



Annual Town Meeting

Zoning Bylaw Amendment

Article 15

Date: TBD



TOWN OF READING
Community Planning & Development Commission

Article 15

Zoning Bylaw Amendment

Section 10.5

Downtown Smart Growth District
(40R Overlay)



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CPDC Report to Town Meeting:

Public Hearing:

CPDC held a public hearing on this amendment on December 6, 2021 and it was continued to January 10, 2022, January 24, 2022, and February 7, 2022.

Vote:

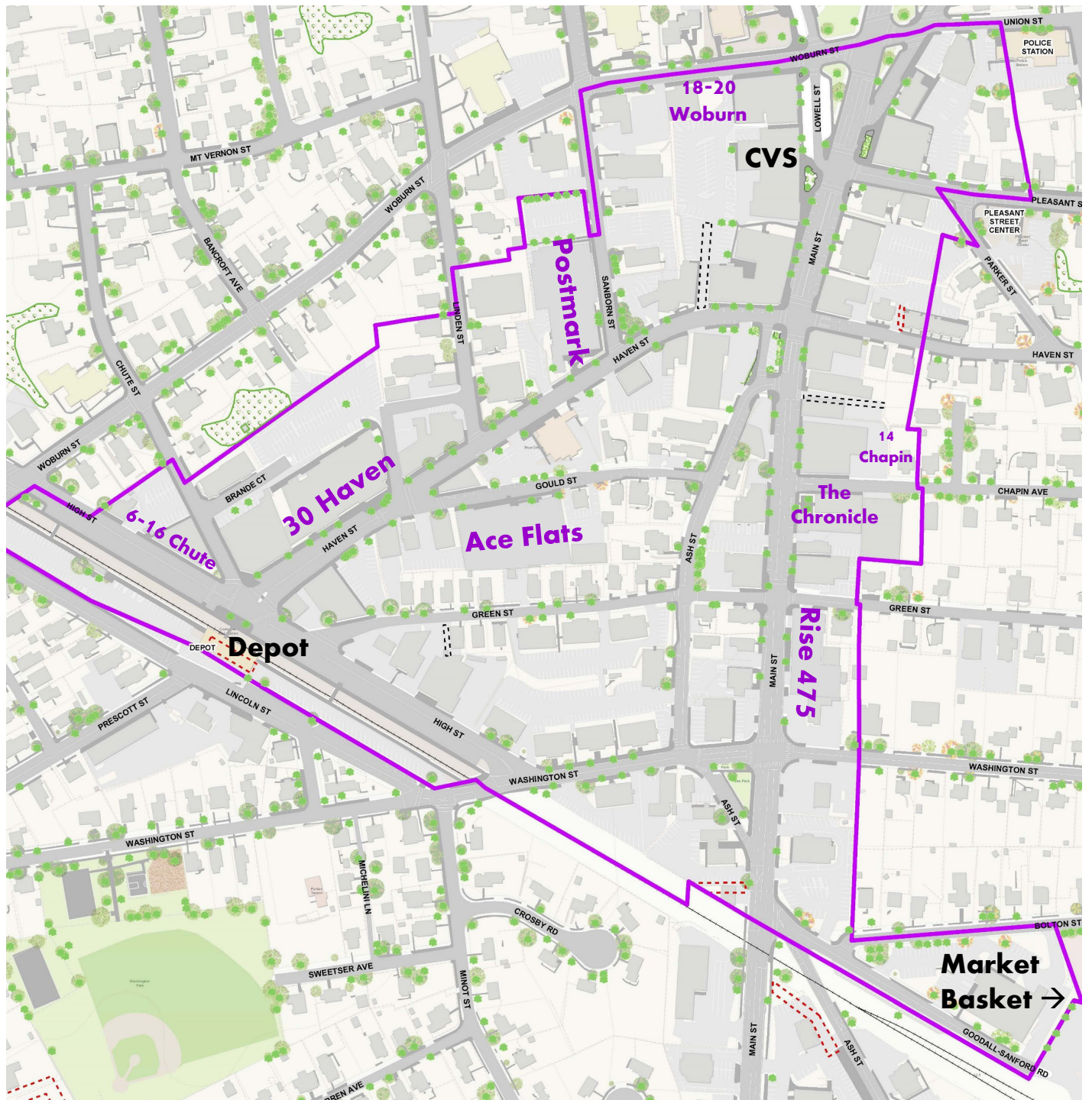
On March 14, 2022, CPDC voted 5-0-0 to recommend Article 15 to Annual Town Meeting.



Downtown
Smart
Growth
District
(40R Overlay)

Stats:

~48 total acres
~17 developable
148 lots
most < 10k SF





30 Haven

Postmark



Rise475

Ace Flats





14 Chapin



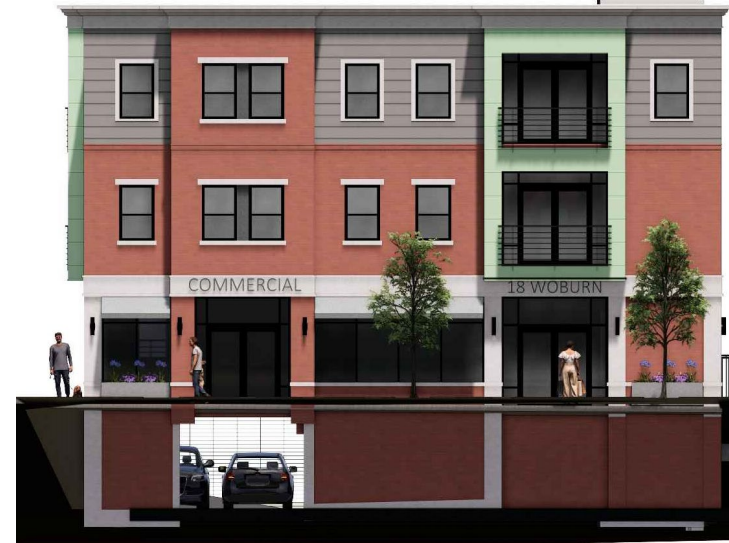
6 Chute



The Chronicle



18 Woburn





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What is 40R?

Massachusetts General Law (MGL) Chapter 40R is a Smart Growth Zoning state statute that Reading has adopted at the local level.

“Chapter 40R encourages communities to create dense residential or mixed-use smart growth zoning districts, including a high percentage of affordable housing units, to be located near transit stations, in areas of concentrated development such as existing city and town centers, and in other highly suitable locations.”



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40R differs from 40B

- Town establishes zoning: dimensional, open space, waiver criteria, etc.
- Town establishes design guidelines: massing, scale, aesthetics, etc.
- 40R projects must comply with local zoning and design guidelines
- 40R expressly allows mixed-use (housing + commercial)
- Mixed-use = people near businesses
- 40R helps preserve vitality of historic downtowns and business areas



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The Downtown Smart Growth District has been significant for Reading:

- Helps the Town *accommodate our forecasted share of the region's growth in a planned, intentional manner*;
- Allows the Town to *manage this growth at the local level* to continue to meet the state mandate that we achieve and maintain 10% of the Town's housing stock as affordable *to avoid future 40B projects*;
- Enables the Town to *achieve the 10% mandate* via development projects that respect locally-established zoning controls and design guidelines;



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The Downtown Smart Growth District has been significant for Reading:

- Promotes mixed-use (housing + commercial) development, which has the following benefits:
 - Increases the immediate customer base to *support existing and future downtown businesses*;
 - Ensures that the Town is able to *retain and create commercial space* within the downtown;
 - Provides *mixed-income housing opportunities* near services and transit
- Provides a mechanism through which the Town is able to *keep downtown vital* and *preserve what is important*, while ensuring the Town remains *queued up for opportunities*;
- **Plays a critical role in offsetting another override.**



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Why is this amendment needed?

- CPDC recognizes that the pace of redevelopment downtown has been faster than many people anticipated;
- CPDC continues to reflect on lessons learned from implementing the current 40R Bylaw;
- CPDC acknowledges that there is a desire among some residents for growth within the DSGD to feel less urban.
 - **2 instructional motions and 1 citizen petition requested CPDC increase setbacks, reduce maximum lot coverage, and allow for more open space in the Downtown Smart Growth District.**

→ This led CPDC to undertake a holistic review of the 40R Bylaw that was informed by a robust public process



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The Public Process (March 2021 – Feb 2022):

- Zoning Workshop & Debrief
- ‘Your Downtown’ Initiative - Community Engagement Process (with MAPC)
 - Town-wide Survey (1,100+ respondents)
 - 2 Focus Groups with stakeholders
 - 2 Community Events:
 - (1) Development Trade-Offs, (2) How Zoning Tools Can Advance a Vision
- Public Hearing on 40R Bylaw Amendments (Dec 6th – Feb 7th)
 - 4 long nights of discussion with residents



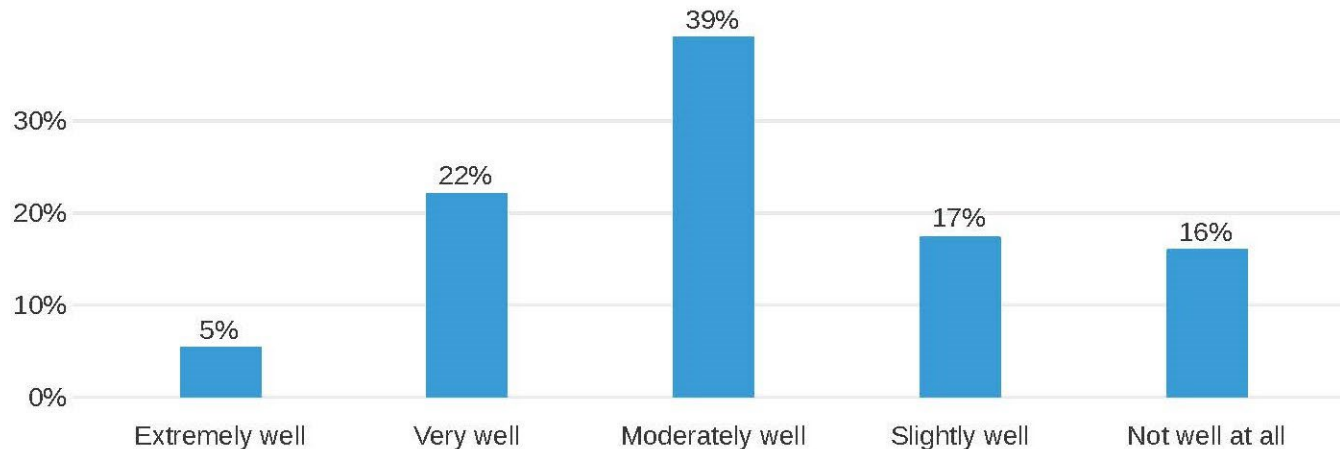
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What We Heard: the 'Your Downtown' Survey

- Over 1,100 responses total; 98% were Reading residents; 5% live downtown

How well is the DSGD working?



Why? Not enough parking, not enough open space, too much density, buildings too boxy, need commercial diversity, need affordability



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What We Heard: the 'Your Downtown' Survey

- **Open Space**
 - 40% small, numerous open spaces; 24% private courtyards, green roofs
 - 29% support allowing more density (or height) in exchange for open space
- **Setbacks foster pedestrian comfort:**
 - 41% moderately well; 27% slightly or not at all - because:
 - **Greater setbacks could achieve:** 32% feeling of openness or visual interest through landscaping; 19% more usable open space

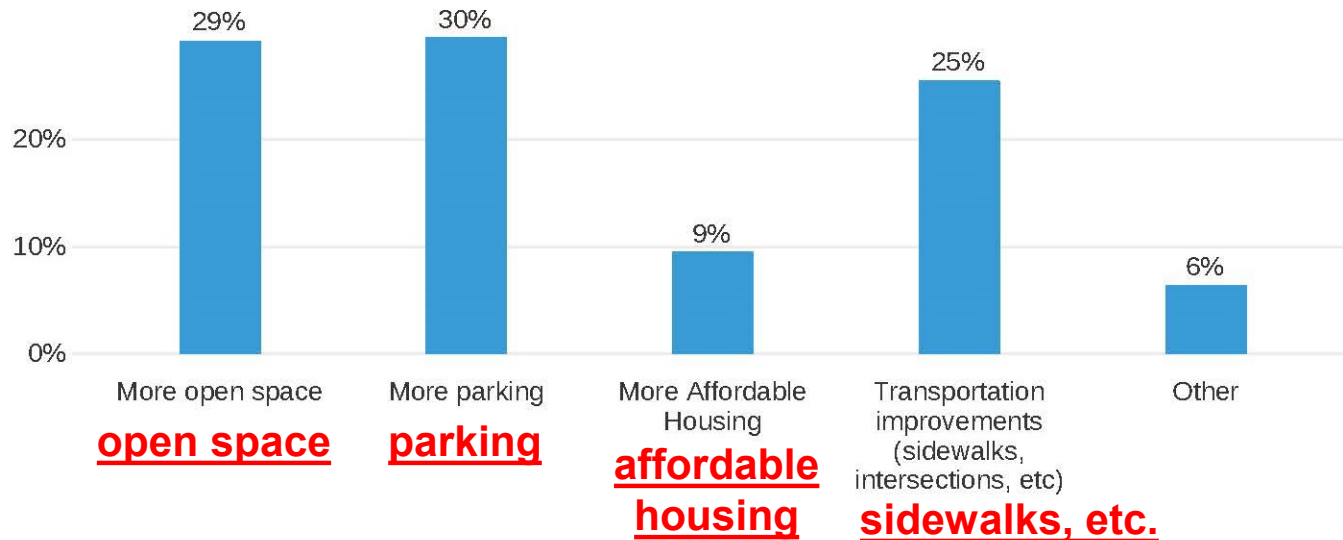


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What We Heard: the 'Your Downtown' Survey

Increased density can be justified by the following public benefits:





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What We Heard: the 'Your Downtown' Survey

- **Current approach to Lot Coverage works:**
 - 41% moderately well; 31% slightly or not well at all – because:
 - 33% just don't like the scale of development
 - 30% more green space; 28% more parking
 - 10% better commercial options
- **In exchange for reduced Lot Coverage (by buildings and pavement):**
 - 49% taller buildings; 19% reduced parking
 - 32% just want fewer, smaller buildings and less density



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In Sum, We Heard:

- **People want:** parking, open space, commercial diversity, affordability, less density, increased setbacks
- **Open spaces can be:** small, private or public, green/landscaping, sidewalks
- **Increased density** can/should be justified by providing some of the above
- **Lot coverage** concerns can be addressed by requiring developers to provide specific uses (parking) and public benefits (open space), and by increasing setbacks
 - it may be more effective to specify what we want and let developers figure out how to fit it on a site, than to limit lot coverage % from the outset



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Goals of the Amendments:

- Align zoning changes with broad community sentiment;
- Propose zoning changes that **get at the intent of the Instructional Motions**;
- Require public benefits in exchange for density;
- Continue to inspire investment in Reading through a **sophisticated and flexible waiver-based approach** to zoning requirements



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Finally! The Amendments!



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5 Categories of Amendments:

- 1) Promotion of Open Space
- 2) Protection for Abutting Uses
- 3) As-of-Right Projects
 - a) Dimensional Requirements
 - b) Parking Requirements & Design
 - c) Commercial Component (in Mixed-Use projects only)
 - d) Affordability Component
- 4) Projects Seeking Waivers
 - a) Any Waiver: Objectives
 - b) Density Waiver: Tiered Schedule of Requirements – General, Tier 1, Tier 2, Tier 3
- 5) Alignment & Clarification



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(1) Promotion of Open Space - Definitions

Open Space: *Civic Space, Green Space, and/or Private Amenity Space as defined below:*

Civic Space: *Portions of a private lot or building that are dedicated to civic use including but not limited to: sidewalks, pathways, alleyways, seating areas, benches, places to gather, etc. which may include streetscape features, water features, decorative surface treatments (i.e., pavers, cobblestone, etc.) and public art, and which could include Green Space as defined below, if open to the public.*

Green Space: *Portions of a private lot or building including but not limited to: landscaping, plantings, natural features, parks, gardens, living walls, green roofs, trails, pathways, recreational uses, etc. whether connected to or visible from the sidewalk, accessible to the public, provided as private, or provided as a Private Amenity Space to building occupants.*

Private Amenity Space: *Green Space, balconies, terraces, courtyards, and other open-air spaces that are available as private amenities only to the residential or commercial tenants within the development.*



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(1) Promotion of Open Space – Allowed Use

10.5.5.1

Allowed Uses

The following uses shall be permitted as-of-right in the DSGD upon Plan Approval pursuant to the provisions of this article:

- 1 Multi-family Residential
- 2 Office *
- 3 Retail *
- 4 Restaurant *
- 5 Institutional *
- 6 Consumer Service *

* Only as part of a Mixed-Use Development; see Section 10.5.7 below

In addition to the allowed uses listed above, the following uses are permitted as-of-right for Development Projects within the DSGD subject to the requirements of this Article.

7 Open Space

87 Parking accessory to any of the above permitted uses, including surface, garage-under, and structured parking

98 Accessory uses customarily incidental to any of the above permitted principal uses



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(1) Promotion of Open Space – Design

10.5.9 ~~Open Space and Recreational Areas~~ **Design**

The site design for Development Projects may include ~~common~~ **Open Space** and facilities. Where proposed, the plans and any necessary supporting documents submitted with an application for Plan Approval within the DSGD shall show the general location, size, character, and general area within which ~~common~~ **Open Space** or facilities will be located. The plans and documentation submitted to the Approving Authority shall include a description of proposed ownership and maintenance provisions of all ~~common~~ **Open Space** and facilities and, if requested by the Approving Authority, any necessary restrictions or easements designed to preserve the **Open Space** and ~~recreational areas~~ from future development **and, when applicable, to ensure they are available for public use.**

Civic Space, if within a private lot or building, shall be demarcated in such a way (i.e., through signage, continuity of pavement markings, etc.) that the general public will know the space is for public use. When possible, Civic Space shall be provided at street level, shall be visible from the street, and shall relate to the streetscape in a manner that enlivens the area and encourages a community experience.

To the extent possible, Civic Space shall be planned as single contiguous areas and aligned with abutting Open Space areas. Buildings adjacent to usable Civic Space should generally be oriented to that space, with access to the building opening onto the Civic Space. The Approving Authority may require a project to provide public access to the Civic Space from one or more streets, ways, or publicly accessed trails. In addition, there shall be a clear arrangement in place regarding responsibility for ongoing maintenance and management of any Civic Space located within a private lot or building.

Upon consideration of the above information, the Approving Authority may approve a waiver as provided for in Section 10.5.12 for a front setback to allow for common open space or facilities.

→ location, relationship to street, public access, maintenance, etc.



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(2) Protection for Abutting Uses - Purposes

10.5.1 Purposes

The purposes of the Downtown Smart Growth District are:

- 1 To provide an opportunity for residential development and to especially encourage mixed-use development, including both new construction and renovation of existing buildings, within a distinctive, attractive and livable environment that supports the commercial revitalization of Downtown Reading.
- 2 To promote continuing development and redevelopment in Downtown Reading that is pedestrian friendly and consistent with Reading history and architecture.
- 3 To ensure high quality site planning, architecture and landscape design that enhances the distinct visual character and identity of Downtown Reading and provides an environment with safety, convenience and amenity.
- 4 To provide for a diversified housing stock at a variety of costs within walking distance of services and public transportation, including affordable housing and other housing types that meet the needs of the Town's population.
- 5 To generate positive tax revenue for the Town, and to benefit from the financial incentives provided by Massachusetts General Law Chapter 40R, while providing the opportunity for new business growth and additional local jobs.
- 6 To encourage preservation and rehabilitation of historic structures and buildings.
- 7 To promote efficient use of land and existing parking supply and limit expansion within the district by encouraging shared parking.
- 8 To encourage adoption of energy efficient building practices and sustainable construction methods.
- 9 To ensure compliance with the Massachusetts Department of Environmental Protection storm water management policies and practices.

10 To ensure that the physical character of projects within the DSGD will be compatible with nearby buildings, particularly existing residential uses.



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(2) Protection for Abutting Uses – Definitions

District Edge: *The outermost edge of the Downtown Smart Growth District, where it is directly abutting another building lot and not bounded by a significant man-made (i.e. railroad, major street) or natural (i.e. river, wetland resource) feature.*

Transitional Area: *A site proposed for development or redevelopment under Chapter 40R that meets any of the following criteria: (1) is located at the District Edge, (2) is directly abutting a lot containing a historic or cultural resource listed on the Town of Reading's Historical and Architectural Inventory, or (3) is directly abutting a lot containing a single-family, 2-family or 3-family dwelling, either within or outside of the District.*

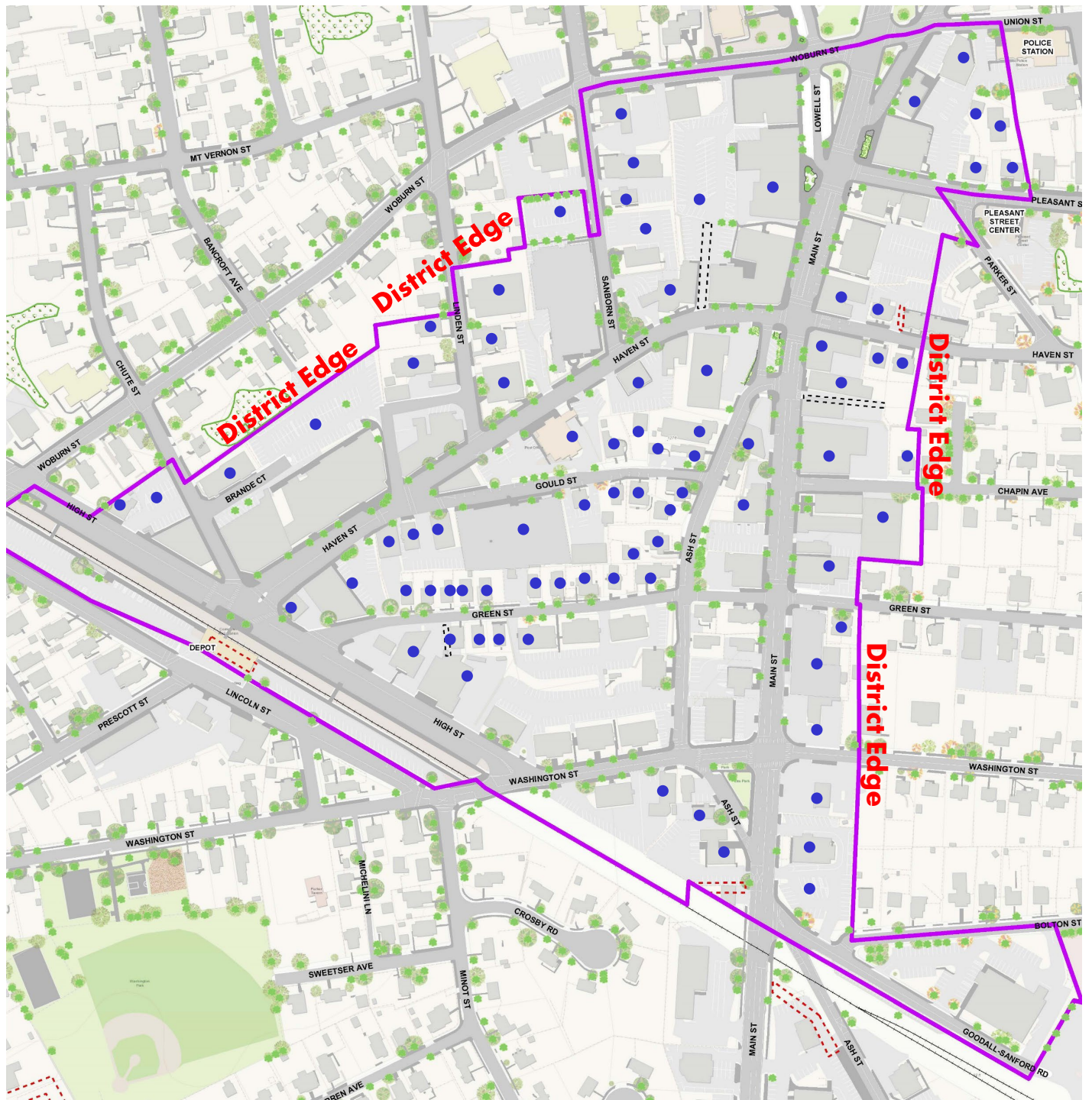
→ These definitions are already in the Design Guidelines



Downtown Smart Growth District (40R Overlay)

District Edge

- District Edge and/or Transitional Area*



*Based on Town of Reading GIS layers, may not be 100% accurate



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(2) Protection for Abutting Uses – Plan Denial

5 Criteria for Plan Denial

A Plan Approval application may be disapproved only where the Approving Authority finds that:

- The applicant has not submitted the required fees and information as set forth in the regulations; or
- The Project as described in the application does not meet all the requirements and standards set forth in this Section 10.5, applicable Design Standards and the AA Regulations, or that a required waiver there from has not been granted; or
- It is not possible to adequately mitigate significant **extraordinary adverse** project impacts on nearby properties by means of suitable conditions, **including but not limited to AA's finding that in massing, scale, size, or architectural design, a project fails to be compatible with the character of nearby residential or other buildings.**

→ Strengthens language



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(3) As-of-Right Projects – a) Dimensional

10.5.6 Dimensional and Other Requirements

Applications for Plan Approval shall be governed by this Section 10.5 and the Design Standards for the Downtown Smart Growth District.

Building Type	Mixed-Use with Commercial 1st Floor	Other Mixed-Use or Residential Only
Maximum Floor Area Ratio (FAR) (Gross Floor Area / Lot Size)	2.8	2.4
Minimum Lot Frontage	50 feet	
Maximum Lot Coverage	N/A	
Minimum Lot Area	6,000 SF/N/A	
Number of Buildings per lot	N/A	
Maximum Building Frontage	300 feet	
Minimum Front Setback ¹	0 feet	
Maximum Front Setback ¹	10 feet	
Minimum Side / Rear Setback ² abutting a Residential Zone	15 feet	
Minimum Side / Rear Setback ² in DSGD or abutting Business-B	0 feet	
Total minimum setback from one or more lot lines (any combination of front, rear, or sides)	30 feet	
Interior Setback (between buildings on same lot)	15 feet	

¹ See 7.1.1 of the Design Standards for front façade setback requirements



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Existing 40R Projects: Analysis of Proposed Dimensional Controls						
	Size	Building Setbacks at Ground Level				
Project Name	Lot SF	Front	Side	Side	Rear	Combined
30 Haven	33,362	1.5	0	0	1-11.3	12.8
The Postmark	42,160	8.5-40.5	6.2-59	0.4-9.8	10.2	>30
Ace Flats	30,745	0-10	1	0	3-7	18
Rise475	18,063	0-3	0	2	15	20
The Chronicle	5,699	0	0.1	0.1	0	.2'
14 Chapin Ave	6,000	5.5	5-6	24	18	>30
18 Woburn St	4,172	0-2	3-4	3-5	0	11
6-16 Chute St	17,980	0-4	10	26	0	>30

→ Highlighted projects would not comply



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(3) As-of-Right Projects – a) Dimensional

² See 7.1.2 of the Design Standards for building step-back requirements

Setbacks: Where projects are within a Transitional Area (as defined in this Bylaw and in the Design Guidelines), setbacks may be further increased by the AA to no greater than 30 feet upon a finding based on the project's massing, scale, or architectural design, that the project fails to be compatible with the character of nearby residential buildings.

Step-backs: Where projects are within a Transitional Area (as defined in this Bylaw and in the Design Guidelines), step-back requirements may be further increased by the AA to no greater than 25 feet upon a finding based on the project's massing, scale, or architectural design, that the project fails to be compatible with the character of nearby residential buildings.

→ CPDC can require additional setbacks and/or step-backs for projects in Transitional Areas



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(3) As-of-Right Projects – b) Parking

10.5.8 Off-Street Parking and Loading

10.5.8.1 Off-Street Parking

Retail stores, offices and consumer service establishments located within three hundred (300) feet of a public off-street parking facility shall be exempt from off-street parking requirements. In all other cases, off-street parking shall be provided to meet the following minimum requirements:

Retail or Restaurant.....	0 spaces
Office and Institutional.....	2 spaces per 1,000 square feet
Residential Units (<i>studio, 1 and 2 bedroom</i>).....	1.25 spaces per unit
Residential Units (<i>greater than 2 bedroom</i>).....	2 spaces per unit
Other Non-Residential, less than 2,000 square feet.....	0 spaces
Other Non-Residential, 2,000 square feet or more	1 space per 2,000 square feet
2,000 square feet leasable space in excess of 2,000 square feet.....	1 space per 2,000 square feet

As indicated above, off-street parking is not required for Other Non-Residential uses in the district unless such use exceeds 2,000 square feet of net floor area.

10.5.8.8 Parking Design

Parking shall be designed and constructed to comply with all applicable disability access requirements including but not limited to the Americans with Disabilities Act (ADA) and 521 CMR.

Parking spaces within a garage, podium or other structure shall be not less than eight (8) feet, six (6) inches in width, and seventeen (17) feet in length. CPDC may allow up to 25% of required parking spaces be provided as compact spaces at a dimension not less than eight (8) feet in width and sixteen (16) feet in length. Drive aisle width requirements shall comply with standards outlined in the most current edition of the "Transportation and Traffic Engineering Handbook" put forth by the Institute of Transportation Engineers, and will depend on the angle of the proposed parking and whether the aisle is one-way or two-way; rows of compact spaces may necessitate greater aisle widths to ensure turning movements can be made.

→ Increases parking requirement for 3+ BR units

→ Specifies % compact allowed, size of compact, drive aisle width



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Existing 40R Projects: Analysis of Proposed Parking Requirements									
Project Name	Units	Parking				Dwelling Info			Additional Spaces Req'd
		Spaces	Overall Ratio	Compact	%	1 bed/st.	2 bed	3 bed	
30 Haven	53	78	1.58	24	31	23	30	0	0
The Postmark	50	70	1.40	25	36	15	35	0	0
Ace Flats	55	69	1.25	20	29	30	23	2	1.25
Rise475	31	39	1.26	12	31	15	15	1	0.5
The Chronicle	7	9	1.29	0	0	0	7	0	0
14 Chapin Ave	3	8	2.67	0	0	0	0	3	0
18 Woburn St	6	8	1.33	2	25	0	6	0	0
6-16 Chute St	29	39	1.34	11	28	20	9	0	0

→ Highlighted projects would not comply



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(3) As-of-Right Projects – c) Commercial

10.5.7 Mixed-Use Development

Development Projects may include a portion not to exceed 50% of the total ~~g~~**Gross f**~~A~~**Floor a**~~A~~**Area** to be used for non-residential uses including Office, Retail, Restaurant, Service or Institutional Uses; provided that ~~o~~**O**~~ffice~~ or ~~i~~**I**~~nstitutional~~ uses ~~on the ground floor~~ may not utilize more than 33% of the total **commercial** ~~gross square footage~~**Gross Floor Area** ~~of that floor~~.

A minimum of 10% of the Development Project's total Gross Floor Area shall be dedicated to commercial use, the calculation for which may include any private outdoor space that is also dedicated to commercial use.

→ Requires at least 10% of gross floor area to be commercial

→ No more than 33% of commercial floor area can be used for office or institutional uses



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Existing 40R Projects: Analysis of Proposed Commercial Requirements						
Commercial Uses by Floor Area						
Project Name	Gross SF	Net SF	Comm SF	%	Office/Inst.	%
30 Haven	124,012		26,635	21%		>33
The Postmark	103,110		8,408	8%	3,530	42
Ace Flats		78,162	3,500	4%		?
Rise475		39,525	2,500	6%	1,250	50
The Chronicle		12,551	603	5%		?
14 Chapin Ave		8,700	NA	NA	NA	NA
18 Woburn St		10,225	2,900	28%		?
6 Chute St	36,582		3,745	10%		?

→ Highlighted projects would not comply



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(3) As-of-Right Projects – d) Affordability

10.5.10.1 Number of Affordable Units

Affordable units shall be provided in projects of more than twelve **eight (8±2)** units, as follows:

- Except as otherwise provided by this section, twenty percent (20%) of all dwelling units constructed in an ownership Development Project shall be Affordable Units.
- Except as otherwise provided by this section, twenty-five percent (25%) of all dwelling units constructed in a rental Development Project shall be Affordable Units.
- For Development Projects in which all of the dwelling units are limited to occupancy by elderly persons and/or by persons with disabilities, twenty-five percent (25%) of the dwelling units shall be Affordable Units, whether the dwelling units are Rental Units or Ownership Units.

- ***For projects consisting of fewer than twelve (12) units, upon request of the Applicant, the Approving Authority may waive the requirements of this section as provided in Section 10.5.12.***

→ **Lowers threshold:
projects of 9+ units
must have affordable units**

→ **Allows Town to grant waiver
from the lower threshold
w/out DHCD**

10.5.10.2 Fractional Units

When the application of the percentages specified above results in a number that includes a fraction, the fraction shall **always** be rounded up to the next whole number. ~~if the fraction is 0.5 or more. If the result includes a fraction below 0.5, the fraction shall be rounded down to the next whole number.~~

→ **Aligns 40R with 40B:
Fractions always rounded up**



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(4) Projects Seeking Any Waivers – a) Objectives

10.5.12 Waivers

Upon request of the Applicant, the Approving Authority **may** may waive dimensional and other requirements, including design standards, with conditions, in the interests of design flexibility and overall project quality, and upon a finding of consistency of such variation with the overall purpose and objectives of the DSGD and the Reading Master Plan, or if it finds that such waiver will allow the project to achieve the density, affordability, mix of uses and/or physical character allowed under this Section 10.5. Notwithstanding anything to the contrary in this Zoning Bylaw, the Affordability provisions of Section 10.5.10 shall not be waived, **except as expressly provided in Section 10.5.10.1.**

The Approving Authority will take into consideration the following items **design objectives** when considering **determining whether** a waiver **or waivers shall be granted:**

- ~~1~~ High performance energy efficient buildings and construction methods.
- ~~2~~ Projects with publicly accessible open space.
- ~~3~~ Projects that include retail and restaurants located on street level.
- ~~4~~ A demonstrated shared parking initiative that makes efficient use of land and existing parking supply.
- ~~5~~ The preservation or rehabilitation of historic properties or other buildings considered significant to the Town.

- 1. Additional open space and connectivity between sites and to existing open space areas;**
- 2. Commercial space of a quality and size characteristic of a downtown business district;**
- 3. Long-term shared parking agreements or other mechanisms to creatively and efficiently utilize or add to existing parking supply;**
- 4. High performance building design that increases energy efficiency and minimizes utility and maintenance costs to end users, and that provides for building resiliency to adopt future technologies and sustainable strategies as they become available;**
- 5. Preservation or rehabilitation of historic properties or other buildings considered significant to the Town; and**
- 6. Deeper or broader affordability (i.e., units affordable to households earning at or below 50% Area Median Income, or additional units available to households earning at or below 80% Area Median Income).**

→Design Objectives: open space & connectivity; commercial space; shared or efficient use of parking; high performance building design; preservation of historic properties; deeper or broader affordability



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(4) Projects Seeking Density Waiver – b) General

10.5.12.1 Tiered Schedule for **Density Waiver** Requests

Applicants specifically seeking a waiver for density in excess of 20 units per acre **shall adhere to the following guidelines:**

1. All projects shall achieve **high performance building design** that exceeds minimum energy code baseline and is designed to the LEED Certified standard, Passive House standard, Net Zero, or equivalent rating system; that increases energy efficiency and minimizes utility and maintenance costs to end users; and that provides for building resiliency to adopt future technologies and sustainable strategies as they become available;
2. For the purposes of determining project density and Payment In Lieu of Open Space, fractional numbers shall always be rounded to the next highest integer;
3. Tiered requirements are intended to apply to the entirety of a project, not just the portion within that tiered density;
4. Compliance with the tiered schedule below in and of itself does not guarantee the waiver will be granted; CPDC will maintain their right to consider the waiver request in the context of the whole proposal and in consideration of its impacts to the Downtown Smart Growth District. However, a request for a waiver for density in excess of 20 units per acre shall be considered more favorably, up to a maximum of **65 units per acre** if providing, cumulatively, the following:

→ All projects seeking a density waiver shall achieve high performance building design

→ Fractions round up

→ Tiered requirements apply to the entirety of a project

→ Waivers are at the discretion of CPDC

→ Density capped at 65 units per acre



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(4) Projects Seeking Density Waiver – b) Tier 1

Tier 1: 21-25 units per acre

Tier 1 requirements are as follows (provide at least one):

Summary:

- a. **Open Space:** Open Space provided **at-grade** as well as Private Amenity Space for tenants; or**at-grade**
- b. **Commercial:** Commercial tenant space that is not less than **12.5% of the total Gross Floor Area** of the building;**12.5% of GFA**
or
- c. **Parking:** A minimum of **2 visitor or guest parking spaces;****2 extra spaces**
- d. **Historic:** The **preservation or rehabilitation** of historic properties or other buildings considered significant to the Town.**pres or rehab**

→ Requirements cumulate & escalate with each Tier of density



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Existing 40R Projects: Analysis of Tiered Schedule for Density Waiver								
Existing Project Stats					Tier 1 [21-25 units/acre] - Provide 1			
					Open Space	Commercial	Parking	Historic
Project Name	Lot Area	Gross/Net SF	Comm SF	Units/Acre	At-Grade	12.5% GFA	2 Guest	Pres/Rehab
14 Chapin Ave	6,000	8,700	NA	21.7	X		2	
The Postmark	42,160	103,110	8,408	52		12,889		X
The Chronicle	5,699	12,551	603	53.5		1,569		
18 Woburn St	4,172	10,225	2,900	63		1,278		
30 Haven	33,362	124,012	26,635	69.2		15,502		
6-16 Chute St	17,980	36,582	3,745	75.1		4,573		
Rise475	18,063	39,525	2,500	75.6		4,941		
Ace Flats	30,745	78,162	3,500	78.57		9,770		

→ Highlighted projects would comply



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(4) Projects Seeking Density Waiver – b) Tier 2

Tier 2: 26-40 units per acre

Tier 2 requirements are as follows (provide at least one additional from a category not chosen under Tier 1):

a. Open Space: Open Space shall be provided:

- i. on-site, comprising 10% of the lot area; at least 50% of which is provided at-grade and is publicly accessible; or***
- ii. indirectly, as a Payment In Lieu of providing Open Space as required above, into a fund established by the Town of Reading for the acquisition of land for open space purposes and/or the creation or improvement of pathways, trails and other open space amenities, at a rate of \$75 (in 2022 dollars indexed to inflation), per square foot of offset open space.***

b. Commercial: Commercial tenant space that is not less than 15% of the total Gross Floor Area of the building; or

c. Parking: Additional parking at a rate of 1 space per 1,000 gross square feet of commercial space;

Summary:

**.....10% of lot area
OR**

.....Payment in Lieu

.....15% of GFA

**.....commercial
parking spaces**



TOWN OF READING

Community Planning & Development Commission

Existing 40R Projects: Analysis of Tiered Schedule for Density Waiver

Existing Project Stats					Tier 2 [26-40 units/acre] - Provide 1 Additional				
Project Name	Lot Area	Gross/Net SF	Comm SF	Units/Acre	Open Space			Comm	Parking
					10% Lot Area	50% At-Grade	PYMT In Lieu	15% GFA	1/1k SF Comm
14 Chapin Ave	6,000	8,700	NA	21.7					
The Postmark	42,160	103,110	8,408	52	4,216	2,108	\$316,200	15,467	8
The Chronicle	5,699	12,551	603	53.5	570	285	\$42,743	1,883	1
18 Woburn St	4,172	10,225	2,900	63	417	209	\$31,290	1,534	3
30 Haven	33,362	124,012	26,635	69.2	3,336	1,668	\$250,215	18,602	27
6-16 Chute St	17,980	36,582	3,745	75.1	1,798	899	\$134,850	5,487	4
Rise475	18,063	39,525	2,500	75.6	1,806	903	\$135,473	5,929	3
Ace Flats	30,745	78,162	3,500	78.57	3,075	1,537	\$230,588	11,724	4

→ Highlighted projects would comply



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(4) Projects Seeking Density Waiver – b) Tier 3

Tier 3: 41 to 65 units per acre

Tier 3 requirements are as follows (provide at least one additional from a category not chosen under Tier 1 or Tier 2):

Summary:

a. Open Space: Open Space shall be provided:

i. on-site, in a total amount equivalent to 15% of the lot area, at least 50% of which is provided at-grade and is publicly accessible; or

**.....15% of lot area
OR**

ii. indirectly, as a Payment In Lieu of providing Open Space as required above, into a fund established by the Town of Reading for the acquisition of land for open space purposes and/or the creation or improvement of pathways, trails and other open space amenities, at a rate of \$75 (in 2022 dollars indexed to inflation), per square foot of offset open space.

.....Payment in Lieu

b. Commercial: Commercial tenant space that is not less than 25% of the total Gross Floor Area of the building; or

.....25% of GFA

c. Affordable Units: Deeper or broader affordability (i.e., units affordable to households earning at or below 50% of Area Median Income, or additional units available to households earning at or below 80% of Area Median Income); or

.....increased affordability

d. Parking: A demonstrated long-term shared parking initiative that makes efficient use of land and existing parking supply.

.....shared parking initiative



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Existing 40R Projects: Analysis of Tiered Schedule for Density Waiver								
Existing Project Stats					Tier 3 [41-65 units/acre] - Provide 1 Additional			
Project Name	Lot Area	Gross/Net SF	Comm SF	Units/Acre	Open Space			Comm
					15% Lot Area	50% At-Grade	PYMT In Lieu	25% GFA
14 Chapin Ave	6,000	8,700	NA	21.7				
The Postmark	42,160	103,110	8,408	52	6,324	3,162	\$474,300	25,778
The Chronicle	5,699	12,551	603	53.5	855	427	\$64,114	3,138
18 Woburn St	4,172	10,225	2,900	63	626	313	\$46,935	2,556
30 Haven	33,362	124,012	26,635	69.2	5,004	2,502	\$375,323	31,003
6-16 Chute St	17,980	36,582	3,745	75.1	2,697	1,349	\$202,275	9,146
Rise475	18,063	39,525	2,500	75.6	2,709	1,355	\$203,209	9,881
Ace Flats	30,745	78,162	3,500	78.57	4,612	2,306	\$345,881	19,541

In Tier 3, Applicants can also propose more affordability or a long-term shared parking agreement

→ Highlighted projects would comply



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(5) Alignment & Clarification - Definitions

Design Standards: The document entitled Downtown Smart Growth District Design Standards and Guidelines, *originally* dated October 2, 2009 and approved by the Massachusetts Department of Housing and Community Development on October 31, 2009, *most recently* as amended *and approved by DHCD on March 3, 2020*, pursuant to Massachusetts General Law Chapter 40R Section 10 and applicable regulations. Said Design Standards shall be applicable to all Development Projects within the DSGD that are subject to Plan Review by the Approving Authority.

→ Clarifies approval dates

Lot Coverage: *The portion of a lot, expressed as a percent of the total lot area, that is covered by principal and accessory buildings and structures.*

→ Copies def in ZBL Section 2.0

Multi-Family Residential: A building containing ~~four~~*three* or more residential dwelling units designed for occupancy by the same number of families as the number of dwelling units.

→ Aligns with MGL Ch. 40A
& ZBL Section 2.0

~~Unduly Unreasonably Restrictive-Impair:~~ A provision of a ~~Smart Growth District~~ **40R Zoning** or a Design Standard that adds unreasonable costs or unreasonably *diminishes* ~~impairs~~ the economic feasibility of proposed Development Projects in a Smart Growth District.

→ Aligns with MGL Ch. 40R



TOWN OF READING

Community Planning & Development Commission

(5) Alignment & Clarification – Minor Edits

10.5.6.2 Dimensional Standards and Requirements

The following building heights shall be allowed on all lots within the DSGD, pursuant to the requirements of this Section 10.5:

Multifamily Residential Buildings....33 Feet

Multifamily Residential Buildings with

45-Foot Commercial Uses on the Ground Floor....**45 Feet** → **Reformats for legibility**

10.5.6.3 Contiguous Lots

In the DSGD, where two or more lots ***under common ownership*** are contiguous or are separated by a right-of-way, such lots may be considered as one lot for the purpose of calculating maximum lot coverage; parking requirements; minimum useable open space; and dwelling units per acre.

→ **Clarifies how this is interpreted**



TOWN OF READING

Community Planning & Development Commission

(5) Alignment & Clarification – Minor Edits

10.5.8 Off-Street Parking and Loading

10.5.8.1 Off-Street Parking

Retail stores, offices and consumer service establishments located within three hundred (300) feet of a public off-street parking facility shall be exempt from off-street parking requirements. In all other cases, off-street parking shall be provided to meet the following minimum requirements:

Retail or Restaurant.....	0 spaces
Office and Institutional.....	2 spaces per 1,000 square feet
Residential Units (<i>studio, 1 and 2 bedroom</i>).....	1.25 spaces per unit
Residential Units (<i>greater than 2 bedroom</i>).....	2 spaces per unit
Other Non-Residential, less than 2,000 square feet.....	0 spaces
Other Non-Residential, 2,000 square feet or more	1 space per 2,000 square feet
2,000 square feet leasable space in excess of 2,000 square feet.....	1 space per 2,000 square feet

As indicated above, off-street parking is not required for Other Non- Residential uses in the district unless such use exceeds 2,000 square feet of net floor area.

10.5.8.2

Off-Street Loading & Delivery

Front door and on-street deliveries are not allowed for non-residential establishments on Main and Haven Streets. Off-street loading spaces shall be provided to meet or exceed the following minimum requirements:

Restaurant square feet	1 space per 2,000
leasable space in excess of 2,000 square feet.....	1 space per 2,000 square feet
Other allowed Secondary Use	1 space per
5,000 square feet leasable space in excess of 2,000 square feet.....	1 space per 5,000 square feet

The Approving Authority may waive the loading space requirement if the Applicant provides a plan proving that the loading space is not needed or can be shared.

→ **Reformats for legibility, no other changes**



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Thank You!

Questions?

Email Julie Mercier: jmercier@ci.reading.ma.us