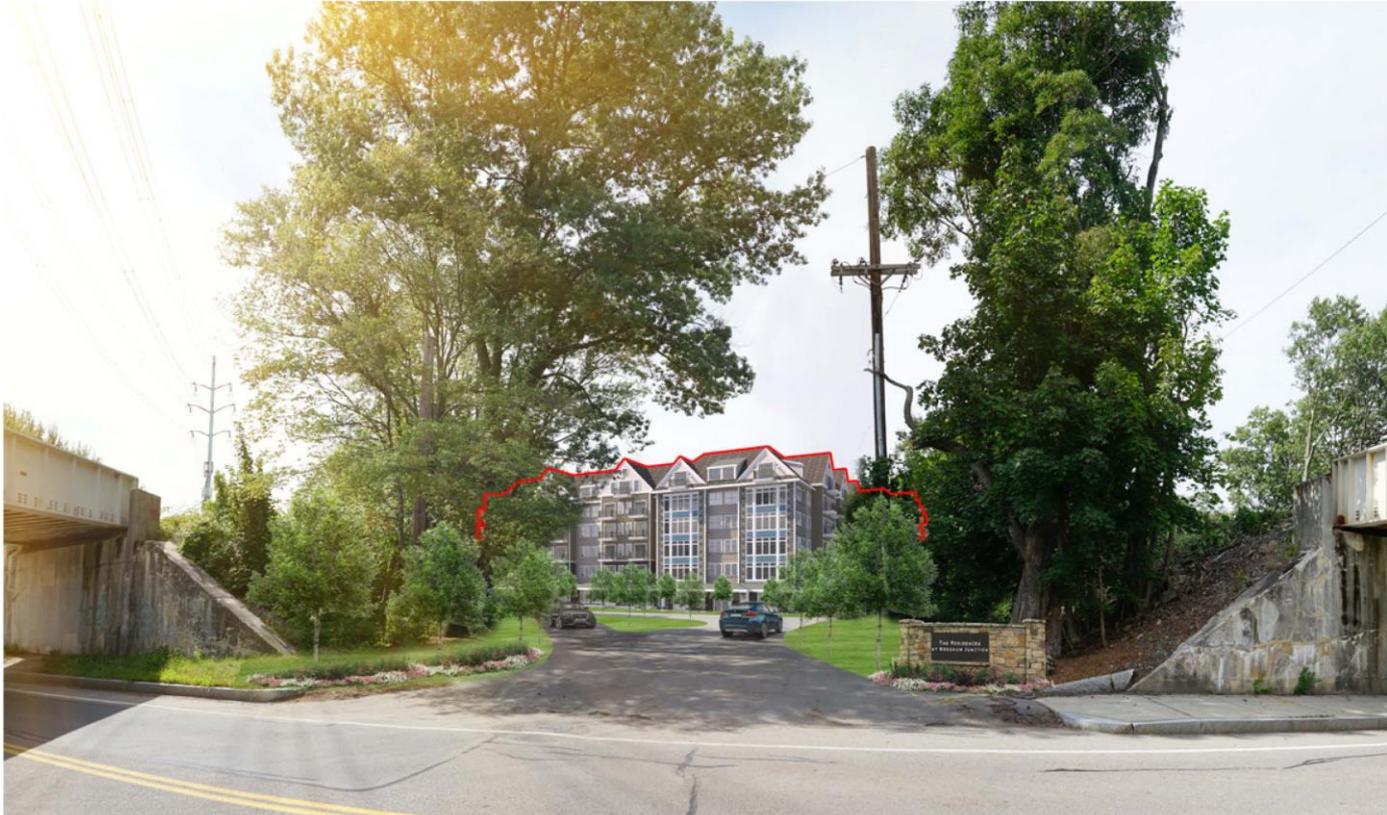


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Proposed View from Chestnut Street

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Amend Zoning By-Law Transit Oriented Development District



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Proposed View from Chestnut Street

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Amend Zoning By-Law Transit Oriented Development District



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Proposed View from Chestnut Street

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Amend Zoning By-Law Transit Oriented Development District



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Existing View from Chestnut Street

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Amend Zoning By-Law Transit Oriented Development District



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Proposed View from Chestnut Street

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Amend Zoning By-Law Transit Oriented Development District



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Proposed View from Chestnut Street

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Amend Zoning By-Law Transit Oriented Development District



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Existing View from Chestnut Street

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Amend Zoning By-Law Transit Oriented Development District



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Proposed View from Chestnut Street

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Amend Zoning By-Law Transit Oriented Development District



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Proposed View from Chestnut Street

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Amend Zoning By-Law Transit Oriented Development District



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Proposed View from Chestnut Street

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Amend Zoning By-Law Transit Oriented Development District



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Existing View from Chestnut Street

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Amend Zoning By-Law Transit Oriented Development District



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Proposed View from Chestnut Street

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Amend Zoning By-Law Transit Oriented Development District



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Proposed View from Chestnut Street

tat

Amend Zoning By-Law Transit Oriented Development District



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Proposed View from Chestnut Street

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Amend Zoning By-Law Transit Oriented Development District



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Existing View from Chestnut Street Shopping Plaza



Amend Zoning By-Law Transit Oriented Development District



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Proposed View from Chestnut Street Shopping Plaza

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Proposed View from Chestnut Street Shopping Plaza

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Amend Zoning By-Law Transit Oriented Development District



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Existing View from Maple Street

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Amend Zoning By-Law Transit Oriented Development District



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Proposed View from Maple Street

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Proposed View from Maple Street

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Planning Board Public Hearing

Thank you