



CITY OF MELROSE

In Board of Aldermen

July 21, 2014

AN ORDER

2014-146

Amending Melrose Revised Zoning Ordinance to create a Rail Corridor Overlay District and other related zoning amendments as set forth herein.

Offered by Mayor Robert J. Dolan

BE IT ORDAINED

by the Board of Aldermen of the City of Melrose, that the Melrose Revised Zoning Ordinances,

Chapter 235 Zoning be, and hereby is amended by:

Adding:

Section 235-71.2 - RAIL CORRIDOR OVERLAY DISTRICT

(Text attached)

Further – Amend the following sections:

Add:

Map Amendments: Rail Corridor Overlay District (RCOD) to BB-1 zone along Tremont and Essex Streets

Add to: Section 235-5 – Definitions

Assisted Living Facility – A residential development subject to certification by the Executive Office of Elder Affairs under MGL Chapter 19D, as amended, and defined as an entity, however organized, whether conducted for profit or not for profit, which meets all of the following criteria:

1. Provides room and board; and
2. Provides, directly by employees of the entity or through arrangements with another organization which the entity may or may not control or own, assistance with activities of daily living for three or more adult residents who are not related by consanguinity or affinity to their care provider; and
3. Collects payments or third party reimbursements from or on behalf of residents to pay for the provision of assistance with the activities of daily living or arranges for the same.

This definition shall not include group foster care, group homes, single room occupancy residences, rooming or lodging houses, skilled nursing facility, hospices, or elderly housing which is not assisted living.

Substance Abuse Treatment Center – An entity, however, organized, routinely providing substance abuse treatment services, including, but not limited to consultation; counseling; dispensing of medication to treat substance abuse; dispensing prescriptions (to be filled) for medication to treat substance abuse; examination; all forms of sample collection and laboratory testing, including, but not limited to blood draw, swab-testing and urinalysis; therapy. No Substance Abuse Treatment Center shall be located within 300 feet of the property line of a property used for a residential dwelling, public or non-profit school or public park or playground.

SECTION 235-6 ESTABLISHMENT OF DISTRICTS

Insert the following in **Section 235-6 Establishment of Districts:**

Rail Corridor Overlay District RCOD

SECTION 235-7 ZONING MAP

The Zoning Map shall be changed by placing an overlay district over the Extensive Business (BB-1) Districts on Tremont Street and Essex Street. These Overlay District areas will be denoted with a heavy outline around the existing BB-1 districts on Tremont Street and Essex Street and designated the Rail Corridor Overlay District (RCOD).

Amendments to Section 235-71.1. Smart Growth District

- Replace Section 235-71.1.D(1)(d) of the SGD with Section 235-71.2.D(1)(e) from the proposed RCOD which will exclude Substance Abuse Treatment Centers, Banks, and Financial Institutions from the SGD.
- Remove Section 235-71.1.D(1)(e) from the SGD regarding Banks and Financial Institutions.
- Add the retail food establishment with a floor area of less than 3,000 square feet in conjunction with an off-premises liquor license (liquor store) use to the SGD as Section 235-71.1.D(1)(c) and re-letter the sections below accordingly.
- Replace Section 235-71.1.F(4) of the SGD with Section 235-71.2.F(3) of the proposed RCOD regarding Shared/Reduced Parking requirements.

- Replace Section 235-71.1.G(1)(g) of the SGD with Section 235-71.2.G(1)(f) of the proposed RCOD regarding sustainable design and construction practices.
- Add Section 235-71.2.G(4)(d) of the proposed RCOD regarding screening of parking and loading areas to the SGD as Section 235-71.1.G(5)(d).
- Add Section 235-71.2.G(7)(c)[3] from the proposed RCOD regarding not allowing signage above the first floor to the SGD as Section 235-71.1.G(8)(c)[3].

The amendments are engrossed in the attached Text on the following sections:

Sec. 235-71.1 Smart Growth District - dated May 14, 2014

Sec. 235-71.2. Rail Corridor Overlay District - (Revised July 18, 2014)

The same be, and hereby is amended as delineated in the attached text.

July 21, 2014
In the Board of Aldermen
Ordained Roll Call:
10 Yea, 0 Nay
Mary-Rita O'Shea, Clerk

Passed as amended July 21, 2014
Gail M. Infurna, President pro tempore
Board of Aldermen

Approved July 23, 2014
Robert J. Dolan
Mayor

CITY OF MELROSE

Proposed Rail Corridor Overlay District Regulations

May 14, 2014

Revised July 18, 2014

Approved July 21, 2014

SECTION 235-6 ESTABLISHMENT OF DISTRICTS

Insert the following in **Section 235-6 Establishment of Districts**:

Rail Corridor Overlay District RCOD

SECTION 235-7 ZONING MAP

The Zoning Map shall be changed by placing an overlay district over the Extensive Business (BB-1) Districts on Tremont Street and Essex Street. These Overlay District areas will be denoted with a heavy outline around the existing BB-1 districts on Tremont Street and Essex Street and designated the Rail Corridor Overlay District (RCOD).

SECTION 235-71.2 RAIL CORRIDOR OVERLAY DISTRICT (new)

A. Purpose

The purposes of the Rail Corridor Overlay District are:

- (1) To promote economic development and neighborhood revitalization through the redevelopment of underutilized structures and sites;
- (2) To provide housing options which are sufficient to meet the needs of households at varying income levels and different stages of life;
- (3) To promote high quality, sustainable design that reinforces and enhances neighborhood identity and minimizes negative impacts on the environment;
- (4) To create a pedestrian-friendly environment that promotes walking, bicycling, and transit use, and encourages reduced vehicle ownership; and
- (5) To promote a mix of compatible uses.

B. Definition and applicability

- (1) A “Rail Corridor Overlay District Project” (“RCOD Project”) is a development that complies with all the provisions of this Section 235-71.2, including provisions relating to uses, density, site and building dimensions, off-street parking, building design, lighting, and signs.
- (2) This Section 235-71.2 includes use, dimensional and other regulations that may modify the requirements of the underlying district(s) for an RCOD Project. Any requirement of the zoning ordinance that is not specifically modified by this Section 235-71.2 shall remain in effect for an RCOD Project.
- (3) The provisions of this Section 235-71.2 shall apply only to an RCOD Project. Any building, structure or use of land that is not part of an RCOD Project shall conform to the regulations and requirements applicable to the underlying districts without modification by this Section 235-71.2.
- (4) An RCOD Project shall be subject to Site Plan Review under Section 235-16.1. Site Plan Review approval for an RCOD Project is contingent upon the Planning Board, acting as the Site Plan Review Committee, finding that the requirements of this section 235-71.2 are met in addition to the Site Plan Review criteria described in Section 235-16.1.

C. Establishment of Rail Corridor Overlay District

- (1) The Rail Corridor Overlay District (RCOD) is established as an overlay district that may be applied to land in the Extensive Business (BB-1) district as described herein, which is referred to herein as the “Underlying District.” When a parcel is placed within the RCOD, it also remains in the Underlying District, and must comply with the regulations of the Underlying District except as specifically modified by this Section 235-71.2.
- (2) The Rail Corridor Overlay District includes the following parcels, identified by Assessors map and lot numbers as of March 1, 2014:

Map	Lots
B9	105, 1067A8 (106, 107A, 108), and 109
B10	64, 65-66+, 67, 68, 69, 70, 71, 72, and 73-74
B11	70, 71, 72, 74, 75, and 76
C7	55 and 56
C8	1, 2-3, 4, 5, 6, 7, 8, 9, 10+, 12, 14, 40, and 48
C11	1-1A, 2, 126 and 127

This list of parcels is intended to include all properties shown on the Melrose Zoning Map in the Extensive Business (BB-1) Districts located on Tremont Street and Essex Street.

D. Permitted uses

- (1) An RCOD Project may include, and shall be limited to, the following permitted uses, alone or in combination:
 - (a) Multifamily residential, including townhouses and apartment buildings and including accessory uses thereto;
 - (b) Retail establishments selling convenience goods such as food, drugs and proprietary goods, or general merchandise such as dry goods, apparel and accessories, hardware, home furnishings, and similar items; provided that no individual establishment shall exceed 10,000 square feet of gross floor area;
 - (c) Personal and consumer services establishments, including beauty and barber shops, clothing rental, dry cleaning pick-up shops, garment repair, tailors, and similar businesses providing frequent or recurrent services related to personal needs, and including accessory retail sales of products related to the services offered at such consumer services establishments;
 - (d) Professional and business offices, including but not limited to medical, legal, insurance, architects, engineers, and real estate offices. This does not include banks and financial institutions or substance abuse treatment centers;
 - (e) Veterinary hospitals provided that no individual establishment shall exceed 10,000 square feet of gross floor area;
 - (f) Restaurants, coffee shops, and similar establishments selling prepared food to be consumed on or off site;
 - (g) Studios of artists or artisans, including persons engaged in the application, teaching, or performance of fine arts such as but not limited to drawing or painting, sculpture, vocal or instrumental music, or writing; and including the accessory sale of art produced on the premises; and
 - (h) Assisted living facilities.
- (2) An RCOD Project may include more than one principal structure on a single lot, provided that the Planning Board finds through the Site Plan Review process that safe and convenient access will be provided to all structures.
- (3) An RCOD Project shall not include any use which consists of drive-through service, whereby a product or service is provided to a person who remains in a vehicle.

E. Dimensional and density regulations

(1) Lot area and frontage

An RCOD Project shall have a minimum lot area of 10,000 square feet and a minimum frontage on a public way of at least 50 feet.

(2) Lot depth

An RCOD Project shall have a minimum lot depth of 90 feet.

(3) Yards

- (a) Minimum yards: Each lot within the RCOD Project shall comply with the following requirements:

Minimum front yard:	10 feet from the lot line
Minimum side yard:	5 feet from the lot line
Abutting a UR-B zoning district:	12 feet from the lot line
Minimum rear yard:	10 feet from the lot line
Abutting a UR-B zoning district:	15 feet from the lot line

Corner lots shall have a minimum rear yard setback of 5 feet.

- (b) Maximum front yard:

[1] In order to define a consistent building line along the street, new buildings shall not be set back more than 15 feet from the front property line.

[2] The maximum front yard may be increased to 25 feet provided that the additional yard area incorporates a courtyard or sitting area at least 1,500 square feet in area and at least 20 feet deep that adjoins and is open on one or more sides to the public sidewalk; is open to the public; contains pedestrian amenities such as seating; and is landscaped to create a separation from the street, to provide shade, to reduce noise, and to mitigate fumes.

[3] At least 60 percent of the front side of a lot facing a public street, measured in percentage of linear feet of the frontage, shall be occupied by buildings or open space.

- (c) The Planning Board may require, on the basis of Site Plan Review, an access way to improve pedestrian circulation and for public safety access.

(4) Building separation

Buildings on a single lot shall be at least 18 feet apart to provide adequate separation for emergency access.

(5) Development intensity

- (a) The maximum residential density of an RCOD Project shall be 35 dwelling units per acre except for Assisted Living Facility projects which shall be permitted up to 45 dwelling units per acre.
- (b) The maximum floor area ratio (FAR) of an RCOD Project shall be 1.5.

(6) Open space and streetscape enhancements

- (a) An RCOD Project shall include open space at least equal to 10% of the total lot area.
- (b) The open space requirement shall apply to the RCOD Project as a whole, regardless of whether the RCOD Project consists of a single lot or multiple lots.
- (c) In recognition of the need for streetscape improvements that will result from new development, an RCOD Project shall also contribute to the City's Streetscape Improvement Fund as follows: Upon receiving a building permit for any residential or commercial space in an RCOD Project, the applicant shall make a contribution to the City's Streetscape Improvement Fund in the amount of \$1,100 per dwelling unit and \$1.00 per gross square foot for all other uses.

(7) Building and structure height

- (a) The maximum permitted height for buildings and structures in an RCOD Project shall be 4 stories and 50 feet, except as follows:

[1] Buildings may be permitted up to 5 stories and 62 feet in height at the Planning Board's discretion, when appropriate, given site constraints and/or unusual site characteristics and provided that all portions of the building above 50 feet are setback at least 20 feet from all property boundaries and shall be stepped back a minimum of 10 feet from each façade of the floor below, except for those facades which face the Commuter Rail right-of-way where no upper level step back is required.

[2] RCOD Projects that exceed 4 stories and 50 feet in height shall provide additional public amenities in excess of the minimum 10% open space requirement for the RCOD. In the additional public amenity area, projects shall incorporate a courtyard or sitting area that adjoins and is open on one or more sides to the public sidewalk; is open to the public; contains pedestrian amenities such as

seating; and is landscaped/hardscaped to create a separation from the street, to provide shade, to reduce noise, and to mitigate fumes.

- (b) The height of a building or structure in the RCOD shall be defined as the vertical distance from the average grade of Tremont Street or Essex Street (whichever the property has frontage on), along the frontage of the lot/s of the RCOD project at the time of the Site Plan Review application, to the top of the structure of the highest roof beams of a flat roof, the deck of a mansard roof or the mean level of the highest gable or slope of a hip roof. This shall supersede the definition of “Height” in Section 235-5 for an RCOD Project.
- (c) A roof appurtenance enclosing mechanical equipment may exceed the applicable maximum building height established by (a) above provided that (1) it is no more than 10 feet above the roof surface, (2) it is no less than 10 feet from the exterior wall of the building, and (3) the total horizontal area of all such appurtenances does not exceed 20 percent of the building footprint.

(8) Building coverage

There shall be no maximum permitted coverage for buildings in an RCOD.

F. Off-street parking

- (1) Off-street parking spaces shall be provided as follows:

Use	Spaces Required
Residential	1.0 space per dwelling unit 1.0 visitor space per 10 residential units
Office, Retail, & Other Uses	1.0 space per 500 sq. ft. gross floor area
Assisted Living Facility	1.0 space per 4 dwelling units plus 1 space per employee on largest shift

- (2) On-street parking on public streets and internal ways may be permitted within the Rail Corridor Overlay District provided all necessary approvals are obtained, but on-street parking on public streets shall not be used to meet the minimum requirements for off street parking.
- (3) The Planning Board may allow shared or reduced parking requirements for uses having different peak times of parking demand requirements or if a use needs a lesser number of parking spaces than is required. Evidence which supports these shared or reduced parking requirements shall be produced in a report from a traffic engineer engaged by the applicant and approved by the Planning Board as part of Site Plan Review. Where shared parking is to serve uses on separate lots, documentation shall be provided establishing the

permanent legal right for such shared use. Factors that the Planning Board may consider include, but are not limited to: (a) proximity to available public parking with demonstrated availability to support the project; (b) characteristics of the occupants that create less parking demand, such as age or household income; (c) provision of a mix of uses on-site with offset peak parking demand times; (d) a shared parking agreement with proximate properties with offset parking demand times; (e) dedication of spaces for car-sharing services (e.g., Zipcar); (f) employers who provide transit incentives for their employees.

(4) Parking setbacks:

(a) Surface parking areas shall conform to the following minimum setback requirements:

From a public street	20 feet
From an internal way (not to include parking lot drive aisles)	5 feet
From a structure	5 feet

From a side or rear lot line where the abutting property is within the RC Overlay District notwithstanding any other setback provision within this section 5(a).	5 feet
From a lot line abutting the railroad right of way	5 feet
From any other side or rear lot line	10 feet

(b) No surface parking area or parking structure shall be closer to a public street than the closest principal building.

(5) Bicycle parking facilities or storage shall be provided as follows, assuming one space accommodates one bicycle:

Use	Bicycle Parking Required
Residential	1.0 space per 5 dwelling units
Assisted Living Facility	1.0 space per 5 vehicle parking spaces
All Other Uses	1.0 space per 1,000 sq. ft. gross floor area

Except for Assisted Living Facilities, RCOD Projects with 20 or more residential units shall provide covered bicycle parking facilities or storage with protection from the elements for at least one half of the required number of bicycle parking spaces.

G. Design standards

All RCOD Projects shall comply with the following design standards, unless the Planning Board finds, through Site Plan Review, any standard to be inappropriate for the proposed use.

(1) Building design

- (a) Exterior materials that are primarily associated with domestic residential buildings, such as wood clapboards and shingles, or that are relatively impermanent, such as Exterior Insulation and Finish Systems (EIFS), plywood, aluminum, and vinyl, are strongly discouraged.
- (b) Building facades shall articulate the line between the ground and upper levels with a cornice, canopy, balcony, arcade, or other visual device.
- (c) Building facades facing public streets or within 30 feet of main entrances, shall reflect a high level of detail refinement.
- (d) Building facades more than fifty feet (50) in length shall be divided into shorter segments by means of changes in materials, varying roof lines or other architectural treatments.
- (e) Rooftop building systems, such as mechanical and electrical equipment and antennas, shall be screened with appropriate architectural elements from all key observation points.
- (f) New buildings and renovations shall incorporate sustainable design and construction practices as governed by the Energy Star and WaterSense Programs to the extent reasonable; and developers are strongly encouraged to achieve US Green Building Council LEED Certification for their building or its reasonable equivalent.
- (g) For new buildings containing commercial uses, at least 60 percent of the street-facing building façade between two (2) feet and eight (8) feet in height shall be comprised of clear windows that allow views of indoor space or product display areas. This requirement shall not apply to buildings accessory to residential uses and not open to the general public, such as clubhouses.
- (h) Buildings or building facades shall not be designed primarily according to themes or architectural styles defined by or associated with corporate chains or franchises. The Planning Board may prohibit designs that it finds to be inconsistent with this provision.

(2) Landscaping

- (a) Landscape materials shall be sustainable, requiring minimal maintenance, irrigation or fertilizer, and shall be planted with species that are native to the area, tolerant of salt, and capable of withstanding extreme weather conditions.
- (b) Street trees shall be planted by the developer along all public streets and internal ways within and abutting the property.

[1] Trees shall be planted at intervals of no more than 30 feet along both sides of the roadway. If the Planning Board determines through Site Plan Review that such spacing is not feasible, it may alter the spacing or determine that up to the equivalent number of trees shall be planted elsewhere on the site.

[2] Trees shall be of a species common to the area, and shall be appropriate species to provide summer shade, winter light, and year-round visual interest.

[3] Trees shall be two and one-half inches (2.5") caliper at four feet (4') above grade, and reach a height of at least thirty feet (30') at maturity.

- (c) All dumpsters and utility/service areas shall be screened with adequate plantings and/or landscape structures appropriate to the scale and character of the neighborhood.
- (d) A landscaped buffer strip at least 10 feet in width shall be provided along any lot line that abuts a residential zoning district. The buffer strip shall contain a vegetative screen not less than three (3) feet wide and six (6) feet high relative to the lot line, designed and maintained to provide a dense screen year-round. The screen shall be planted with trees or shrubs no more than three (3) feet on center. At least 50 percent of the plantings shall consist of evergreens, distributed along the length of the buffer strip.

(3) General site design

- (a) Roadways, sidewalks and other infrastructure shall be designed in accordance with the City of Melrose's Subdivision Regulations, and with the additional standards set forth below.
- (b) Sidewalks, crosswalks, walkways, or other pedestrian access shall be provided to allow for safe and convenient access to adjacent properties and between individual buildings, parking areas and other points of interest within a development. Sidewalks and walkways shall be constructed of cementitious concrete and shall be minimally broken by vehicular access.

- (c) Pedestrian amenities such as benches, planters, trash receptacles, walkways and gardens etc. shall be provided along the sidewalks of public streets and in open space plazas.
 - (d) All utilities servicing an RCOD project shall be placed underground, unless prohibited by a utility company. All utilities on new internal roadways servicing an RCOD project shall be placed underground. All utility and drainage requirements shall be approved as part of the site plan review process and not subject to any other sections of the zoning ordinance.
 - (e) Off-street parking and loading spaces, internal ways, and maneuvering areas shall be designed to provide for adequate drainage, snow storage and removal, maneuverability and curb cuts.
 - (f) Granite curbing shall be used along all roads and private internal ways. Cementitious concrete curbing may be substituted for granite curbing in all other locations.
 - (g) The number of driveway curb cuts along Tremont and Essex Streets shall be kept to a minimum.
 - (h) Driveways shall be consolidated and aligned with existing intersections as feasible.
 - (i) Appropriate traffic control devices, including signage, shall be installed at driveways.
 - (j) Adequate sight distance shall be provided at driveways.
- (4) Parking
- (a) Surface lots shall be screened along all public streets by a landscaped buffer not less than six (6) feet in depth, or by walls or fencing at least three (3) feet high and compatible with the adjacent architecture, and shall be designed to ensure that lights from cars within the surface lots do not spill into adjacent streets and properties.
 - (b) Parking structures and lots shall have well-designed and marked pedestrian walkways and connections to the sidewalk system.
 - (c) Parking structures shall be designed to be compatible with adjacent buildings and architecture. All structured parking shall be designed so that the only openings at street level are those to accommodate vehicle ingress and egress and pedestrian access to the building. All openings shall be designed so that vehicles are not visible from the sidewalk on a public street.
 - (d) Parking and loading areas shall be screened from view from public ways. They may be located at the side or rear of a lot or in concealed structures, and shall be suitably screened both visually and acoustically from the street and abutters. Any views into

parking structures shall be minimized through use of landscaping or architectural treatment.

(5) Site lighting

- (a) Broad area lighting shall be avoided.
- (b) Parking lot pole lighting shall not exceed a height of 18 feet.
- (c) Lighting shall be installed along roadways, driveways, pedestrian walkways and sidewalks.
- (d) Lighting shall not create overspill onto adjacent properties or into the night sky and shall meet the following requirements:
 - [1] Any luminaire with a lamp or lamps rated at a total of more than 1,800 lumens (and any flood or spot luminaires of more than 900 lumens) shall be of fully shielded (cutoff) design and shall not emit any direct light above a horizontal plane passing through the lowest part of the light emitting luminaire.
 - [2] Luminaires, regardless of lumen rating, shall be equipped with whatever additional shielding, lenses, or cutoff devices are required to eliminate light trespass onto any abutting lot or parcel and to eliminate glare perceptible to persons on abutting land.
 - [3] Building facades may be illuminated with soft lighting of low intensity that does not draw attention to the building. The light source for the building facade illumination shall be concealed. Building entrances may be illuminated using recessed lighting in overhangs and soffits, or by use of spotlighting focused on the building entrances with the light source concealed (e.g., in landscaped areas). Direct lighting of limited exterior building areas is permitted when necessary for security purposes.
 - [4] A flood or spot luminaire with a lamp or lamps rated at 900 lumens or less may be used without restriction to light distribution, provided that it is aimed, directed, or focused so as not to cause direct light from the luminaire to be directed toward buildings on adjacent or nearby land, or to create glare perceptible to persons operating motor vehicles on public ways.
- (e) Lamp type shall be selected to provide a natural uniform quality of light, rather than a strong color such as yellow or blue.
- (f) The style of light poles and fixtures shall be compatible with the character of the area and any existing City standards.

- (g) Parking and pedestrian light fixtures shall be compatible with the building lighting to provide for a consistent appearance of the project.

(6) Infrastructure

- (a) RCOD projects shall demonstrate that adequate water supply and pressure are available, adequate sewerage capacity is available, adequate storm water management is provided, traffic circulation on site is safe and convenient and the traffic flow and circulation at nearby intersections is preserved, pursuant to the criteria stipulated in Section 235-16.1. Analysis and documentation of compliance with these standards shall be prepared by registered engineers and/or other appropriate professionals. When the size and complexity of a proposal for an RCOD project warrants an independent review of the impacts, the applicant will be responsible for funding such independent peer review.
- (b) In cases where a specific RCOD project would not otherwise meet the above criteria, the developer shall implement mitigation measures, including but not limited to improvements to public infrastructure, to adequately address any deficiency.

(7) Signs

- (a) An RCOD Project shall comply with the provisions of this section, which supersede the provisions of Article VII. Signs for RCOD Projects only.
- (b) An RCOD Project may have one standing sign complying with the following standards:
 - [1] Maximum height above the sidewalk: 6 feet
 - [2] Maximum sign area: 40 square feet per sign face
 - [3] Minimum setback from front lot line: 10 feet
 - [4] Minimum setback from side lot line: 15 feet
- (c) Within an RCOD Project, each business that has an exterior public entrance may have one wall sign, attached and parallel to the facade containing said entrance, as follows:
 - [1] Maximum sign area: 50 square feet or 10 percent of the area of the facade occupied by the business, whichever is less.
 - [2] Maximum projection from building wall: 6 inches
 - [3] No sign shall be mounted above the first floor of a building.
- (d) Within an RCOD Project, each business that has an exterior public entrance may have one projecting (blade) sign, attached and perpendicular to the facade containing said entrance, as follows:
 - [1] Maximum height above grade: 15 feet
 - [2] Minimum clearance above grade: 8 feet
 - [3] Maximum sign area: 6 square feet per side
 - [4] Maximum projection from building wall: 4 feet

- (e) Signs in display windows may be permitted provided that such signage shall not cover more than 10% of the display window area and shall be lighted only by building illumination (stationary white light).
- (f) Signs may be illuminated only by an external source of steady, stationary white light, of reasonable intensity, shielded and directed solely at the sign, and not casting direct or reflected light off the premises. No sign shall be illuminated internally or from behind a translucent sign face. All light fixtures shall either be decorative (such as goose-neck lights) or camouflages. Wiring should be concealed within building molding and lines.
- (g) The following additional signs are permitted in an RCOD Project:
 - [1] Any traffic or directional sign owned and installed by a governmental agency.
 - [2] One unlighted temporary sign offering premises for sale or lease for each parcel in one ownership, provided that it shall not exceed 6 square feet in surface area and it shall be set back at least 10 feet from the street lot line.
 - [3] One unlighted temporary sign of an architect, engineer, or contractor erected during the period such person is performing work on the premises on which such sign is erected, provided that it shall not exceed 4 square feet in surface area and it shall be set back at least 10 feet from the street lot line.
- (h) Additional sign regulations:
 - [1] The limitations as to the number of signs permitted does not apply to traffic or directional signs which are necessary for the safety and direction of residents, employees, customers, and visitors, whether in a vehicle or on foot, of any business, industry, or residence. Such signs shall not carry the name of any business or product.
 - [2] The supporting members for any sign shall be in acceptable proportion to the size of the sign.
 - [3] Any sign attached to a building shall not extend above the height of the roof of the building.
 - [4] No sign shall be erected so as to obstruct any door, window or fire escape on a building.
 - [5] Signage should employ colors and type faces that complement the primary architectural style of the building.
 - [6] Signs should be made of durable materials compatible with the materials of the building served.
 - [7] Signage shall be integrated into the architecture. Signage that covers or obscures significant architectural details of the building shall be avoided.
 - [8] In a multiple storefront building, the signage should be of a size, location, material and color that relates harmoniously between bays.
 - [9] Neon signs, reader boards, LED lights, or other similar signs shall not be permitted.

H. Affordable housing

- (1) An RCOD Project shall be subject to the Affordable Housing Incentive Program under Section 235-73.1, as modified by paragraphs H.2 through H.5 below.
- (2) In an RCOD Project, the Affordable Units (as defined in Section 235-73.1.A) shall qualify for inclusion on the Massachusetts Department of Housing and Community Development's Chapter 40B Subsidized Housing Inventory (SHI) or any successor inventory. Failure to maintain compliance with the criteria for inclusion on the SHI, or removal of an Affordable Unit from the SHI for any reason, shall be deemed to be noncompliance with this Section 235-71.1.
- (3) Unless otherwise required for inclusion on the SHI, the rent price, including utilities, of an Affordable Unit in an RCOD Project shall be established using the income of households making 80% of the median household income in the Metropolitan Area Boston-Cambridge-Quincy HMFA Standard Metropolitan Statistical Area, adjusted for family size, and shall not exceed 30% of the income of said median household.
- (4) Unless otherwise required for inclusion on the SHI, the sale price of an Affordable Unit in an RCOD Project shall be established using the income of households making 80% of the median household income in the Metropolitan Area Boston-Cambridge-Quincy HMFA Standard Metropolitan Statistical Area, adjusted for family size. The mortgage payment, assuming 5% down payment and including hazard insurance, real estate taxes, condominium fees and, where applicable, private mortgage insurance, shall not exceed 30% of the income of said median household.
- (5) Regardless of the rent or sales price limitations in the previous paragraphs, the Developer of an RCOD Project may choose to reduce the rent or sales price of the Affordable Unit/s.

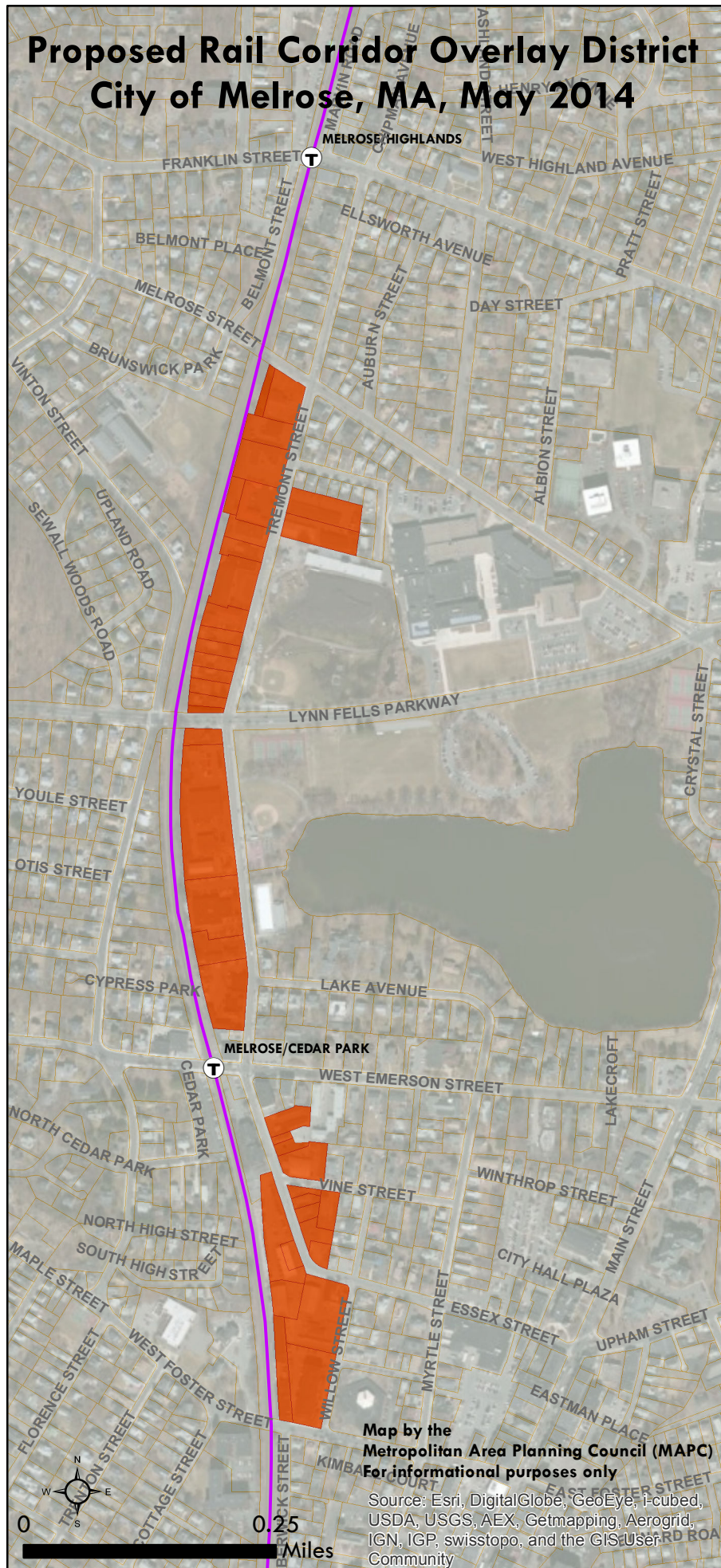
I. Ownership and maintenance of common facilities

- (1) All internal streets, ways, and parking areas shall be privately owned. The maintenance of all such private streets, ways and parking areas, including but not limited to snowplowing, patching and repaving, shall remain the responsibility of the owner. All deeds conveying any portion of the land containing private streets, ways, or parking areas shall note this private responsibility of maintenance.
- (2) In order to ensure that any proposed common open space and common facilities within the development will be properly maintained, any RCOD Project in which dwelling units shall be offered for sale shall have a Residents Association, which shall be in the form of a corporation, non-profit organization or trust established in accordance with appropriate state law by a suitable legal instrument or instruments recorded at the Registry of Deed or Registry District of the Land Court. As part of the Site Plan Review, the applicant shall supply to the Planning Board copies of such proposed instrument.

J. Development phasing

- (1) An RCOD Project may be developed in phases and may be developed under one or more building permits and occupancy permits. Phasing of the development and associated infrastructure shall be specified in the Site Plan Approval.
- (2) Lot area coverage, open space, affordable housing, off-street parking and required mitigation shall correspond with the sequence of development implemented in the RCOD Project, so that at all times such requirements shall be met as applied only to those portions of the RCOD Project for which building permits have been issued. Such requirements shall be met prior to the issuance of certificates of occupancy for such buildings.

Proposed Rail Corridor Overlay District City of Melrose, MA, May 2014



CITY OF MELROSE
LOWER WASHINGTON STREET INDUSTRIAL ZONE

Smart Growth District Regulations

March 24, 2008
Amendments proposed May 14, 2014
Approved July 21, 2014

SECTION 235-6 ESTABLISHMENT OF DISTRICTS

Insert the following in **Section 235-6 Establishment of Districts**:

Smart Growth District	SGD
Industrial A	I-A

SECTION 235-8 CHANGES TO MAP

The Zoning Map shall be changed by making the existing Industrial District located on lower Washington Street an Industrial A District (I-A).

SECTION 235-17 TABLE OF USE AND PARKING REGULATIONS

In **Section 235-17 Table of Use and Parking Regulations**, create a new column titled “Industrial A District – I-A.” The uses permitted (“P”), requiring special permit (“S”) or not permitted (“-“) are the same as the Industrial District (“I”) except for the following uses which shall be “-“ (not permitted) in the I-A District:

[Wholesale, Transportation and Industrial]

2. Processing and treating of raw materials, including operations appurtenant to the taking, such as grading, drying, sorting, crushing, grinding and milling operations
 7. Motor freight terminal and warehousing
 9. Heliport, subject to the design criteria and standards of the Federal Aviation Administration as published in Heliport Design Guide, November 1969, or any later revision thereto
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**SECTION 235-71.1
SMART GROWTH DISTRICT**

A. Purpose

The purposes of the Smart Growth District are:

- (1) To promote economic development and neighborhood revitalization through the redevelopment and reuse of industrial buildings and related sites;
- (2) To provide housing options which are sufficient to meet the needs of households at varying income levels and different stages of life;
- (3) To promote high quality, sustainable design that reinforces and enhances neighborhood identity and minimizes negative impacts on the environment;
- (4) To create a pedestrian-friendly environment that promotes walking, bicycling and transit use, and encourages reduced vehicle ownership; and
- (5) To promote a mix of compatible uses.

B. Definition and Applicability

1. A “Smart Growth District Project” (“SGD Project”) is a development that complies with all the provisions of this Section 235-71.1, including provisions relating to uses, density, site and building dimensions, off-street parking, building design, lighting, and signs.
2. This Section 235-71.1 includes use, dimensional and other regulations that may modify the requirements of the underlying district(s) for an SGD Project. Any requirement of the zoning ordinance that is not specifically modified by this Section 235-71.1 shall remain in effect for an SGD Project.
3. The provisions of this Section 235-71.1 shall apply only to an SGD Project. Any building, structure or use of land that is not part of an SGD Project shall conform to the regulations and requirements applicable to the underlying districts without modification by this Section 235-71.1.
4. An SGD Project shall be subject to Site Plan Review under Section 235-16.1. Site Plan Review approval for an SGD Project is contingent upon the Planning Board, acting as the Site Plan Review Committee, finding that the requirements of this section 235-71.1 are met in addition to the Site Plan Review criteria described in Section 235-16.1.

C. Establishment of Smart Growth District

1. The Smart Growth District (SGD) is established as an overlay district that may be applied to land in the Industrial-A district as described herein, which is referred to herein as the “underlying district.” When a parcel is placed within the SGD, it also remains in the underlying Industrial-A district, and must comply with the regulations of the Industrial-A district except as specifically modified by this Section 235-71.1.
2. The Smart Growth District includes the following parcels, identified by Assessors map and lot numbers as of January 1, 2007:

Map	Lots
B1	5
B2	16-18, 17, 19, 20, 21, 35, 36, 37
B3	57, 58, 58A, and the private way known as Stone Place

This list of parcels is intended to include all properties shown on the Melrose Zoning Map as the Industrial-A District located on lower Washington Street.

D. Permitted Uses

1. An SGD Project may include, and shall be limited to, the following permitted uses, alone or in combination:
 - (a) Multifamily residential, including townhouses and apartment buildings and including accessory uses thereto;
 - (b) Retail establishments selling convenience goods such as food, drugs and proprietary goods, or general merchandise such as dry goods, apparel and accessories, hardware, home furnishings and similar items; provided that no individual establishment, except such businesses in existence in the Industrial-A District at the time of the effective date of this Section 235-71.1, shall exceed 15,000 square feet gross floor area;
 - (c) Retail food establishment with a floor area of less than 3,000 square feet in conjunction with an off-premises liquor license;
 - (d) Personal and consumer services establishments, including beauty and barber shops, clothing rental, dry cleaning pick-up shops, garment repair, tailors, and similar businesses providing frequent or recurrent services related to personal needs, and including accessory retail sales of products related to the services offered at such consumer services establishments;
 - (e) Professional and business offices, including but not limited to medical, legal, insurance, architects, engineers, and real estate offices. This does not include banks and financial institutions or substance abuse treatment centers;

- (f) Restaurants, coffee shops, and similar establishments selling prepared food to be consumed on or off site;
 - (g) Studios of artists or artisans, including persons engaged in the application, teaching, or performance of fine arts such as but not limited to drawing or painting, sculpture, vocal or instrumental music, or writing; and including the accessory sale of art produced on the premises;
 - (h) Live/work space, combining a dwelling unit with an integrated work space principally used by one or more of the residents of the unit.
- 2. An SGD Project may include more than one principal structure on a single lot, provided that the Planning Board finds through the Site Plan Review process that safe and convenient access will be provided to all structures.
 - 3. An SGD Project shall not include any use which consists of drive-through service, whereby a product or service is provided to a person who remains in a vehicle.

E. Dimensional and Density Regulations

1. Lot area and frontage

An SGD Project shall have a minimum lot area of one-half (.5) acres and a minimum frontage on a public way of at least 100 feet.

2. Yards

- (a) Minimum yards: Each lot within the SGD Project shall comply with the following requirements:

Minimum front yard	15 feet from the lot line
Minimum side yard	12 feet from the lot line
Minimum rear yard:	
Abutting a residential zoning district	20 feet from the lot line
Not abutting a residential zoning district	15 feet from the lot line

- (b) Maximum front yard:

- (1) In order to define a consistent building line along the street, new buildings shall not be set back more than 20 feet from the front property line.
- (2) The maximum front yard may be increased to 30 feet provided that the additional yard area incorporates a courtyard or sitting area at least 1,500 square feet in area and at least 20 feet deep that adjoins and is open on one or more sides to the public sidewalk; is open to the public for exclusive use by pedestrians; contains pedestrian

amenities such as seating; and is landscaped to create a separation from the street, to provide shade, to reduce noise, and to mitigate fumes.

- (3) At least 60 percent of the front side of a lot facing a public street, measured in percentage of linear feet of the frontage, shall be occupied by buildings or open space.

- (c) The Planning Board may require, on the basis of Site Plan Review, an access way to improve pedestrian circulation and for public safety access.

3. Building separation

Buildings on a single lot shall be at least 18 feet apart to provide adequate separation for emergency access.

4. Development intensity

- (a) The maximum residential density of an SGD Project shall be 35 dwelling units per acre.
- (b) The maximum floor area ratio (FAR) of an SGD Project shall be 1.25, plus 0.05 for each 1.0 percent of total floor area devoted to commercial uses, but shall not exceed a maximum FAR of 2.0.

5. Open space

- (a) An SGD Project shall include open space at least equal to the percentage of total lot area as set forth below:
 - (1) An SGD Project that involves only the rehabilitation of an SGD Landmark Building, as defined in section 235-71.1 subsection G2, provided that there is no increase in the footprint of the building and the gross floor area is increased by no more than 50%: 10%
 - (2) An SGD Project that involves the rehabilitation of an SGD Landmark Building, regardless of increase in footprint or floor area, and may include new construction: 25%
 - (3) Any other SGD Project: 35%
- (b) The open space requirement shall apply to the SGD Project as a whole, regardless of whether the SGD Project consists of a single lot or multiple lots.

(c) In recognition of the increased open space and recreation demands that will result from new residential development, an SGD Project shall also contribute to the City's off-site public open space as follows:

- (1) Upon receiving a building permit for any residential units in an SGD Project, the applicant shall make a contribution to the City's Open Space Fund in the amount of \$1,100 per dwelling unit.
- (2) The Open Space Fund contribution per dwelling unit shall be decreased by five percent (5%) for each one percent (1%) by which the open space on the lot exceeds the minimum requirement stipulated in (a).

6. Building and structure height

(a) The maximum permitted height for buildings in an SGD Project shall be 60 feet, except as follows:

- (1) No part of a building that is less than 40 feet from a front lot line shall exceed a height of 50 feet.
- (2) No part of a building that is less than 40 feet from a side lot line abutting a residential district shall exceed a height of 50 feet.
- (3) No part of a building that is less than 50 feet from the rear lot line abutting a residential district shall exceed 40 feet. No part of a building that is less than 100 feet from a rear lot line abutting a residential district shall exceed a height of 50 feet.
- (4) No part of a building shall have a height that is greater than its distance to the front lot line of any residentially zoned property on the opposite side of the street, less 25 feet. (For example, if the street right-of-way is 45 feet and the building in an SGD project is set back 15 feet from the property line, the maximum height at that point shall be $(45+15)-25 = 35$ feet.)

(b) The height of a building or structure in the SGD shall be defined as the vertical distance from the average grade of Washington Street, along the frontage of the lot/s of the SGD project at the time of the Site Plan Review application, to the top of the structure of the highest roof beams of a flat roof, the deck of a mansard roof or the mean level of the highest gable or slope of a hip roof. This shall supersede the definition of "Height" in Section 235-5 for an SGD Project.

(c) A roof appurtenance enclosing mechanical equipment may exceed the applicable maximum building height established by (a) above provided that (1) it is no more than 10 feet above the roof surface, (2) it is no less than 10 feet from the exterior wall of the

building, and (3) the total horizontal area of all such appurtenances does not exceed 20 percent of the building footprint.

- (d) Parking structures not integrated into a building primarily for human occupation shall be no more than 28 feet in height to the deck of the highest parking area.

7. Building coverage

The maximum permitted coverage by all buildings in an SGD Project shall be 50%. This requirement shall apply to the SGD Project as a whole, regardless of whether the SGD Project consists of a single lot or multiple lots.

8. Existing nonconforming buildings

An SGD Project may include a building in existence on the effective date of this Section 235-71.1 which does not conform to the requirements set forth in Section 235-71.1(E) relating to minimum or maximum front yard, minimum side yard, maximum building height, or minimum building separation. No change shall be made to lot lines, building footprint or building height that further increases any such nonconformity unless the Planning Board determines, based on Site Plan Review, that such change is necessary for structural or access reasons or to meet the design standards of this section.

F. Off-Street Parking

1. Off-street parking spaces shall be provided as follows:

Use	Spaces Required
Residential	1.0 space per studio or one-bedroom dwelling unit 1.5 spaces per two-bedroom dwelling unit 2.0 spaces per three-bedroom dwelling unit 1.0 visitor space per 10 residential units
Office & Retail	
Ground floor	1.0 space per 350 sq. ft. gross floor area
Floors above ground level	1.0 space per 500 sq. ft. gross floor area

2. Notwithstanding Section 235-73.1 C (1), the overall off-street parking requirement (total parking spaces divided by total dwelling units) may be less than 1.5 per unit but shall not be less than 1.25 per unit.
3. On-street parking on public streets and internal ways may be permitted within the Smart Growth District provided all necessary approvals are obtained, but on-street parking on public streets shall not be used to meet the minimum requirements for off street parking.

4. The Planning Board may allow shared or reduced parking requirements for uses having different peak times of parking demand requirements or if a use needs a lesser number of parking spaces than is required. Evidence which supports these shared or reduced parking requirements shall be produced in a report from a traffic engineer engaged by the applicant and approved by the Planning Board as part of Site Plan Review. Where shared parking is to serve uses on separate lots, documentation shall be provided establishing the permanent legal right for such shared use. Factors that the Planning Board may consider include, but are not limited to: (a) proximity to available public parking with demonstrated availability to support the project; (b) characteristics of the occupants that create less parking demand, such as age or household income; (c) provision of a mix of uses on-site with offset peak parking demand times; (d) a shared parking agreement with proximate properties with offset parking demand times; (e) dedication of spaces for car-sharing services (e.g., Zipcar); (f) employers who provide transit incentives for their employees.
5. Parking setbacks:
 - (a) Surface parking areas shall conform to the following minimum setback requirements:

From a public street	30 feet
From an internal way (not to include parking lot drive aisles)	10 feet
From a structure	10 feet
From a side or rear lot line where the abutting property is within the SG District notwithstanding any other setback provision within this section 5(a).	5 feet
From a lot line abutting the railroad right of way	5 feet
From any other side or rear lot line	10 feet
 - (b) Parking Structures shall conform to the following minimum setback requirements:

From an internal way	10 feet
From a public street	30 feet
From a side lot line	12 feet
From a rear lot line:	
Abutting a residential zoning district	20 feet
Not abutting a residential zoning district	15 feet
 - (c) No surface parking area or parking structure shall be closer to a public street than the closest principal building.
 - (d) The provisions of (a), (b), and (c) above shall not apply to SGD Projects that are limited to the rehabilitation of a building or buildings in existence at the time of adoption of this amendment and that do not include the construction of new buildings.
6. Bicycle parking facilities or storage shall be provided as follows, assuming one space accommodates one bicycle:

Use	Bicycle Parking Required
Residential	1.0 space per 20 dwelling units
Office	2.0 space per 10,000 sq. ft. gross floor area
Retail	2.0 space per 10,000 sq. ft. gross floor area

G. Design Standards

All SGD Projects shall comply with the following design standards, unless the Planning Board finds, through Site Plan Review, any standard to be inappropriate for the proposed use.

1. Building Design

- (a) New buildings shall be designed to be compatible with SGD Landmark Buildings, as defined in Section G2 herein, in terms of their massing, size, scale, and architectural features.
- (b) Exterior materials that are primarily associated with domestic residential buildings, such as wood clapboards and shingles, or that are relatively impermanent, such as Exterior Insulation and Finish Systems (EIFS), plywood, aluminum and vinyl, are discouraged.
- (c) Building facades shall articulate the line between the ground and upper levels with a cornice, canopy, balcony, arcade, or other visual device.
- (d) Building facades facing public streets or Stone Place, or within 30 feet of main entrances, shall reflect a high level of detail refinement.
- (e) Building facades more than fifty feet in length shall be divided into shorter segments by means of changes in materials, varying roof lines or other architectural treatments.
- (f) Rooftop building systems, such as mechanical and electrical equipment and antennas, shall be screened with appropriate architectural elements from all key observation points.
- (g) New buildings and renovations shall incorporate sustainable design and construction practices as governed by the Energy Star and WaterSense Programs to the extent reasonable; and developers are strongly encouraged to achieve US Green Building Council LEED Certification for their building or its reasonable equivalent.
- (h) For new buildings containing commercial uses, at least 60 percent of the street-facing building façade between two feet and eight feet in height shall be comprised of clear windows that allow views of indoor space or product display areas. This requirement

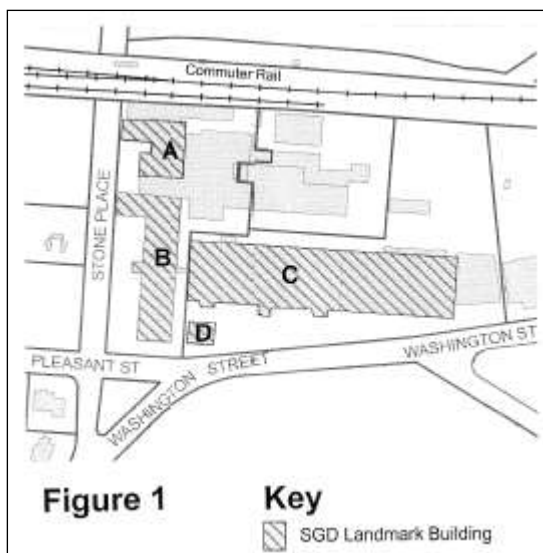
shall not apply to buildings accessory to residential uses and not open to the general public, such as clubhouses.

- (i) Buildings or building facades shall not be designed primarily according to themes or architectural styles defined by or associated with corporate chains or franchises. The Planning Board may prohibit designs that it finds to be inconsistent with this provision.

2. Historic Preservation

- (a) The following buildings or portions of buildings, identified in Figure 1, are designated “SGD Landmark Buildings”:

- A - 78 Stone Place
- B - 111 Washington Street/72 Stone Place
- C - 99 Washington Street
- D - 99B Washington Street



- (b) No SGD Landmark Building shall be demolished.
- (c) Any alteration or addition to a SGD Landmark Building shall not modify its architectural features in such a way as to impair or detract from the building’s historic character.
- (d) The Planning Board may prohibit alterations or additions to SGD Landmark Buildings that it finds to be materially inconsistent with this provision.

3. Landscaping

- (a) Landscape materials shall be sustainable, requiring minimal maintenance, irrigation or fertilizer, and shall be planted with species that are native to the area, tolerant of salt, and capable of withstanding extreme weather conditions.
- (b) Street trees shall be planted by the developer along all public streets and internal ways within and abutting the property.
 - (1) Trees shall be planted at intervals of no more than 40 feet along both sides of the roadway. If the Planning Board determines through Site Plan Review that such spacing is not feasible, it may alter the spacing or determine that up to the equivalent number of trees shall be planted elsewhere on the site.
 - (2) Trees shall be of a species common to the area, and shall be appropriate species to provide summer shade, winter light, and year-round visual interest.
 - (3) Trees shall be two and one-half inches (2.5”) caliper at four feet (4’) above grade, and reach a height of at least thirty feet (30’) at maturity.
- (c) All dumpsters and utility/service areas shall be screened with adequate plantings and/or landscape structures appropriate to the scale and character of the neighborhood.
- (d) A landscaped buffer strip at least 10 feet in width shall be provided along any lot line that abuts a residential zoning district. The buffer strip shall contain a vegetative screen not less than three feet wide and six feet high relative to the lot line, designed and maintained to provide a dense screen year-round. The screen shall be planted with trees or shrubs no more than three feet on center. At least 50 percent of the plantings shall consist of evergreens, distributed along the length of the buffer strip.

4. General Site Design

- (a) Roadways, sidewalks and other infrastructure shall be designed in accordance with the City of Melrose’s Subdivision Regulations, and with the additional standards set forth below.
- (b) Sidewalks, crosswalks, walkways, or other pedestrian access shall be provided to allow for safe and convenient access to adjacent properties and between individual buildings, parking areas and other points of interest within a development. Sidewalks and walkways shall be constructed of cementitious concrete and shall be minimally broken by vehicular access.
- (c) Pedestrian amenities such as benches, planters, trash receptacles, walkways and gardens etc. shall be provided along the sidewalks of public streets and in open space plazas.

- (d) All utilities servicing an SGD project shall be placed underground, unless prohibited by a utility company. All utilities on new internal roadways servicing an SGD project shall be placed underground. All utility and drainage requirements shall be approved as part of the site plan review process and not subject to any other sections of the zoning ordinance.
- (e) Off-street parking and loading spaces, internal ways, and maneuvering areas shall be designed to provide for adequate drainage, snow storage and removal, maneuverability and curb cuts.
- (f) Granite curbing shall be used along all roads and private internal ways. Cementitious concrete curbing may be substituted for granite curbing in all other locations.
- (g) The number of driveway curb cuts along Washington and Pleasant Streets shall be kept to a minimum.
- (h) Driveways shall be consolidated and aligned with existing intersections as feasible.
- (i) Appropriate traffic control devices, including signage, shall be installed at driveways.
- (j) Adequate sight distance shall be provided at driveways.

5. Parking

- (a) Surface lots shall be screened along all public streets by a landscaped buffer not less than six feet in depth, or by walls or fencing at least three feet high and compatible with the adjacent architecture, and shall be designed to ensure that lights from cars within the surface lots do not spill into adjacent streets and properties. These provisions shall not apply to SGD Projects that are limited to the rehabilitation of a building or buildings in existence at the time of the effective date of this Section 235-71.1 and do not include the construction of new buildings.
- (b) Parking structures and lots shall have well-designed and marked pedestrian walkways and connections to the sidewalk system.
- (c) Parking structures shall be designed to be compatible with adjacent buildings and architecture. All structured parking shall be designed so that the only openings at street level are those to accommodate vehicle ingress and egress and pedestrian access to the building. All openings shall be designed so that vehicles are not visible from the sidewalk on a public street.
- (d) Parking and loading areas shall be screened from view from public ways. They may be located at the side or rear of a lot or in concealed structures, and shall be suitably screened both visually and acoustically from the street and abutters. Any views into

parking structures shall be minimized through use of landscaping or architectural treatment.

6. Site Lighting

- (a) Broad area lighting shall be avoided.
- (b) Parking lot pole lighting shall not exceed a height of 18 feet.
- (c) Lighting shall be installed along roadways, driveways, pedestrian walkways and sidewalks.
- (d) Lighting shall not create overspill onto adjacent properties or into the night sky and shall meet the following requirements:
 - (1) Any luminaire with a lamp or lamps rated at a total of more than 1,800 lumens (and any flood or spot luminaires of more than 900 lumens) shall be of fully shielded (cutoff) design and shall not emit any direct light above a horizontal plane passing through the lowest part of the light emitting luminaire.
 - (2) Luminaires, regardless of lumen rating, shall be equipped with whatever additional shielding, lenses, or cutoff devices are required to eliminate light trespass onto any abutting lot or parcel and to eliminate glare perceptible to persons on abutting land.
 - (3) Building facades may be illuminated with soft lighting of low intensity that does not draw attention to the building. The light source for the building facade illumination shall be concealed. Building entrances may be illuminated using recessed lighting in overhangs and soffits, or by use of spotlighting focused on the building entrances with the light source concealed (e.g., in landscaped areas). Direct lighting of limited exterior building areas is permitted when necessary for security purposes.
 - (4) A flood or spot luminaire with a lamp or lamps rated at 900 lumens or less may be used without restriction to light distribution, provided that it is aimed, directed, or focused so as not to cause direct light from the luminaire to be directed toward buildings on adjacent or nearby land, or to create glare perceptible to persons operating motor vehicles on public ways.
- (e) Lamp type shall be selected to provide a natural uniform quality of light, rather than a strong color such as yellow or blue.
- (f) The style of light poles and fixtures shall be compatible with the character of the area and any existing City standards.

- (g) Parking and pedestrian light fixtures shall be compatible with the building lighting to provide for a consistent appearance of the project.

7. Infrastructure

- (a) SGD projects shall demonstrate that adequate water supply and pressure are available, adequate sewerage capacity is available, adequate storm water management is provided, traffic circulation on site is safe and convenient and the traffic flow and circulation at nearby intersections is preserved, pursuant to the criteria stipulated in Section 235-16.1. Analysis and documentation of compliance with these standards shall be prepared by registered engineers and/or other appropriate professionals. When the size and complexity of a proposal for an SGD project warrants an independent review of the impacts, the applicant will be responsible for funding such independent peer review.
- (b) In cases where a specific SGD project would not otherwise meet the above criteria, the developer shall implement mitigation measures, including but not limited to improvements to public infrastructure, to adequately address any deficiency.

8. Signs

- (a) An SGD Project shall comply with the provisions of this section, which supersede the provisions of Sections 235-27 through 235-30 for SGD Projects only.
- (b) An SGD Project may have up to two standing signs complying with the following standards:
 - (1) Maximum height above the sidewalk: 6 feet
 - (2) Maximum sign area: 40 square feet per sign face
 - (3) Minimum setback from front lot line: 10 feet
 - (4) Minimum setback from side lot line: 30 feet
 - (5) Minimum distance between two standing signs on the same lot: 300 feet
- (c) Within an SGD Project, each business that has an exterior public entrance may have one wall sign, attached and parallel to the facade containing said entrance, as follows:
 - (1) Maximum sign area: 50 square feet or 10 percent of the area of the facade occupied by the business, whichever is less.
 - (2) Maximum projection from building wall: 6 inches
 - (3) No sign shall be mounted above the first floor of a building.
- (d) Within an SGD Project, each business that has an exterior public entrance may have one projecting (blade) sign, attached and perpendicular to the facade containing said entrance, as follows:
 - (1) Maximum height above grade: 15 feet
 - (2) Minimum clearance above grade: 8 feet
 - (3) Maximum sign area: 6 square feet per side

- (4) Maximum projection from building wall: 4 feet
- (e) Signs in display windows may be permitted provided that such signage shall not cover more than 10% of the display window area and shall be lighted only by building illumination (stationary white light).
- (f) Signs may be illuminated only by an external source of steady, stationary white light, of reasonable intensity, shielded and directed solely at the sign, and not casting direct or reflected light off the premises. No sign shall be illuminated internally or from behind a translucent sign face. All light fixtures shall either be decorative (such as goose-neck lights) or camouflages. Wiring should be concealed within building molding and lines.
- (g) The following additional signs are permitted in an SGD Project:
 - (1) Any traffic or directional sign owned and installed by a governmental agency.
 - (2) One unlighted temporary sign offering premises for sale or lease for each parcel in one ownership, provided that it shall not exceed 6 square feet in surface area and it shall be set back at least 10 feet from the street lot line.
 - (3) One unlighted temporary sign of an architect, engineer or contractor erected during the period such person is performing work on the premises on which such sign is erected, provided that it shall not exceed 4 square feet in surface area and it shall be set back at least 10 feet from the street lot line.
- (h) Additional sign regulations:
 - (1) The limitations as to the number of signs permitted does not apply to traffic or directional signs which are necessary for the safety and direction of residents, employees, customers and visitors, whether in a vehicle or on foot, of any business, industry or residence. Such signs shall not carry the name of any business or product.
 - (2) The supporting members for any sign shall be in acceptable proportion to the size of the sign.
 - (3) Any sign attached to a building shall not extend above the height of the roof of the building.
 - (4) No sign shall be erected so as to obstruct any door, window or fire escape on a building.
 - (5) Signage should employ colors and type faces that complement the primary architectural style of the building.
 - (6) Signs should be made of durable materials compatible with the materials of the building served.
 - (7) Signage shall be integrated into the architecture. Signage that covers or obscures significant architectural details of the building shall be avoided.
 - (8) In a multiple storefront building, the signage should be of a size, location, material and color that relates harmoniously between bays.
 - (9) Neon signs, reader boards, LED lights, or other similar signs shall not be permitted.

H. Affordable Housing

1. An SGD Project shall be subject to the Affordable Housing Incentive Program under Section 235-73.1, as modified by paragraphs H.2 through H.5 below.
2. In an SGD Project, the Affordable Units (as defined in Section 235-73.1A) shall qualify for inclusion on the Massachusetts Department of Housing and Community Development's Chapter 40B Subsidized Housing Inventory (SHI) or any successor inventory. Failure to maintain compliance with the criteria for inclusion on the SHI, or removal of an Affordable Unit from the SHI for any reason, shall be deemed to be noncompliance with this Section 235-71.1.
3. Unless otherwise required for inclusion on the SHI, the rent price, including utilities, of an Affordable Unit in an SGD Project shall be established using the income of households making 80% of the median household income in the Metropolitan Area Boston-Cambridge-Quincy HMFA Standard Metropolitan Statistical Area, adjusted for family size, and shall not exceed 30% of the income of said median household.
4. Unless otherwise required for inclusion on the SHI, the sale price of an Affordable Unit in an SGD Project shall be established using the income of households making 80% of the median household income in the Metropolitan Area Boston-Cambridge-Quincy HMFA Standard Metropolitan Statistical Area, adjusted for family size. The mortgage payment, assuming 5% down payment and including hazard insurance, real estate taxes, condominium fees and, where applicable, private mortgage insurance, shall not exceed 30% of the income of said median household.
5. Regardless of the rent or sales price limitations in the previous paragraphs, the Developer of an SGD Project may choose to reduce the rent or sales price of the Affordable Unit/s.

I. Ownership and Maintenance of Common Facilities

1. All internal streets, ways, and parking areas shall be privately owned. The maintenance of all such private streets, ways and parking areas, including but not limited to snowplowing, patching and repaving, shall remain the responsibility of the owner. All deeds conveying any portion of the land containing private streets, ways, or parking areas shall note this private responsibility of maintenance.
2. In order to ensure that any proposed common open space and common facilities within the development will be properly maintained, any SGD Project in which dwelling units shall be offered for sale shall have a Residents Association, which shall be in the form of a corporation, non-profit organization or trust established in accordance with appropriate state law by a suitable legal instrument or instruments recorded at the Registry of Deed or Registry District of the Land Court. As part of the Site Plan Review, the applicant shall supply to the Planning Board copies of such proposed instrument.

J. Development Phasing

1. An SGD Project may be developed in phases and may be developed under one or more building permits and occupancy permits. Phasing of the development and associated infrastructure shall be specified in the Site Plan Approval.
2. Lot area coverage, open space, affordable housing, off-street parking and required mitigation shall correspond with the sequence of development implemented in the SGD Project, so that at all times such requirements shall be met as applied only to those portions of the SGD Project for which building permits have been issued. Such requirements shall be met prior to the issuance of certificates of occupancy for such buildings.