City of Northampton
MASSACHUSETTS

In the Year Two Thousand Fourteen

UPON THE RECOMMENDATION OF THE Planning Board and the Office of Planning & Sustainability

ORDINANCE

An Ordinance of the City of Northampton, Massachusetts, providing that the Code of Ordinances, City of Northampton, Massachusetts, be amended by revising section **350G** of said code; providing for ***replacement of moratorium on construction of 7+ units in the URB district with language specified***

Be it ordained by the City Council of the City of Northampton, in City Council assembled, as follows: That section **350G** of the Code of Ordinances of the City of Northampton, Massachusetts, be amended so that such section shall read as follows:

SECTION 1

Site Plan Approval Required for the Following:
• Any construction (other than for a single-family home) greater than 2,000 square feet
• The addition of a principle structure to a parcel where one already exists.

Special Permit Approval Required for the Following Uses by Planning Board Unless Otherwise Noted:
• Detached accessory dwelling unit (see § 350-10.10—Zoning Board of Appeals special permit)
• Home business for personal service business by appointment only or home business more than 25 visits, etc. (see § 350-10.12 for other criteria—Zoning Board of Appeals special permit)
•: ~~Upon completion of a 9- month moratorium ending July 1, 2014- any~~ Any multifamily or townhouse project creating 7 or more units in one or more phases within a 5 year period. ~~Further for any~~ Any such project ~~that creates 10 or more units~~ shall comply with the following:

A. Buildings and Parking

1. The first row of buildings along a street shall face the street and add to the streetscape. There shall not be any parking, except incidental to a driveway or roadway, between the first row of buildings and the street. Parking shall be located behind buildings or designed otherwise to minimize view from the public street.

~~1.~~2. The area between the property and the road pavement shall be made to be pedestrian friendly, with sidewalks, street furniture, trees and other vegetation,all of which shall be in conformance with city standards. All landscaping incorporated as part of the applicant's design

between the street and the building(s) shall facilitate and enhance the pedestrian use of sidewalks and other areas adjacent to the building. Such streetscape may include rebuilding[AS4] by the applicant as necessary granite curbs, ADA compliant concrete sidewalks, tree belts, and drainage improvements incorporating low impact development standards for any necessary drainage improvements triggered by these changes.

3. Buildings that abut existing residential properties shall incorporate building articulation along side facades. Building projections shall be incorporated for any side façade that is longer than 30 feet.

~~2.~~4. Front facades shall have ~~similar~~ setbacks consistent ~~similar as~~ with other buildings within the block or provide a different setback that is necessary to address any natural resources constraints.

B. Streets and Roadways

1. Projects shall connect to all surrounding neighborhoods with bicycle and pedestrian access to the extent possible.

   a. For projects that have more than one vehicular access, driveways and roadways shall internally and externally connect to each other and dead-end streets shall be avoided whenever possible. Dead-end roadways and driveways shall never exceed 500 feet and, to the extent possible, must include a bicycle and pedestrian connection from the dead-end street to a street, common area, park or civic space.
   ~~For projects that have more than one vehicular access, driveways and roadways shall internally and externally connect to each other and dead-end streets shall be avoided whenever possible. Dead-end roadways and driveways shall never exceed 500 feet and must include a bicycle and pedestrian connection from the dead-end street to a street, common area, park or civic space.~~

   b. For projects that have a single vehicular access, such access shall not exceed 500 feet and pedestrian access shall also be provided directly from any street to residential units.

2. The design standards for the length of dead-end streets, protection of natural features, sidewalks, wheelchair ramps, landscaping, utilities,~~;~~ and t~~T~~he construction method and materials for water lines, sanitary sewers, storm sewers, fire protection, sidewalks, private roads and other infrastructure shall be those set forth in Chapter 290, Subdivision of Land.~~,~~ ~~This~~These standards shall apply even for private roadways and driveways that are not part of a subdivision, unless waived by the the Planning Board ~~finds that a different standard is more appropriate~~.

~~2.~~3. Driveways and private roadways shall be designed to function as private alleys, or shared streets with pedestrians and cyclists, and engineered to keep speeds below 15 miles per hour, or yield streets with separate sidewalks as shown in the subdivision regulations. Such sidewalks shall connect to sidewalks along adjacent streets.

~~3.~~4. **Vehicular access shall connect to surrounding streets as appropriate to ensure safe and efficient flow of traffic within the surrounding neighborhood and to mitigate increases in traffic on nearby streets.**

~~4.~~5. **Pre-existing paths historically used as bicycle and pedestrian trails shall be preserved to the extent possible and marked with appropriate signage.**

C. Park Space

1. All projects shall include a park/common area fully designed and constructed to be integrated into the project, which ~~is~~ **area shall be** easily accessible and available for residents of the project. At minimum, this space shall be **150** ~~100~~ F^2 or **15** ~~10~~ F^2 per dwelling unit of buildable land area, whichever is greater.

2. **All such space shall be contiguous unless waived by the Planning Board upon finding that it is in the public interest and consistent with the intent and purpose of this section.**

~~All projects shall include a park/common area fully designed and constructed to be integrated into the project which is easily accessible and available for residents of the project. At minimum, this space shall be 100 F^2 or 10 F^2 per dwelling unit of buildable land area, whichever is greater.~~

D. Environment and Energy

1. Buildings shall meet one of the following environmental standards:

   a. Home Energy Rating System (HERS) rating for the building envelope at least 25% lower than the current municipal standard at the time the special permit is requested but in no event shall the HERS rating be greater than 47 for units for units 0f 1,200 sq ft or less, and no greater than 41 for units larger than 1,200 sq. ft. Alternatively, for units of 1,200 sq. ft. or less, the Planning Board may consider a comparable energy standard to the HERS rating of 47 after consultation with the Building Commissioner.

~~Buildings shall meet one of the following environmental standards:~~

~~a. Home Energy Rating System (HERS) rating for the building envelope at least 25% lower than the current municipal standard at the time the special permit is requested but in no event shall the HERS rating be greater than 47 for units for units 0f 1,200 sq ft or less, and no greater than 41 for units larger than 1,200 sq. ft. Alternatively, for units of 1,200 sq. ft. or less, the Planning Board may consider a comparable energy standard to the HERS rating of 47 after consultation with the Building Commissioner.~~

~~Home Energy Rating System (HERS) rating at least 25% lower than the current energy "stretch code"at the time the special permit is requested; or~~

~~**Home Energy Rating System (HERS) rating for the building envelope at least 25% lower than the current municipal energy standard at the time the special permit is requested, but no greater than 47 for units of 1,200 sq ft or less, and no greater than 41 for units larger than 1,200 sq ft; or**~~

b. US Green Building Council LEED New Construction Gold or Neighborhood Development Gold Certified;

~~Buildings shall meet one of the following environmental standards:~~

~~a. Meet Home Energy Rating System (HERS) rating at least 25% lower than the current energy "stretch code"at the time the special permit is requested; or~~

~~a.b. Be US Green Building Council LEED New Construction Gold or Neighborhood Development Gold Certified;~~

E. ~~Affordable Housing~~ **Size, Access and Affordability**

1. Buildings shall meet one of the following standards:
   a. ~~10%~~**11%** of the units shall be **"**affordable **units" as that term is defined** in ~~accordance with chapter~~ **section** 350-2.1 of **the Code of the City of Northampton**; or

   b. Contain 25% or more of the units no larger than 1,200 sf gross floor area

2. Equal access. All projects shall provide equal access to all building amenities, park and civic space and public entrances to buildings to residents of both affordable and non-affordable units.

~~Buildings shall meet Meet one of the following standards:~~

~~a. Contain 10% of the units meeting the City's zZoning definition for affordabilityshall be affordable within the meaningin accordance with chapter 350-2.1 of ; or~~

~~b. Contain 25% or more of the units no larger than 1,200 sf gross floor area~~

F. Internet Connectivity.

All projects that include infrastructure making internet connectivity available shall do so without differences in quality, capacity or speed to residents of both affordable and non-affordable units.

~~**All projects shall include infrastructure making internet connectivity available without differences in quality, capacity or speed to residents of both affordable and non-affordable units.**~~

SECTION 2

That existing language for all projects in design standard #4 of the table be amended to read:

~~{Modify existing language for all projects by adding the following in design standard #4 of the table}~~

4. Parking for more than 5 cars shall be distributed on the site to minimize impact to the neighborhood character which shall be a~~.~~ ~~A~~ccomplished by small groupings of spaces surrounded by landscaping or parallel parking along a narrow driveway to mimic an alley. Driveways wider than 15 feet shall be visually buffered from side lot lines through setbacks or screening to adequately block car headlights~~.~~