



# DRAFT ZONING AMENDMENT

## COMMERCIAL CORRIDOR OVERLAY DISTRICT

WEYMOUTH TOWN COUNCIL    October 2, 2017

# BACKGROUND

- Existing zoning ordinance is out of date. No longer reflective of market trends in retail and residential developments.
- This is the second in a proposed series of zoning changes to be sponsored by Mayor Hedlund. The first added significant protections for established residential neighborhoods and was adopted by Town Council in January 2017.
- Next priority is the revitalization of the Town's "gateway" commercial corridors. These include major portions of Route 3A, Route 53, Route 18 and Columbian Street.

# WHAT ABOUT THE VILLAGE CENTERS?

- Many public initiatives currently underway.
- Weymouth Landing has a zoning “overlay district” which has proved effective in the revitalization of that area. (4 projects)
- New library and complete renovation of Weston Park.
- Opening of OOP and new sports complex at Lovell Field (Pingree) and Libbey Park will boost Jackson Square.
- Traffic improvements coming to Columbian Square for both automobiles and pedestrians.
- Expansion of the Village Center overlay approach to be considered.

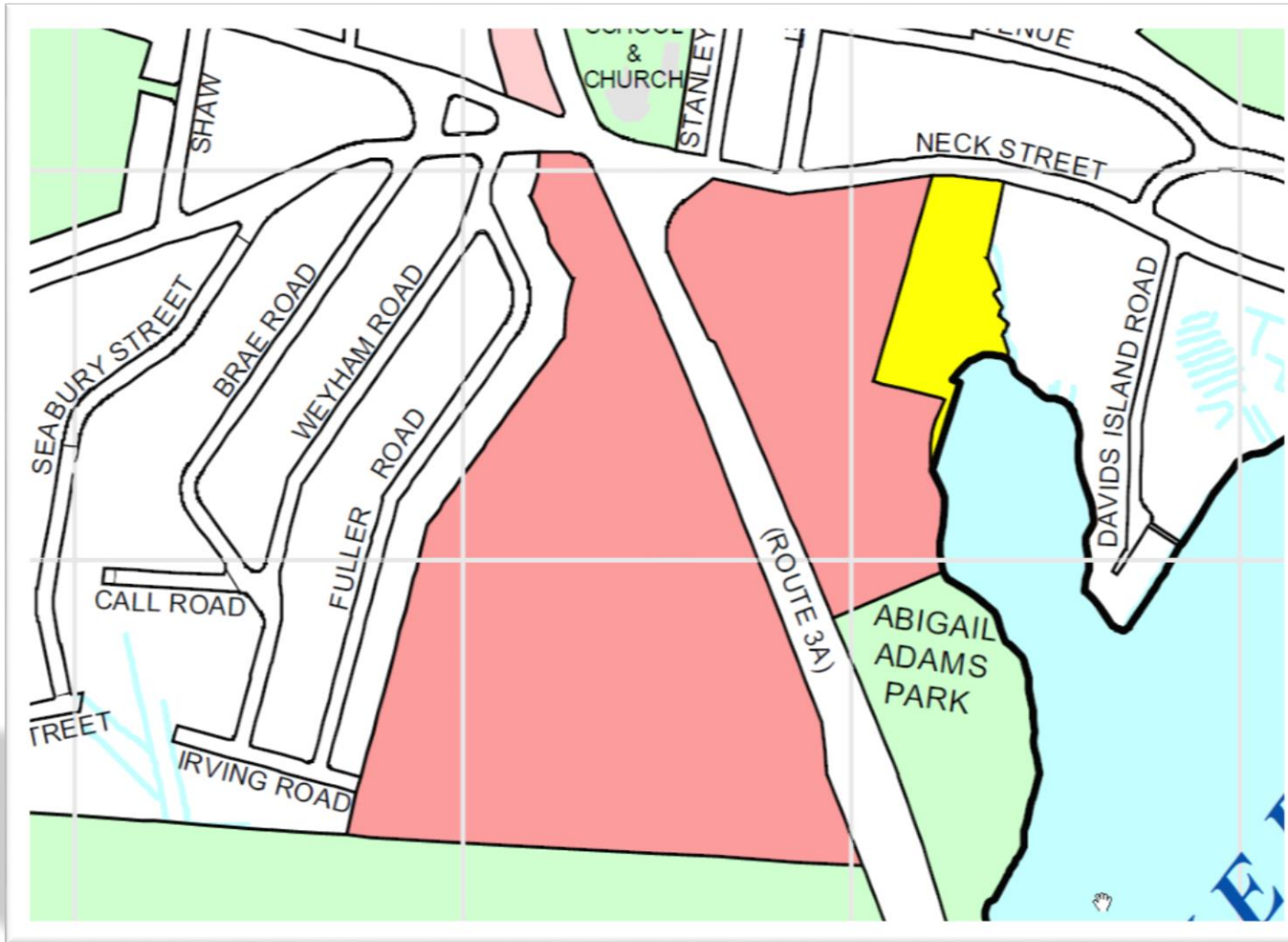
# MOTIVATIONS

- Rapidly changing retail market.
- Current lack of redevelopment options due to current zoning.
- Commercial vacancies
- Recognition of poor aesthetics along our high visibility corridors.
- Recognition that we are not getting the highest and best use in many prime locations. Wrong uses in the wrong locations.
- Listening to the market. Listening to the end user.
- Inefficient land use patterns lead to congestion.
- Route 18 widening.
- Recognition that current zoning is contributing to these issues.

# WHAT IS WRONG WITH CURRENT ZONING?

- No residential is permitted within our Business (B-1) zone and there is no relief available from the Board of Zoning Appeals.
- Highway Transition (HT) zoning encourages the transition of residential buildings for commercial use.
- Highway Transition zoning is very restrictive for, height, density, etc. Narrow lots contribute to the “sideways townhouse phenomena”.
- Lot size requirements do not encourage the consolidation of lots and the existing configuration of lots is not considered.
- Parking ratios for restaurants out of alignment with our neighbors.
- No design guidelines are provided.
- Very little use limitation.

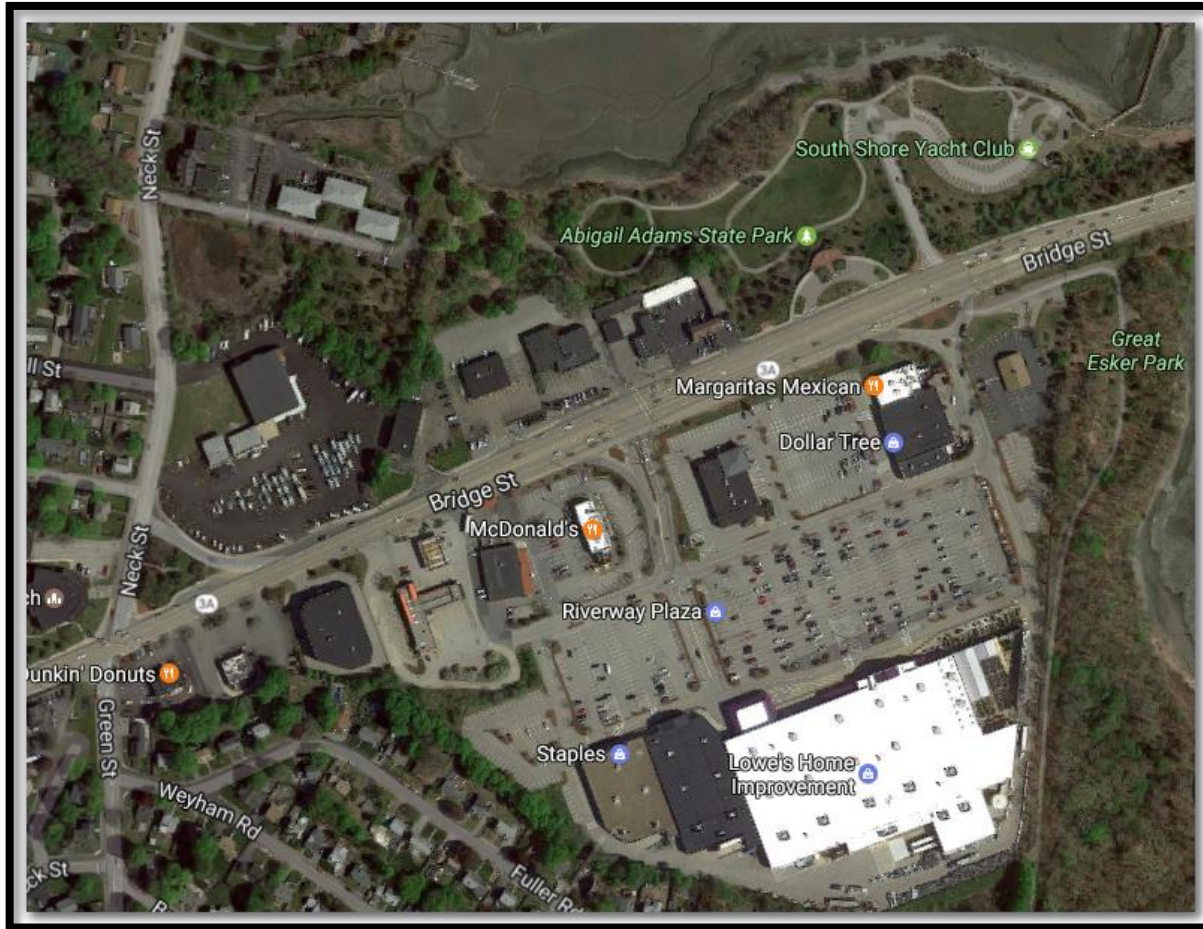
# ROUTE 3A CORRIDOR



- PRIME WATERFRONT
- MAIN GATEWAY TO TOWN
- ADJACENT TO TOWN PARKS
- POOR AESTHETICS
- TOO MUCH SURFACE PARKING

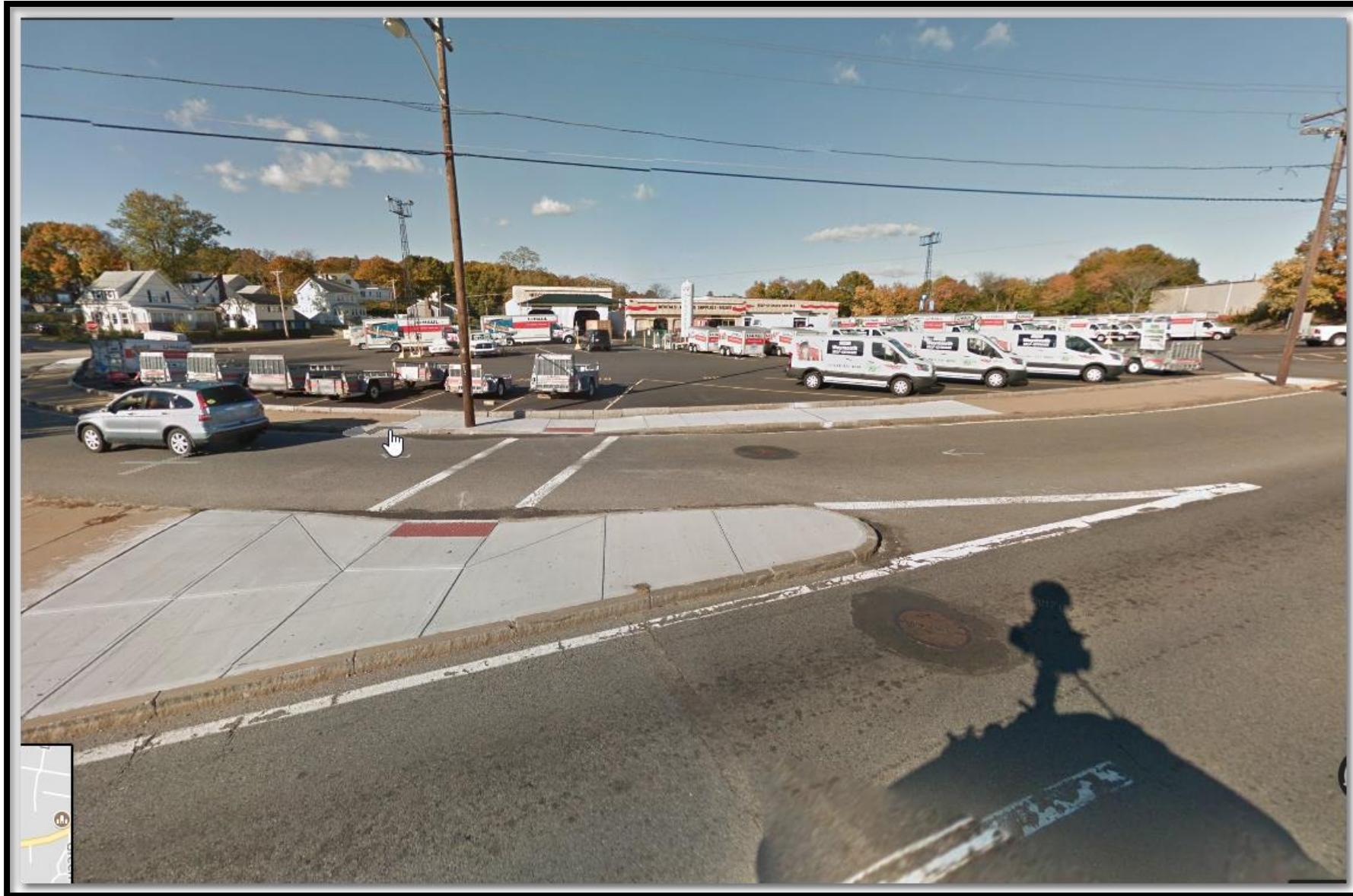


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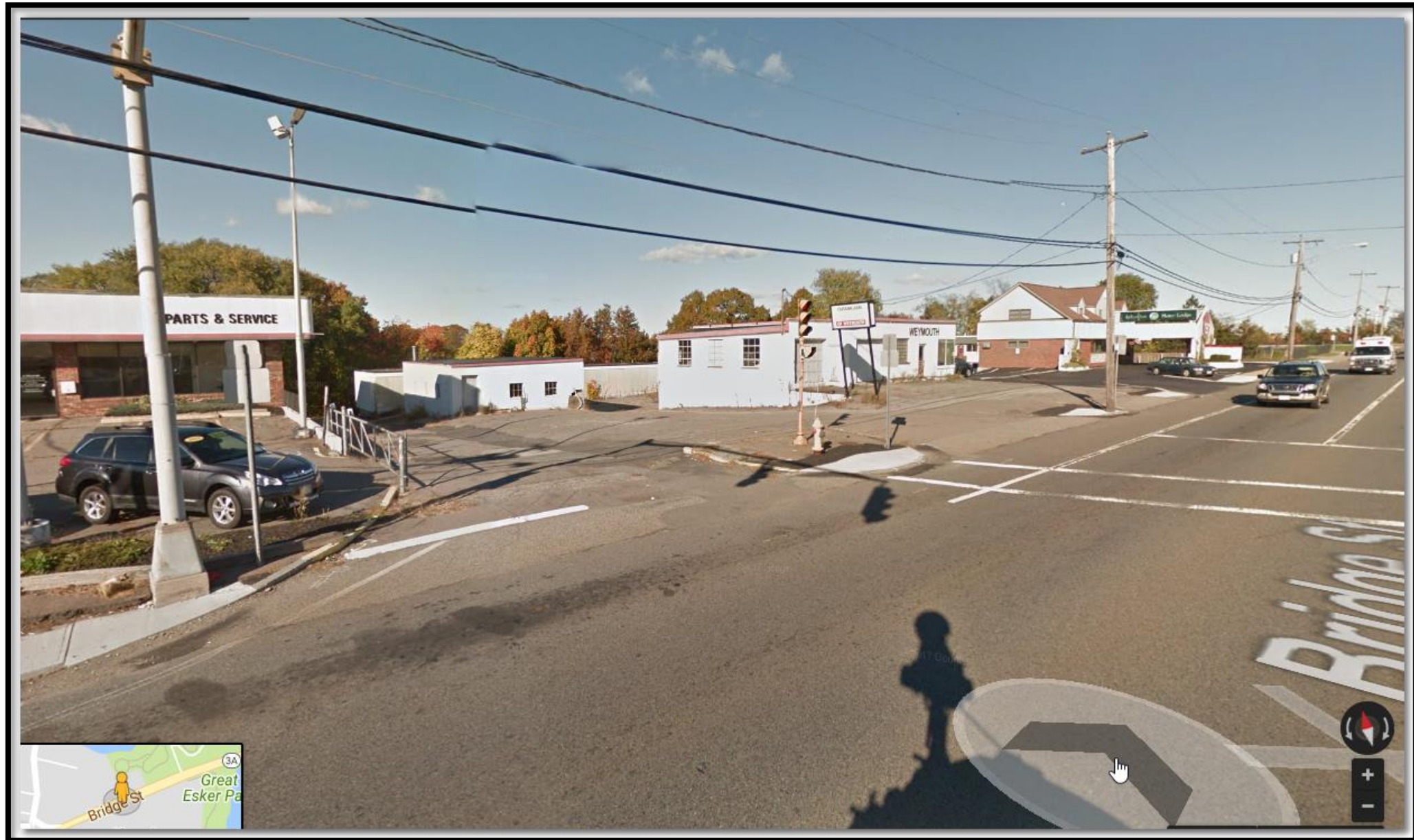


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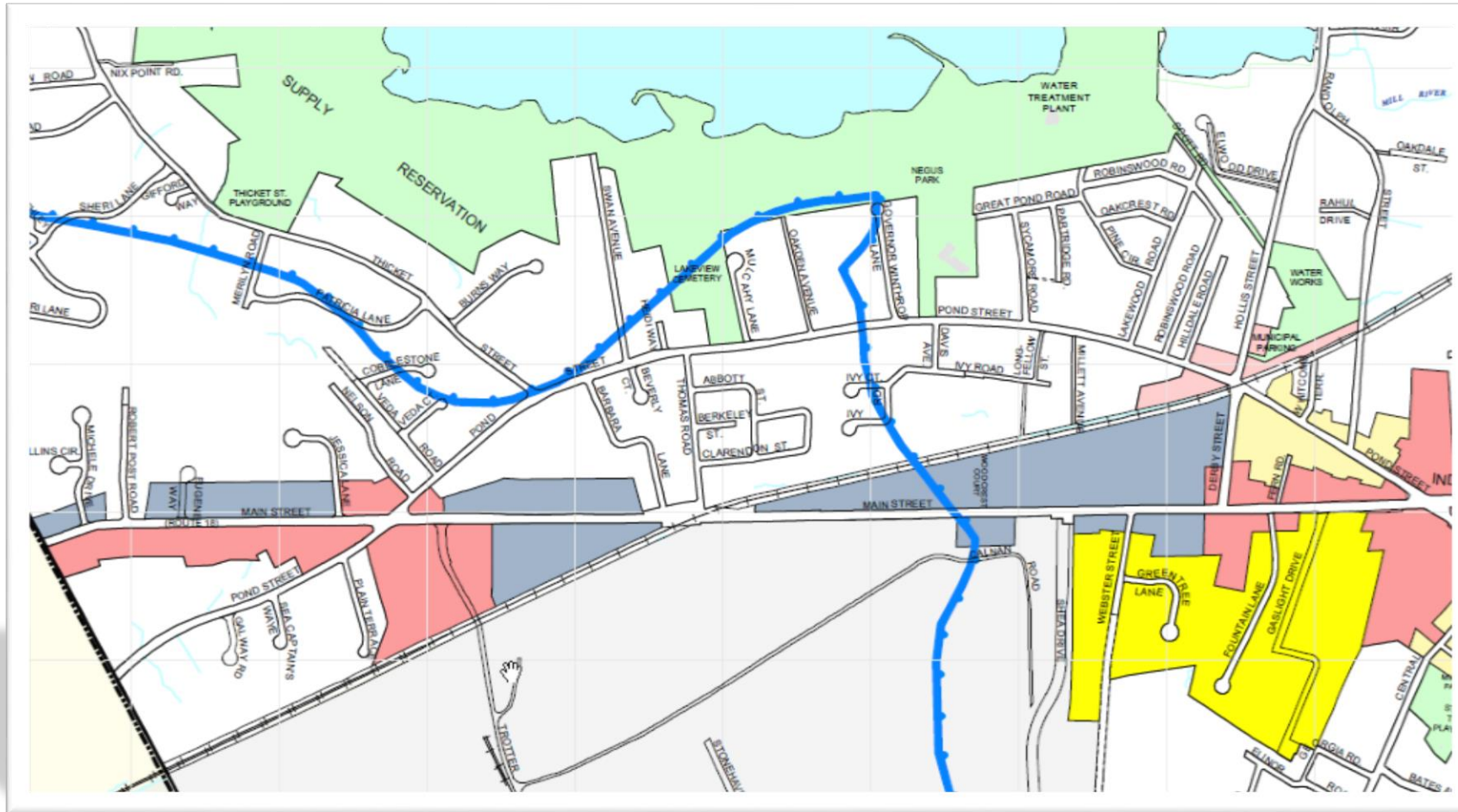




# ROUTE 3A CORRIDOR



# ROUTE 18, SOUTH WEYMOUTH





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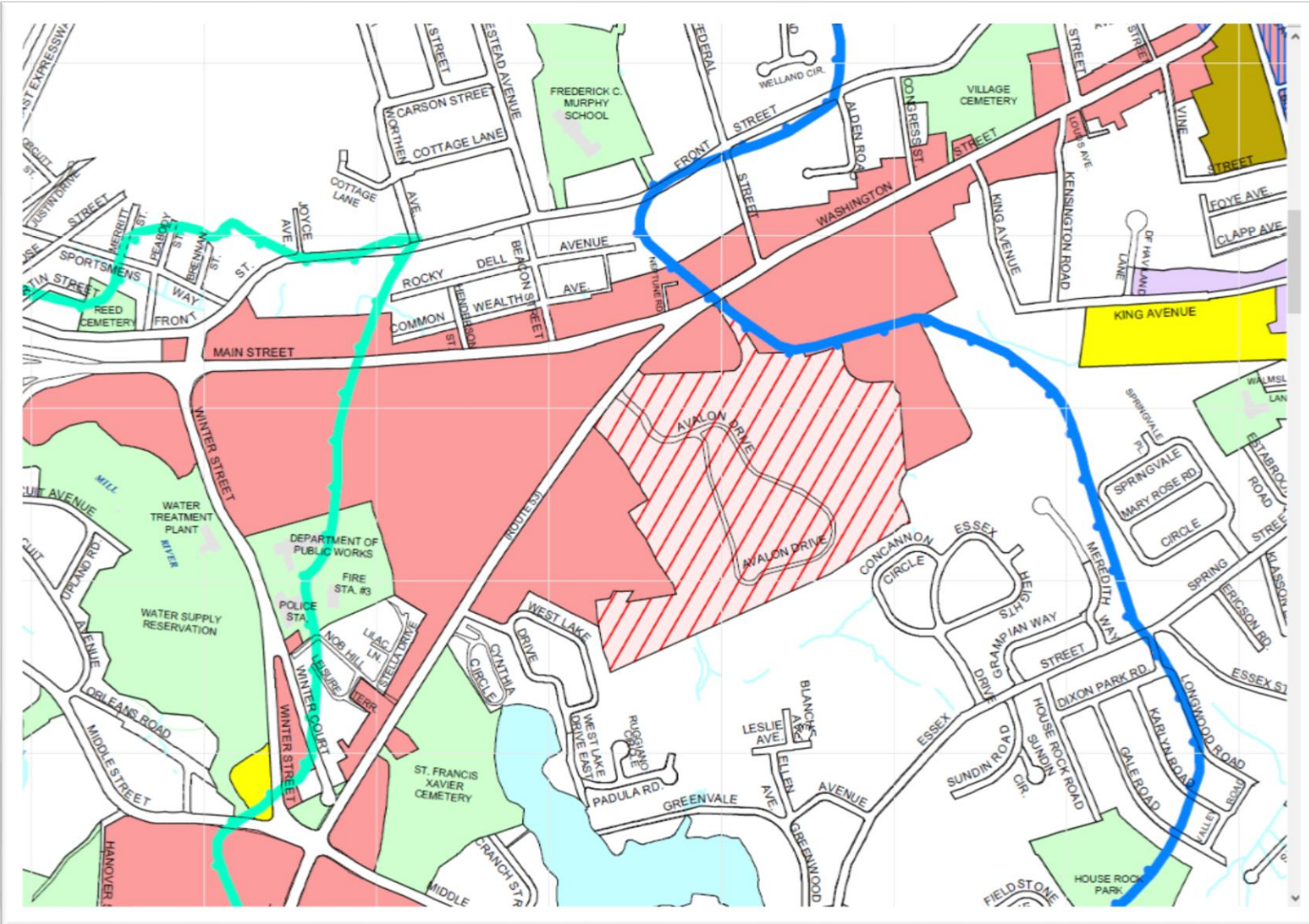


# ROUTE 18, SOUTH WEYMOUTH





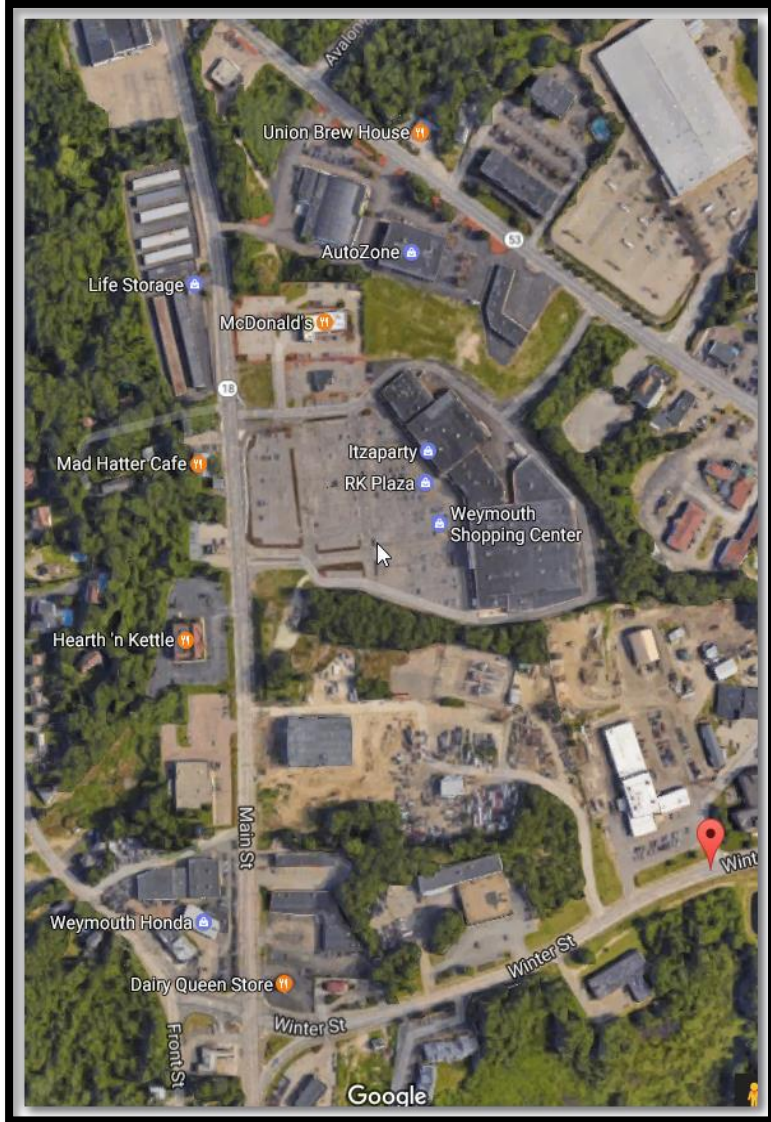
# MAIN, WASHINGTON, AND WINTER



- GATEWAY TO TOWN
- AGING BIG BOX RETAIL
- A SEA OF PARKING
- POOR AESTHETICS

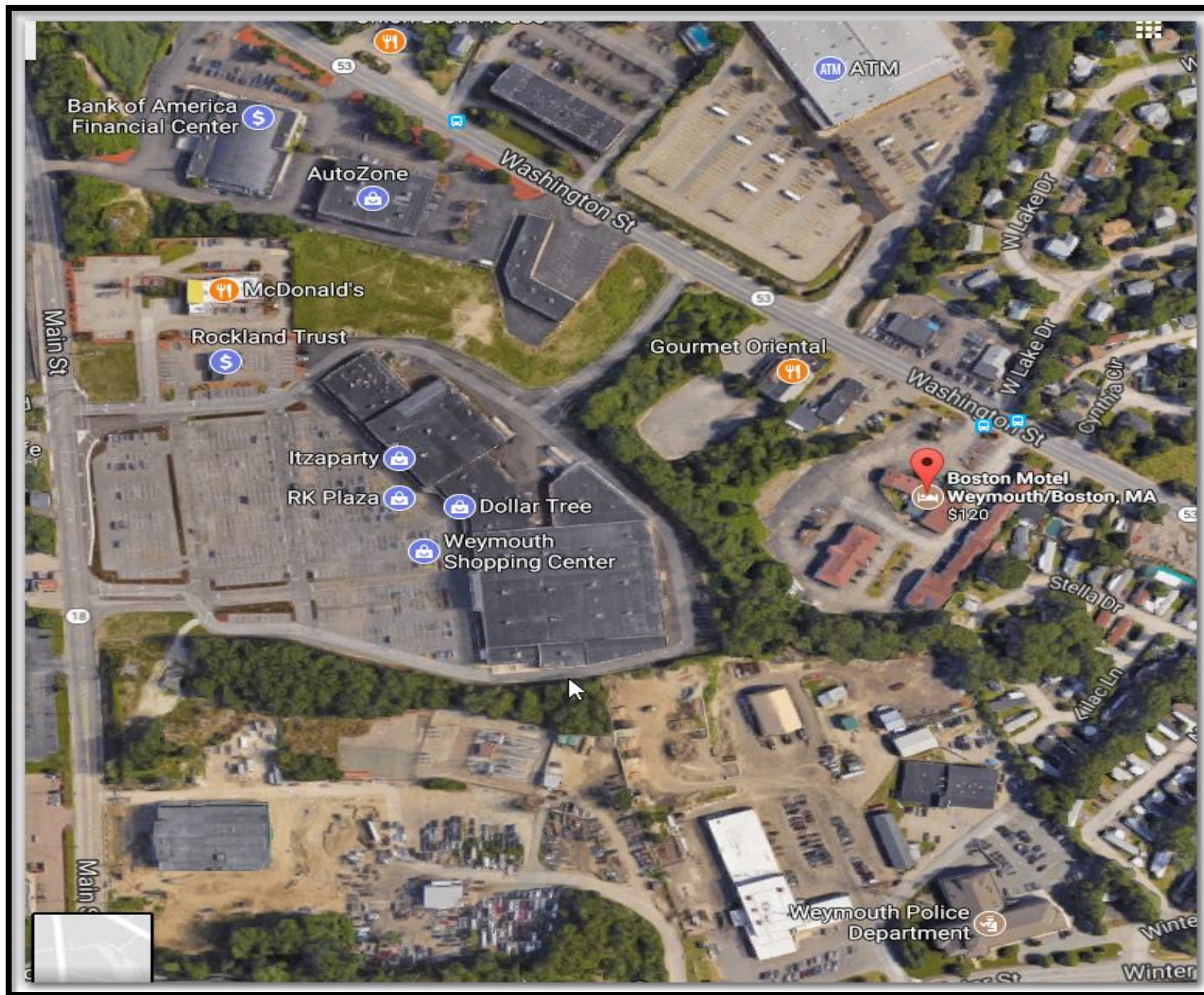


# MAIN, WASHINGTON, AND WINTER



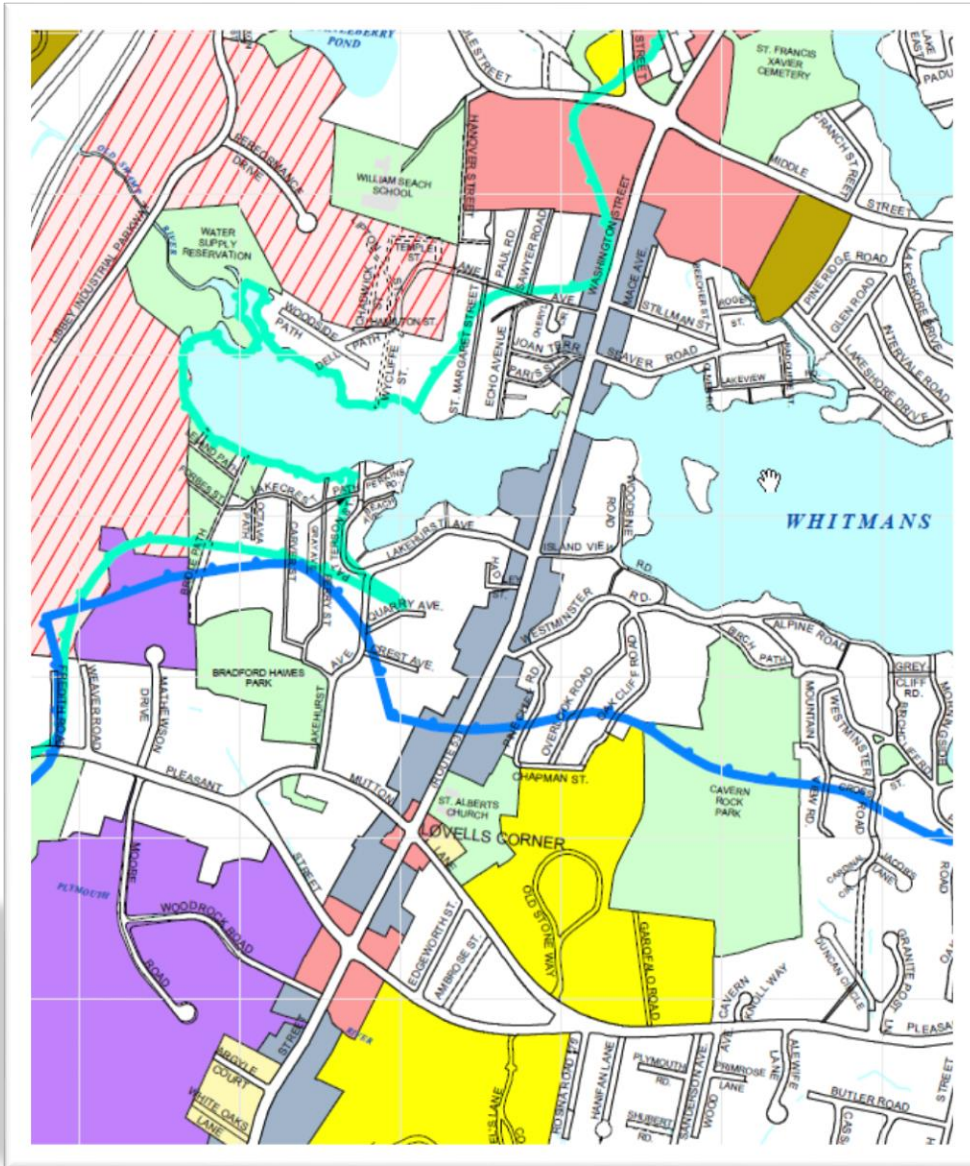
- GATEWAY TO TOWN
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# WASHINGTON STREET CORRIDOR



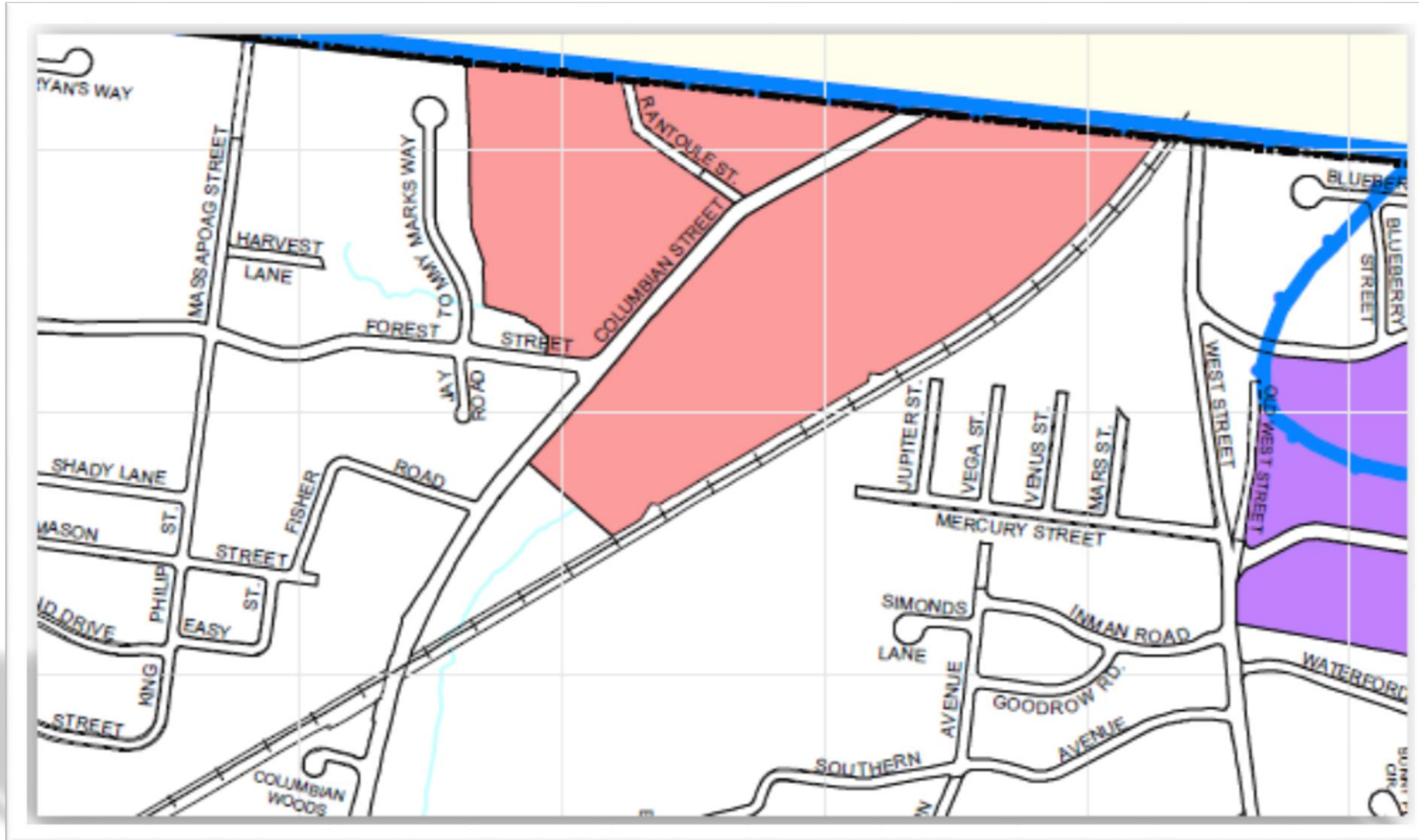
- HIGHWAY TRANSITION ZONING
- HODGE PODGE DEVELOPMENT
- RESIDENTIAL TO COMMERCIAL CONVERSIONS
- NUMEROUS AND INEFFICIENT CURB CUTS
- NO INTER-CONNECTIVITY
- POOR LANDSCAPING
- JUMBLED SIGNAGE



# WASHINGTON STREET CORRIDOR



# COLUMBIAN STREET





# COLUMBIAN STREET



# PURPOSE AND INTENT

- To promote the economic development, general welfare and safety of the community through the use of basic urban design standards in special development areas.
- Provide the broadest range of compatible commercial and residential uses and encourage the development and redevelopment of underutilized or obsolete commercial property and ensure development and redevelopment that includes current retail and service trends and allows for a wide variety of mixed uses.
- To encourage reuse and redevelopment of existing buildings and building lots along the gateway corridors of Route 18, Route 53, and Route 3A.
- To encourage the consolidation of lots and curb cuts.
- To promote urban design that is consistent with the Town of Weymouth's economic development, planning and programmatic efforts.
- To provide flexibility with regard to dimensional requirements in a manner that is consistent with the purposes and intent of this Article.



# PERMITTED USES WITHIN OVERLAY

- Any use permitted by the underlying zoning.
- Residential building of between 3 and 5 stories, provided that a commercial use is maintained on the ground floor, with a Special Permit from the Board of Zoning Appeals.
- Office or professional building of up to 5 stories with a Special Permit from the Board of Zoning Appeals.

# ADDITIONAL CRITERIA

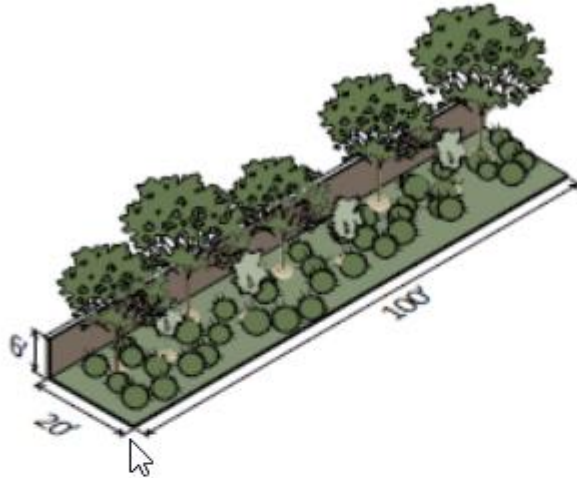
- Site must contain a minimum of 30,000 square feet.
- Adequacy of the site for the size of the proposed project.
- Suitability of the site for the proposed use(s).
- Degree to which the proposed project complies with the goals of the Town's vision and Master Plans.
- Impact on traffic and pedestrian flow, safety and access for emergency vehicles.
- Impact on established residential areas including noise, lighting, and traffic.
- The extent to which the project promotes sustainable building and site design.
- Extent to which buildings, driveways, parking areas, loading areas, outdoor activity areas, light sources, trash areas and other potential nuisances shall be located and designed to minimize adverse impacts on abutting residential properties. In order to limit the adverse impact of any proposed use the special permit may require alternative site layouts, including increased setbacks from residential property lines, different locations of buildings, parking areas, and driveways, the incorporation of loading and trash collection areas as part of the principal building design, and increased screening for light sources and outdoor activity areas.
- Driveway intersections with streets and traffic circulation patterns within lots shall be located and designed to minimize congestion and safety problems on adjacent streets and nearby intersections. The Special Permit may require alternative driveway locations and site design in order to alleviate potential congestion or safety problems.



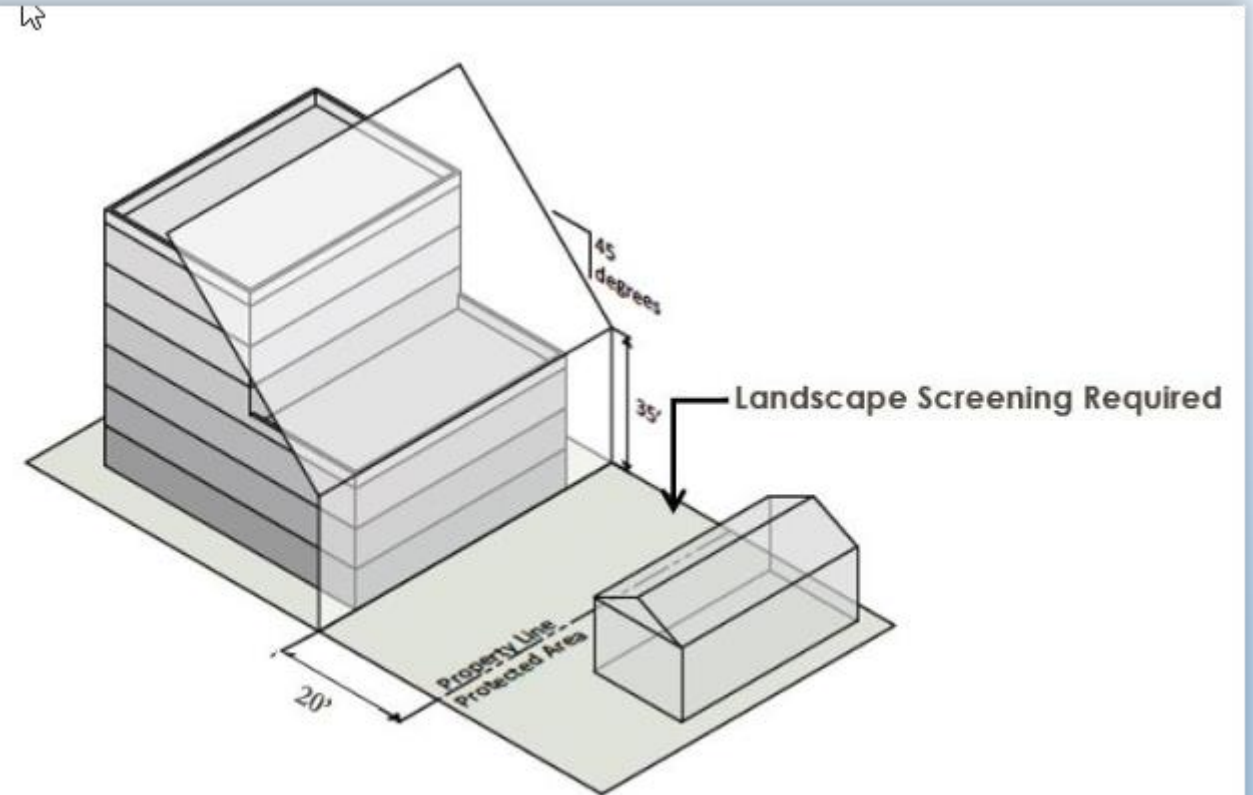
## DIMENSIONAL REQUIREMENTS

- A. A front setback averaging 50 feet is required with the first five (5) feet preserved as a landscaped buffer.
- B. Side setbacks of shall be 10 feet (see 120-25.17).
- C. Rear setback shall be 15 feet (see 120-25.17).
- D. A 20 foot “no build” and “no parking” buffer will be provided along any property line abutting a residential use. The buffer will consist of a privacy fence and landscape screen as illustrated below.
- E. When abutting an existing residential use, in addition to the 20 foot “no build” and “no parking” buffer, a step-up approach shall be applied to building heights as illustrated below. Building height will be limited to 35 feet for the first XXX feet after the 20 foot buffer.
- F. Both E and F above are subject to review and approval by the Weymouth Fire Department to ensure safe access for emergency vehicles.

# DIMENSIONAL REQUIREMENTS



|                                 |     |
|---------------------------------|-----|
| Depth (min)                     | 20' |
| Wall Height (min)               | 6'  |
| Shade Trees (min per 100')      | 5   |
| Understory Trees (min per 100') | 4   |
| Shrubs (min per 100')           | 40  |
| Shrub Height (min)              | 4'  |





# DENSITY, COVERAGE, & PARKING

## **120-25.18 Density**

FAR restrictions shall not apply to mixed-use developments under this Article provided at least one of the uses is residential and a non-residential use is located on the ground floor and includes an active and transparent façade provided that the height requirements of this article met.

## **120-25.19 Coverage**

All proposals under this Article shall dedicate a minimum of 15% of the total land area as open space. Further, a maximum building coverage of 60% shall apply and only 75% of any site shall be of an impervious material.

## **120-25.20 Required Parking**

Studios and 1 Bedrooms      1 space per unit minimum with 1.5 space maximum

All other residential      1.5 spaces per unit minimum with 2 space maximum

Restaurant      1 space per every 3 seats

Parking requirements for all other uses shall be per Section 120-74 of this Ordinance.

# BUILDING ORIENTATION, OPEN FACADES, AND SCREENING

- Buildings shall generally be sited to face abutting streets and sidewalks with entrances located to provide convenient access from the sidewalk network.
- An accessible, primary pedestrian entrance to the building shall face an abutting street. For interior buildings sites, entrances should connect to a pedestrian way that provides convenient access to the abutting street and sidewalk network.
- Building walls facing the street should present an active façade incorporating windows, doors, columns, changes in materials, modulation of the façade, and similar details to add visual interest.
- Parking for ground level, non-residential uses may be provided along the front and/or sides of the building while parking for residential uses are encouraged to be sited in the rear of the building or within an interior parking structure. A detailed landscape and lighting plan for all parking areas shall be submitted as part of the application.
- Any portion of an above-ground parking structure fronting a public way shall include façade details and landscaping to maintain an attractive streetscape.
- Dumpsters, HVAC equipment and loading docks shall be fully screened from view.



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WEYMOUTH TOWN COUNCIL    OCTOBER 2, 2017

## YOUR QUESTIONS