

Post Office Square Zoning Revisions

Fall 2010

Uses – Sec. 2321, 2323, 2326

REGULATION	CURRENT	PROPOSED
Drive through uses	Special permit use	Removed from Business A (no new drive throughs)
Artist's studio, art gallery. Two apartments over a store.	Special permit uses	As of right uses in A and C
Funeral parlor	As of right use in all Business Districts	Removed from A and C (no new funeral home in A or C), made special permit use in B and D
Accessory scientific use	Special permit use	Removed from A
Multiple-residence (3 or more units) buildings. Buildings containing a mix of permitted uses, with or without residential uses.	Apartments over stores permitted by special permit; non-residential uses permitted by special permit over 60,000 square feet or site plan under 60,000 square feet. Also, special permit in MUOD.	Specifically identified as special permit uses in A. No change to MUOD.
Change size threshold for a project to go from an as of right use to become a special permit use	Uses over 60,000 square feet need special permit review in Business A.	Uses over 5,000 square feet shall have special permit review in Business A

Dimensional Standards

REGULATION	CURRENT	PROPOSED
Sec. 2461 – Minimum lot area in A	10,000 square feet for two-family dwellings and 8,000 sf for other uses	No minimum lot area for uses other than one- or two-family (10,000 sf). Still, for apartments, there must be a minimum 2,000 sf of lot area per dwelling unit.
Sec. 2462 – Lot width and frontage in Business A for uses other than one- or two-family dwellings	50 feet lot width (Sec. 2412) 70 feet frontage	No lot width requirement or frontage requirement for uses other than one- or two-family dwellings.

Dimensional Standards

REGULATION	CURRENT	PROPOSED
Sec. 2463 – Maximum lot coverage in A	Multi-family uses 35% Non-residential uses, mixed uses (other than one- or two-family dwellings) 50%	Multi-family and non-residential uses 60%
Sec. 2463 – Minimum landscaped open space coverage in A	30%	20%
Sec. 2464 – Front yard setback in Business A	Average, unclear front yard setback based on neighboring buildings	Change front yard setback for uses, other than one- or two-family dwellings, to a maximum of 10 feet. Front yard setback shall be used for landscaping, public seating, circulation, signage and drives (not parking).

Dimensional Standards

REGULATION	CURRENT	PROPOSED
Sec. 2464 – Side and rear yard setback in Business A	20 feet from lot lines in any Residence District, 10 feet from all other lot lines	No change. Also, add clarifying language to text which allows for adjoining buildings at side lot lines, where separated by a fire wall.
Sec. 2465 – Maximum building height in A	3 stories or 45 feet	No change to Business A. Add language to allow for accessories and architectural features on roof up to 50 feet.
Sec. 2465 – Maximum building height in C (Wilber School property)	4 stories or 60 feet	Reduce to the same as Business A.

Parking – Sec. 3111

REGULATION	CURRENT	PROPOSED
Parking in excess of requirement, parking waivers and reductions	Special permit from Board of Appeals	Only when there is a site plan review before the Planning Board AND no special permit review before the Board of Appeals, the Planning Board may decide on approvals and waivers related to on-site parking, rather than require the applicant to go before both boards.
Off-street parking for most non-residential uses in A	Minimum 5 spaces per 1,000 sf of gross leasable area for ground floor, plus 3 spaces per 1,000 sf for additional	3 spaces per 1,000 sf of gross leasable area for ground floor, plus 1.5 spaces per 1,000 sf for additional floors.
Provision of off-street parking for outdoor seating areas.	1 space per 5 fixed seats or 10 feet of bench.	Provision of off-street parking for outdoor seating is not required.

Parking – Sec. 3111

REGULATION	CURRENT	PROPOSED
Parking deduction in A	MUOD regulation (Planning Board approval)	Deductions in amount of required parking may be allowed where property is adjacent to on-street parking in Business A.
Compact car parking in A	MUOD regulation (Planning Board approval)	A portion of the required off-street parking may be approved for compact car parking in Business A.
Two levels of parking	MUOD regulation (Planning Board approval)	Multi-level above or below grade parking may be allowed in Business A if determined appropriate during site plan or special permit review (not to exceed 2 levels)
Off-street parking for a change or expansion of a non-residential use	Increase in off-street parking required from existing to proposed use must be provided.	For a change or expansion of a non-residential use primarily within an existing building where property is non-conforming as to parking, parking may be reduced after consideration of peak parking demand, peak parking availability, operating characteristics of proposed use, need for employee and customer parking (special permit)

Bicycles and Loading

REGULATION	CURRENT	PROPOSED
Sec. 3111 - Bicycle parking	No requirement	Developments that are required to provide more than 20 off-street parking spaces shall also provide bicycle parking, in Districts A and B
Sec. 3115 - Minimum loading requirements in Business Districts	1 loading space per 1,000 sf of gross leasable area building	1 loading space per 5,000 sf building

Business District A – Sec. 4240

REGULATION	CURRENT	PROPOSED
New Section 4240 for Business A would create additional standards for review of multiple-residence and mixed use buildings		Encourage building features that will provide visual interest, use of quality and appropriate materials, use of interesting details such as moldings; discourage “blank walls” facing the street; encourage the use of outdoor seating, entrance gardens, landscaping, plazas.
Density (dwelling units per acre)	Sec. 4230- approx. 16 du/ac. MUOD minimum of 20 du/ac.	Minimum lot area requirement of 2,000 sf per du (approx. 21 du/ac)
New Section 4240.E – Affordable housing in Business A		For developments requiring a special permit for 8 or more dwelling units, a minimum of 12.5% of the units shall be affordable. The text details the methods of design, building and allocation of housing as affordable.