



Workshop Three - Garages, Driveways, and Building Components

Article 3

04.27.20 - ZAP Committee



Presentation Tonight

- **Part I: Deep dive into garages and driveways, with set-up of building components**
- **Part II: Update on the broader engagement/outreach strategy**



Part I: Garage Design Standards & Driveway Access

Background

Currently deferred ordinance

The requirements of Section 3.4.4 Garages do not become effective until December 31, 2019.

3.4.4. Garages

A. Defined.

1. An attached or detached structure intended primarily for the storage or parking of one or more automobiles. A detached garage is an accessory building.
2. A garage wall is any wall enclosing a garage including that wall containing the garage entrance.

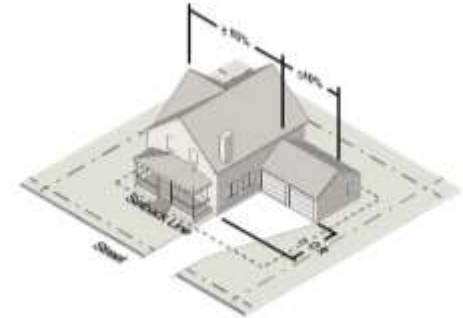
B. For each dwelling unit there shall be no more than 1 garage and a garage shall provide for no more than 3 automobiles, except by special permit.

C. Where more than one garage is provided as part of a building and they are placed side-by-side, there shall be living area connected by a shared wall above both garages.

D. Garage setback. A garage wall may be no closer to the front lot line than the longest street-facing wall of the dwelling unit measured at ground level.

E. Garage Dimensions.

1. The length of a garage wall facing a street may be up to 40 percent of the total length of the building parallel to the street, inclusive of the garage wall, or 12 feet, whichever is greater. This requirement does not apply to detached garages.



2. On corner lots, only one street-facing garage wall must meet the standard above.
3. The ground floor area of an accessory building containing a garage or an attached garage shall not exceed 700 square feet, except by special permit.

F. Exemptions

1. The Commissioner of ISD, in consultation with the Director of Planning and Development and/or the Urban Design Commission, may grant an exemption, subject to such conditions as he may require, to the garage setback (section 3.4.4.D) and garage wall length facing the street (section 3.4.4.E.1) requirements, where, based on one or more of the following factors, strict adherence to these requirements would be impossible:
 - i. Irregular lot shape;
 - ii. Topography of the lot;
 - iii. Configuration of existing structures on the lot;
 - iv. Protection of the historic integrity of a building; and
 - v. Preservation of mature trees or similar natural features.
2. Any exemption request shall be reviewed relative to the intent of minimizing the amount of building frontage devoted to garage walls and ensuring a clear connection between the front

Background

- **Garage Design Standards (sec. 3.4.2) within the proposed ordinance builds from the goals and intent decided upon previously**
- **Updates are required**

Goals



Design and Safety

- Enhance the streetscape and pedestrian experience
- The front façade/elevation of a house should be for people, not cars
- The living area of the residence facing the street is prominent in relation to the size of the garage and the whole facade

Limit Visual Dominance of Garages

- Limiting garage size relative to the size of the front of the house
- Generally positioned behind the front façade of the house

Minimize Paving

- Limit size and layout of driveways
- Limit number and/or location of curb cuts

Goal: Main Entrance and Living Space is Prominent
Action: Limit Garage Size



this would be better if the curb cut was smaller and the driveway was narrower near the street

Garage Dominates Front Elevation

this would be better if the size of the garage doors were limited

Front Elevation

Goal: Enhance the Streetscape and Pedestrian Experience

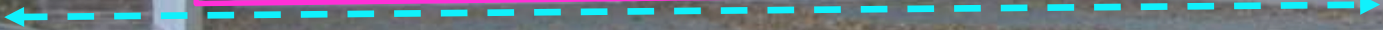
Action: Limit Number and/or Location of Curb Cuts



improve by limiting the size of garage doors

Or improve by requiring a 30' separation between garages

Garage Dominates Front Elevation



Front Elevation

Goal: Enhance the Streetscape and Pedestrian Experience

Action: Limit Garage Door Size

- Require larger garages to be composed of multiple doors
- Each door has a max width of 8 feet



8' max

8' max

Goal: Create Visually Prominent Pedestrian Entrances

Action: Limit Garage Location with Setbacks



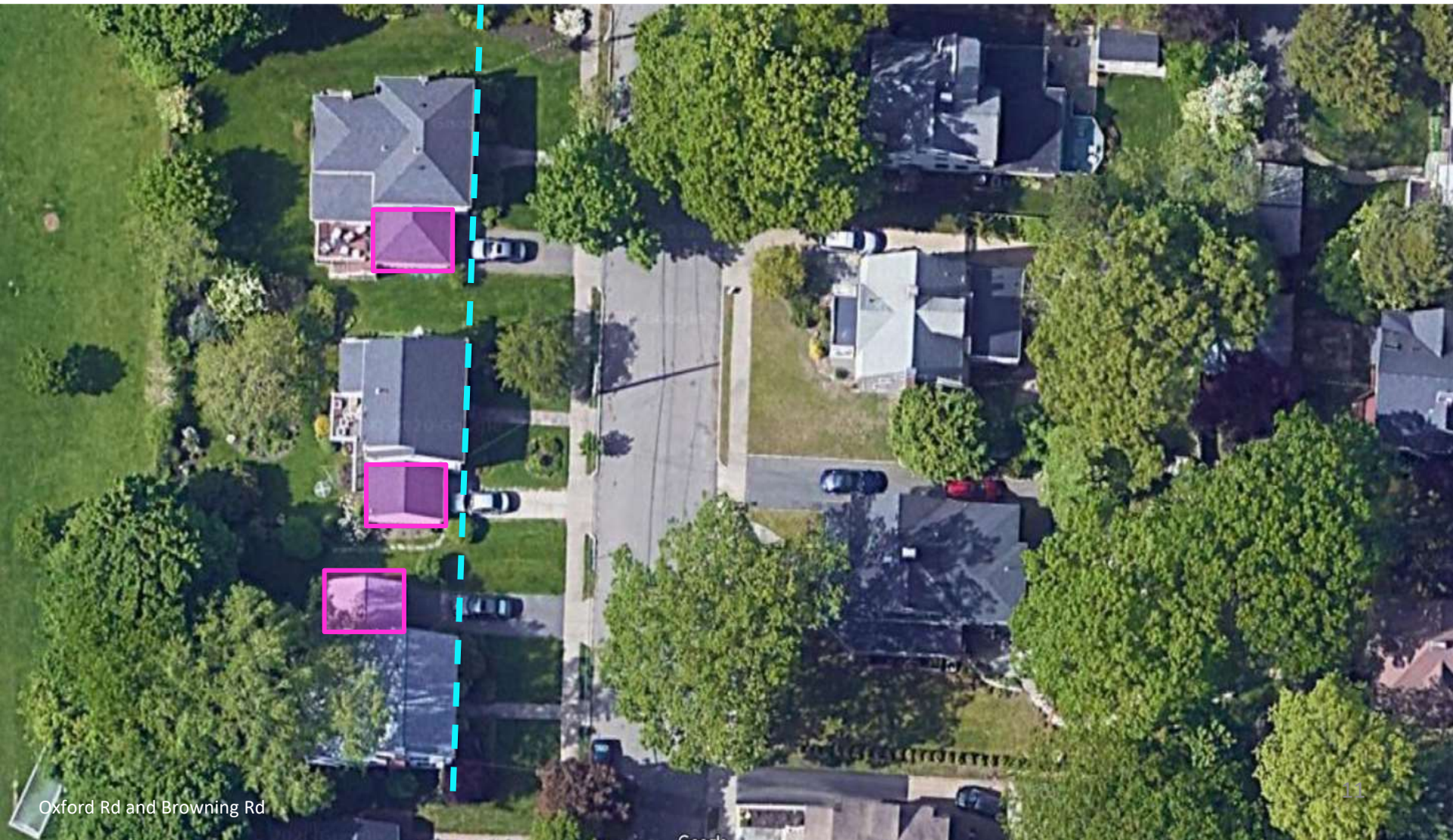
this would be better if garages were setback from the front elevation

Garage beyond Front Elevation

Front Elevation

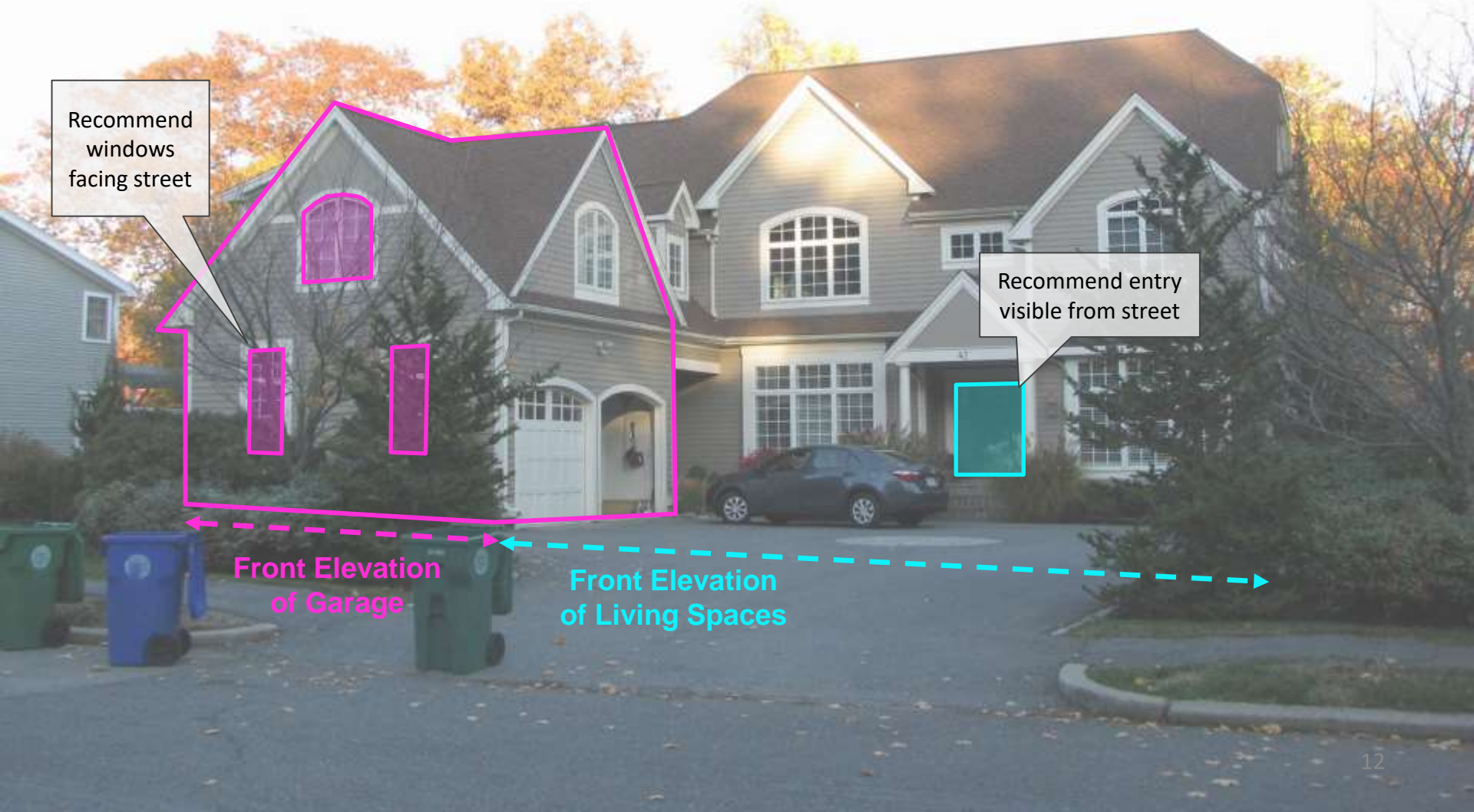
Garage beyond Front Elevation

Existing Garage Setbacks



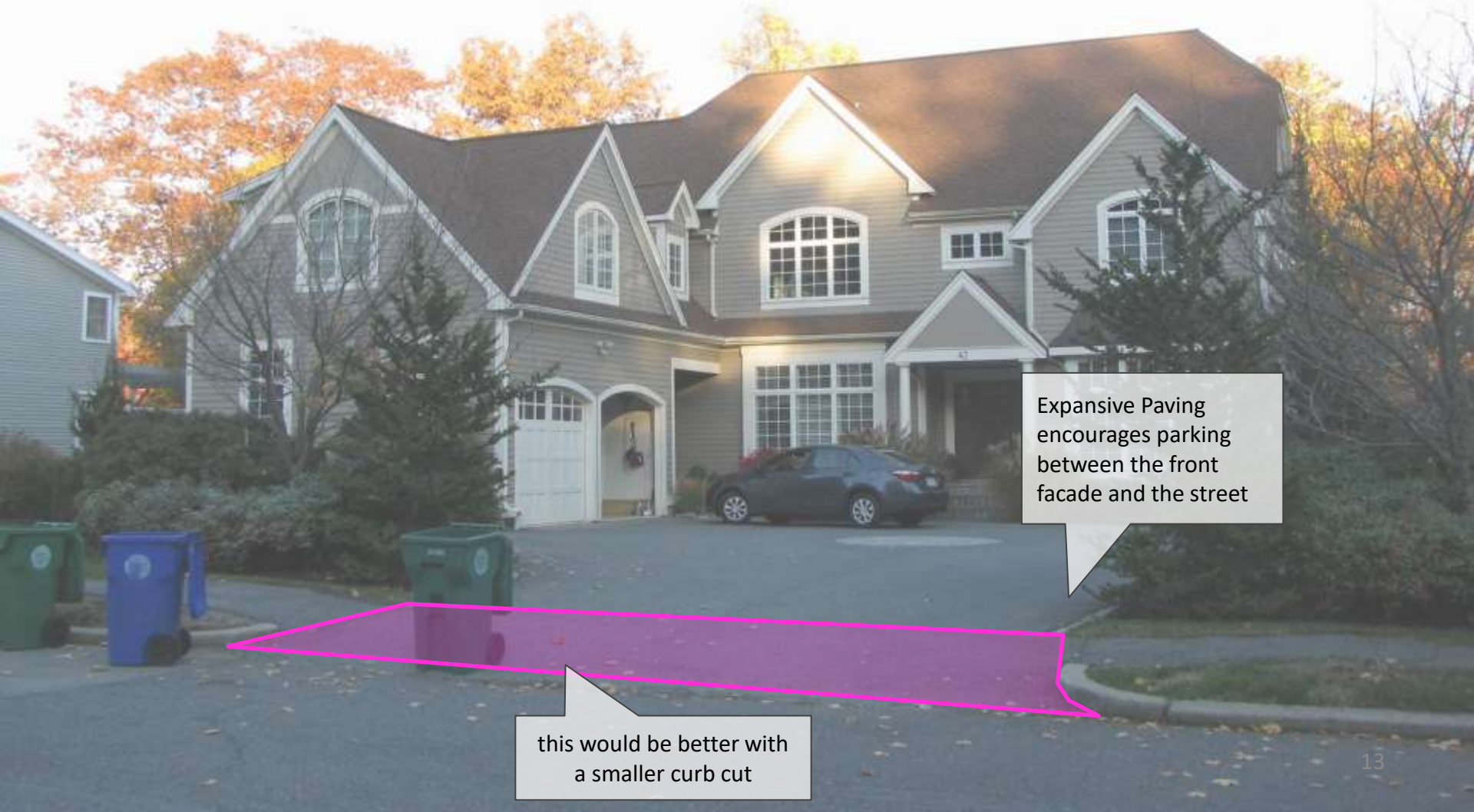
Oxford Rd and Browning Rd

Goal: Allow for Side-Facing Garages
Action: Set Standards for Side-Facing Garages



Goal: Create a Streetscape that Prioritizes Pedestrians

Action: Limit Curb Cuts and Driveways



Expansive Paving encourages parking between the front facade and the street



this would be better with a smaller curb cut

Goal: Create a Streetscape that Prioritizes Pedestrians

Action: Limit Curb Cuts and Driveways

Proposed Zoning

3.7.1. E5: Unless otherwise specified, only one curb cut is permitted per front lot line.

This could encourage monster garages

This would be better if there was more space between curb cuts

this would be better if the curb cut was smaller and the driveway was narrower near the street



Goal: Prevent Garage-Dominant Facades on Narrow Lots

Action: Incentivize Rear Garages for Lots with Small Frontage



this would be better if the garages were at the rear of the building, accessed by ribbon driveways

Garage Dominates Front Elevation

this would be better with a smaller curb cut

Front Elevation

Existing Streetscape Dominated by Garages



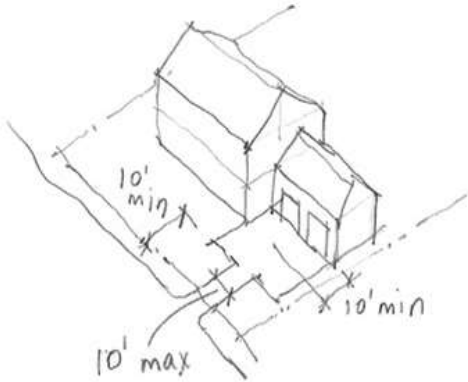
Tanglewood Road (Ward 7)

Goal: Prevent Garage-Dominant Facades on Narrow Lots

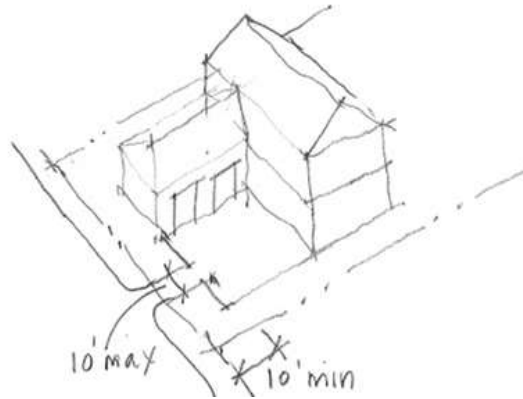
Action: Incentivize Rear Garages for Lots with Small Frontage



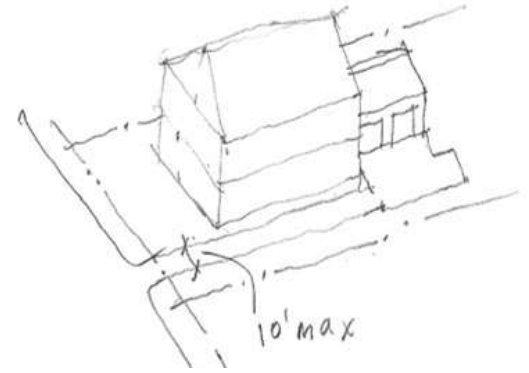
Garage Standard Proposals



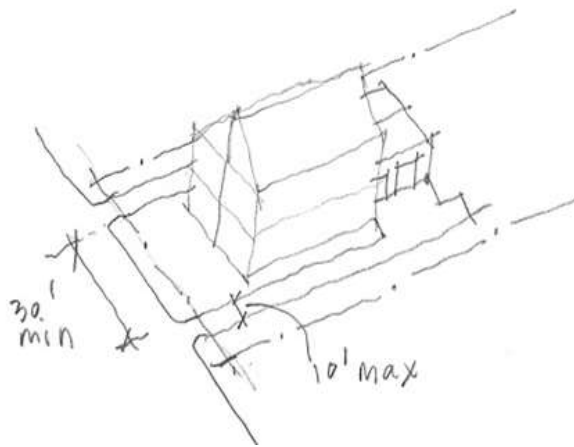
Single Family Front-Facing Garage



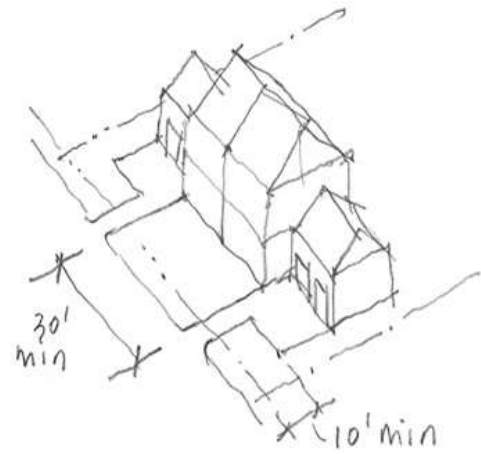
Single Family Side-Facing Garage



Single Family Rear Garage



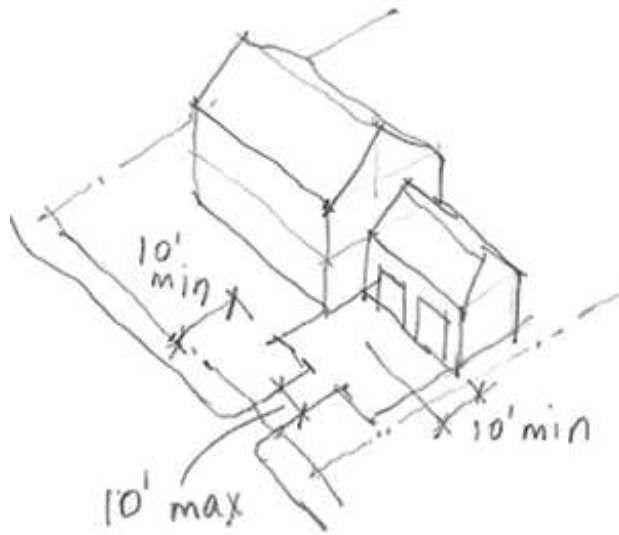
Two-Family Rear Garage



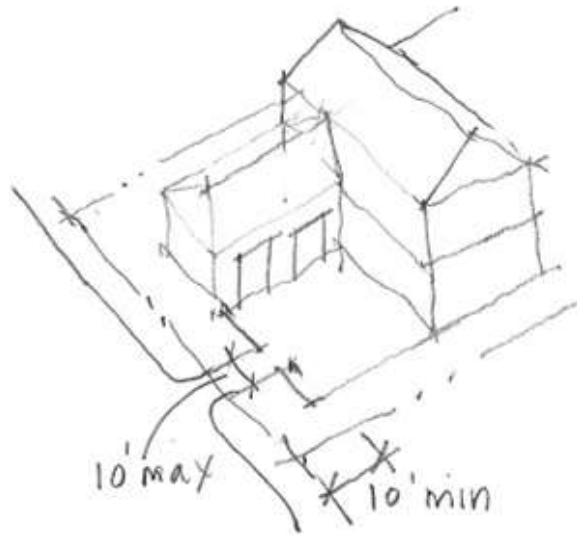
Two-Family Front-Facing Garage

Garage Standards Proposals

Single Family



**Single Family
Front-Facing
Garage**



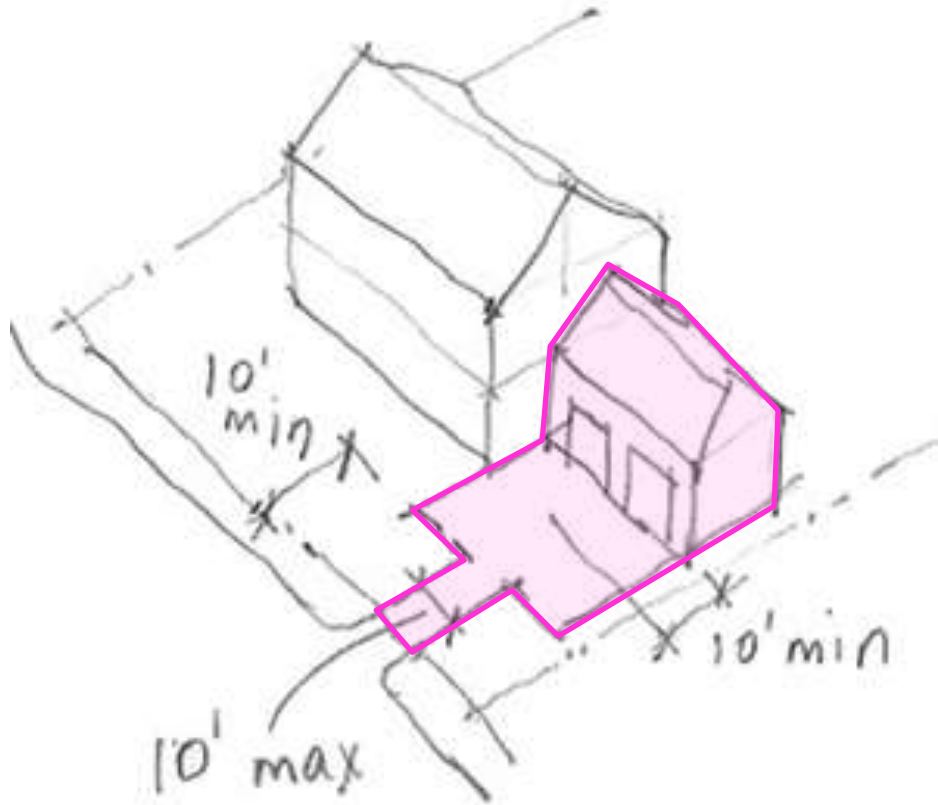
**Single Family
Side-Facing
Garage**



**Single
Family Rear
Garage**

Garage Standards Proposals

Single Family



Single Family Front-Facing Garage

- Garage set back 10 feet from the front elevation of the building
- Driveway max width 10 feet
- Driveway maintains the curb cut width for a min of 10 feet behind the primary front lot line. After this a larger turn around apron is allowed.
- Larger garages are composed of multiple separate garage doors. Each door is a max of 8 feet wide.

Garage Standards Proposals
Single Family

Single Family Front-Facing Garage



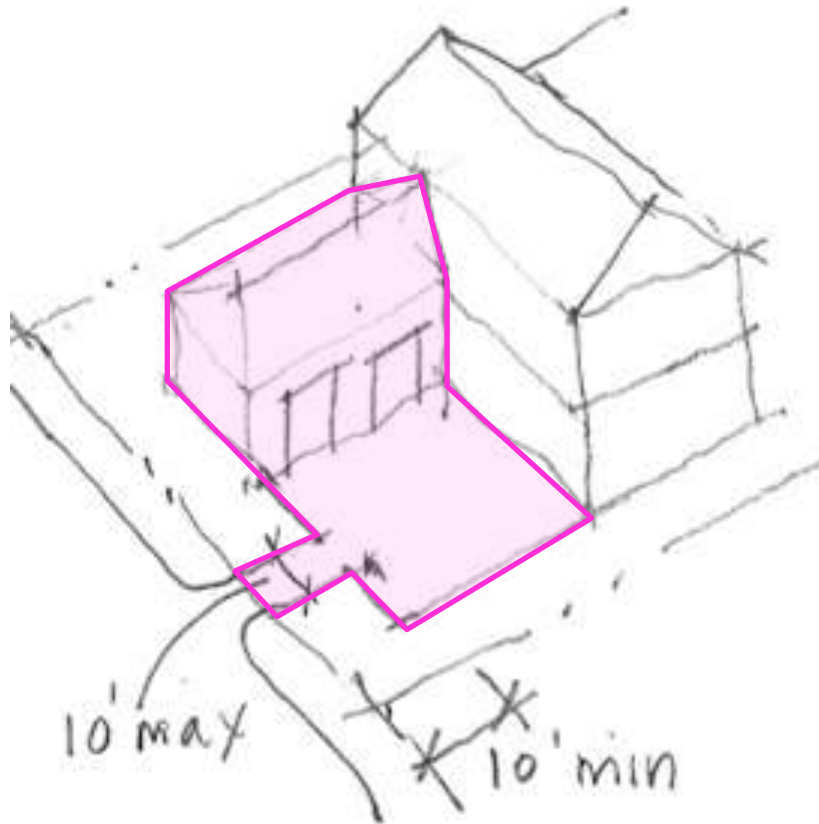
Garage Standards Proposals
Single Family

Single Family Front-Facing Garage



Garage Standards Proposals

Single Family



Single Family Side-Facing Garage

- Garage can be located in front of the primary front elevation of the building if certain conditions are met. The garage must have windows facing the street and the front door of the building must be visible from the street
- Driveway max width 10 feet
- Driveway maintains the curb cut width for a min of 10 feet behind the primary front lot line. After this a larger turn around apron is allowed.
- Larger garages are composed of multiple separate garage doors. Each door is a max of 8 feet wide.

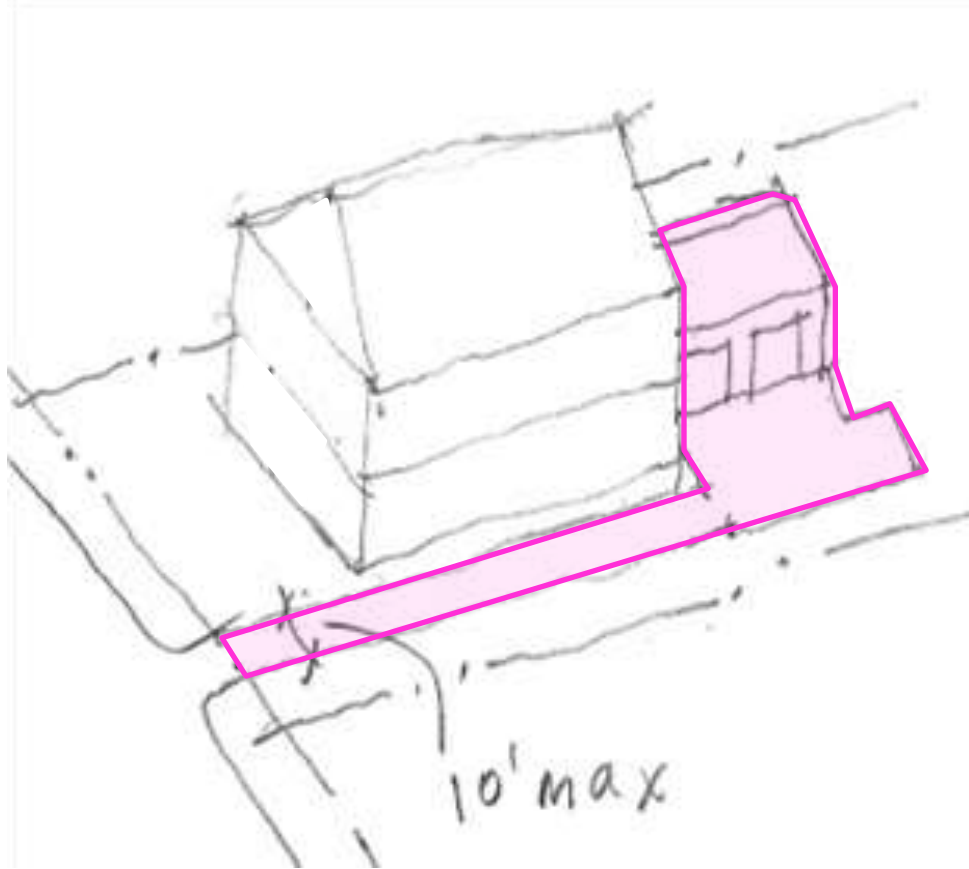
Garage Standards Proposals
Single Family

Single Family Side-Facing Garage



Garage Standards Proposals

Single Family

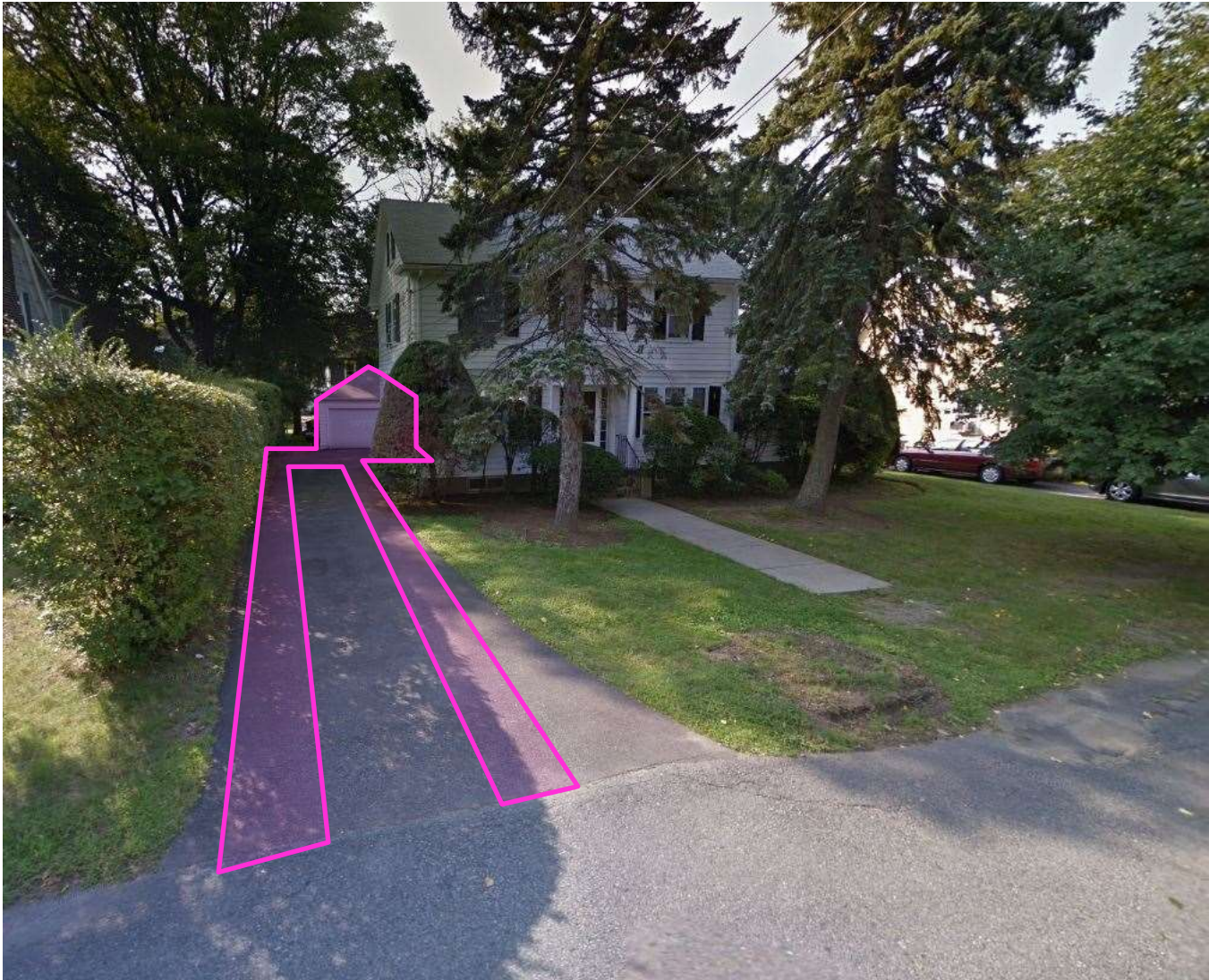


Single Family Rear Garage

- Garage can be located behind the house and accessed by a narrow driveway that minimizes impervious surface coverage.
- Driveway max width 10 feet
- Driveway maintains the curb cut width for a min of 10 feet behind the primary front lot line. After this a larger turn around apron is allowed.
- Larger garages are composed of multiple separate garage doors. Each door is a maximum of 8 feet wide.

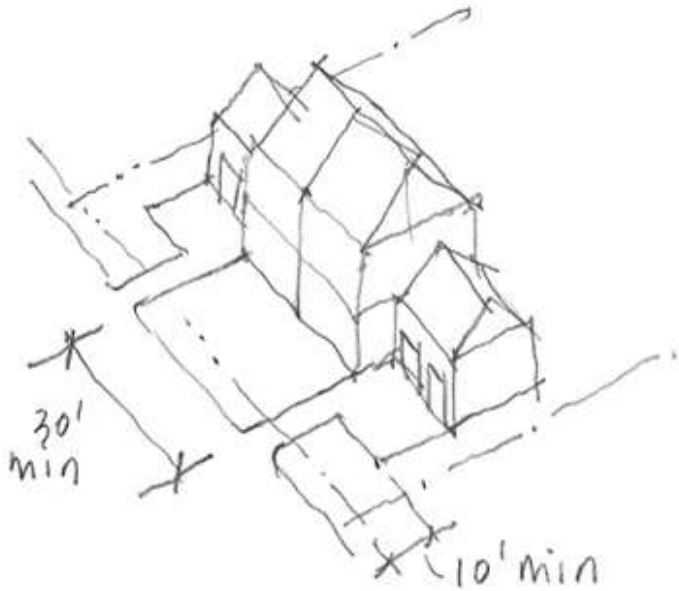
Garage Standards Proposals
Single Family

Single Family Rear Garage

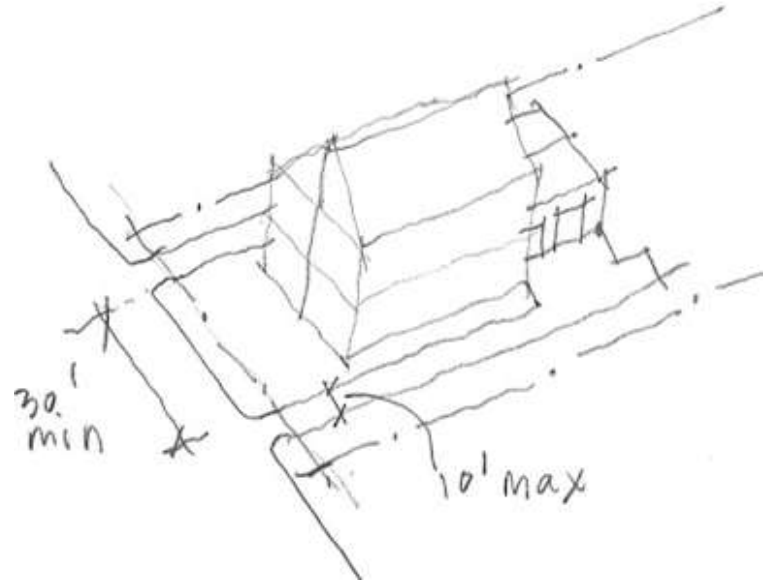


Garage Standards Proposals

Two-Family



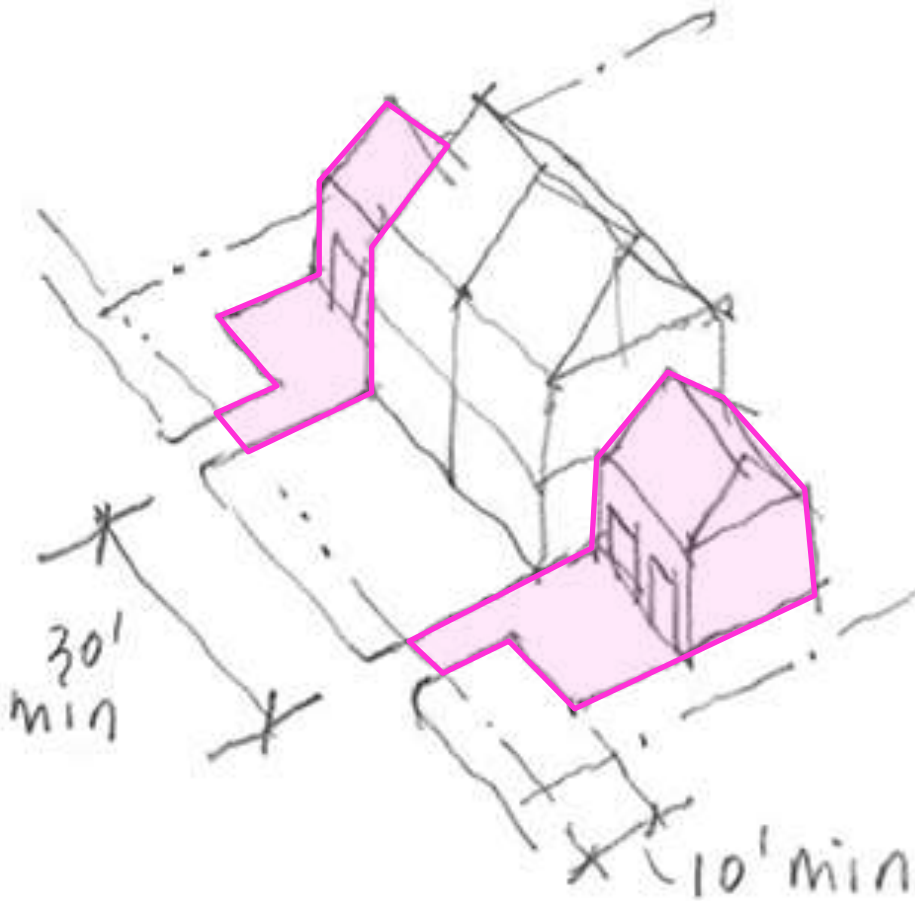
**Two-Family
Front-Facing
Garage**



**Two-Family
Rear
Garage**

Garage Standards Proposals

Two-Family



Two-Family Front-Facing Garage

- Garage set back 10 feet from the front elevation of the building
- Curb cuts separated by a min distance of 30 feet
- Driveway max width 10 feet
- Driveway maintains the curb cut width for a min of 10 feet behind the primary front lot line. After this a larger turn around apron is allowed.
- Larger garages are composed of multiple separate garage doors. Each door is a max of 8 feet wide.

Garage Standards Proposals

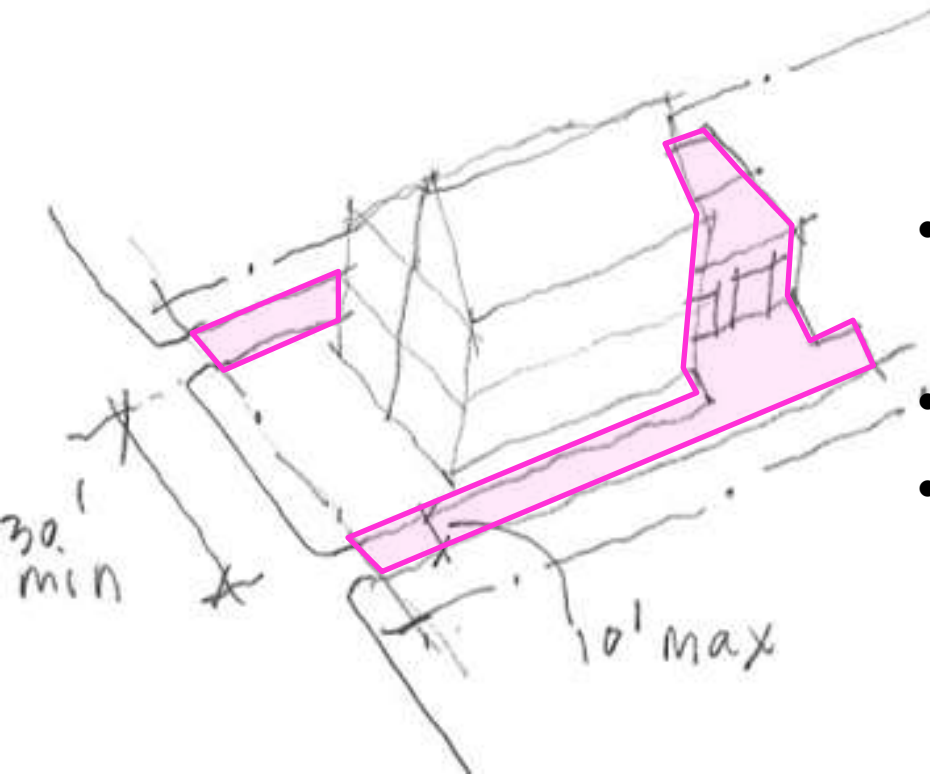
Two-Family

Two-Family Front-Facing Garage



Garage Standards Proposals

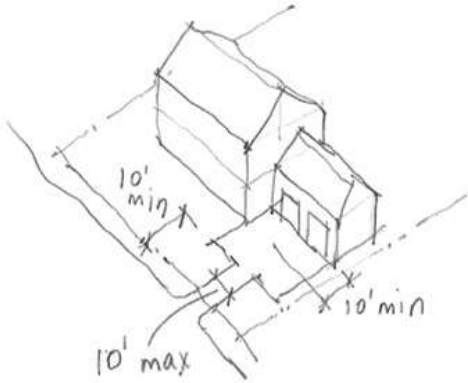
Two-Family



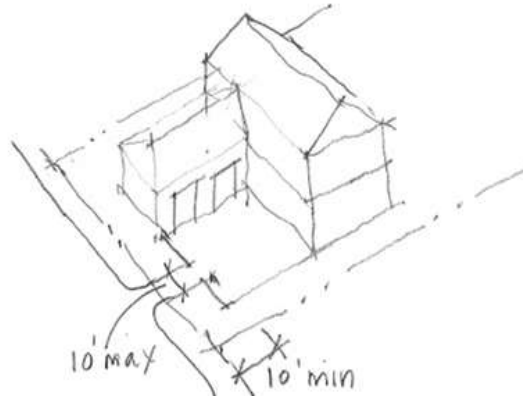
Two-Family Rear Garage

- Garage can be located behind the house and accessed by a narrow driveway that minimizes impervious surface coverage.
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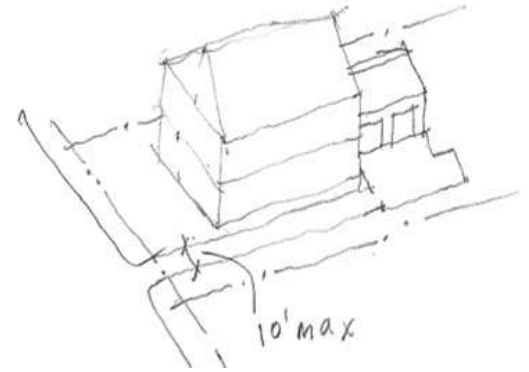
Garage Standards Proposals Summary



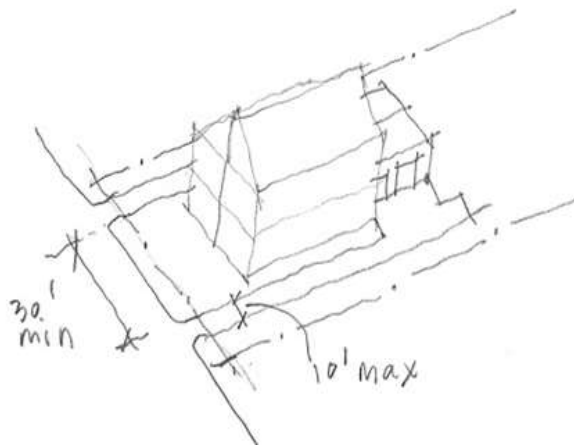
Single Family Front-Facing Garage



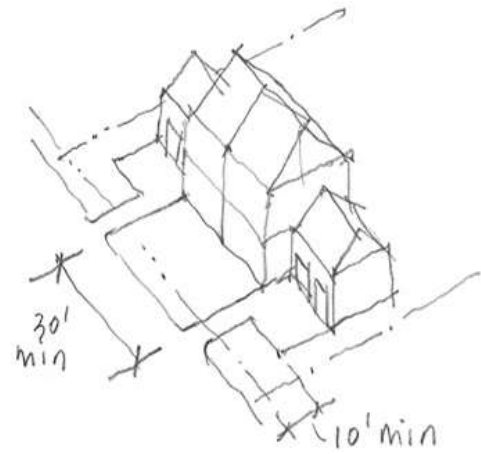
Single Family Side-Facing Garage



Single Family Rear Garage



Two-Family Rear Garage



Two-Family Front-Facing Garage



Remaining Questions & Thoughts

Garage Design Standards and Driveway

Should Garage Design Standards apply to all residence districts?
Currently they do not apply to R1 Districts



Are there other ways to handle narrow lots?

Current thinking looks to ribbon driveways with garages in the rear



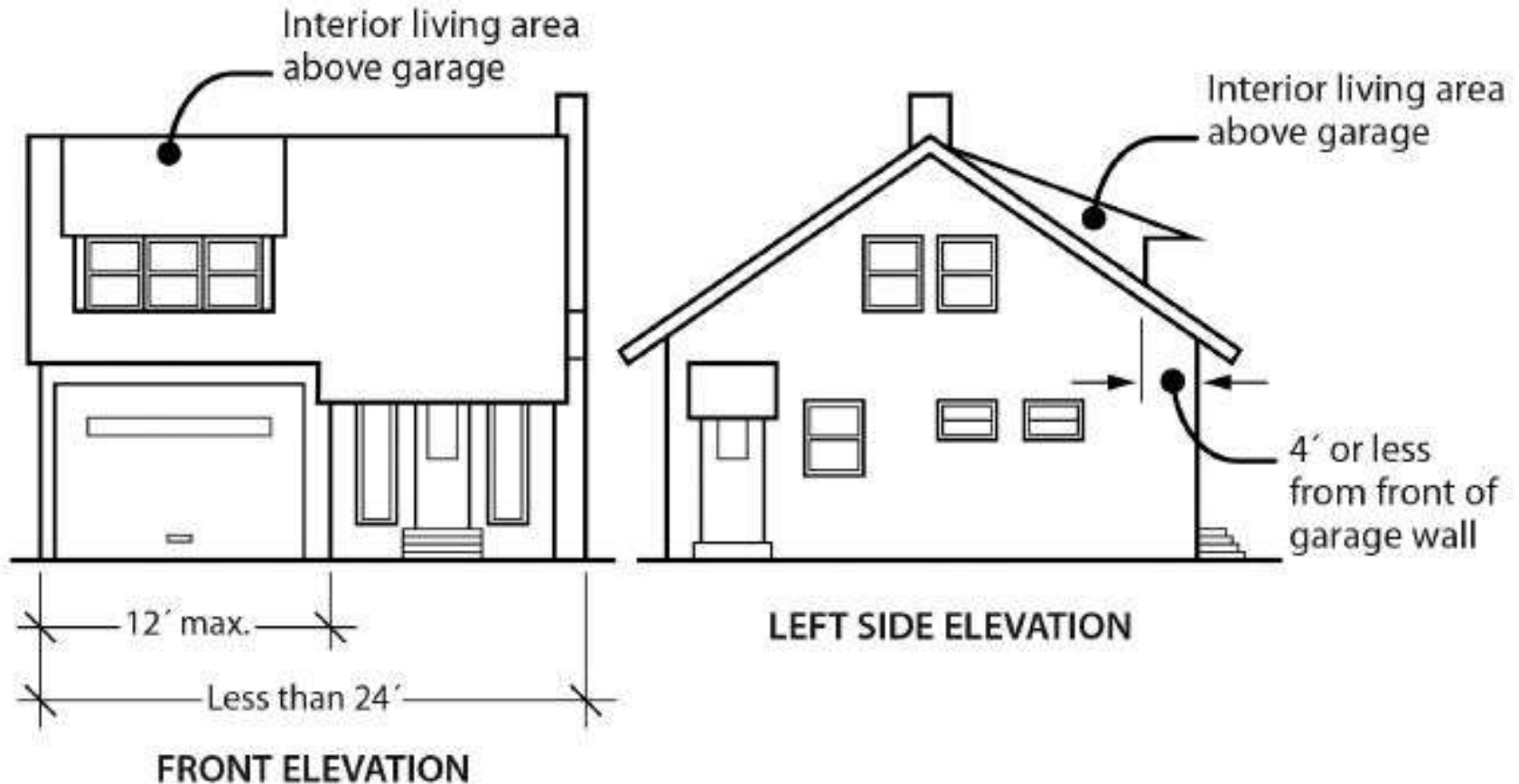
Are there other ways to handle narrow lots?
Current thinking looks to ribbon driveways with garages in the rear



Are there other ways to handle narrow lots?

Allow one car garages with required living space above (ex. Portland, OR code)

Figure 110-12
Length of Street-Facing Garage Wall Exception





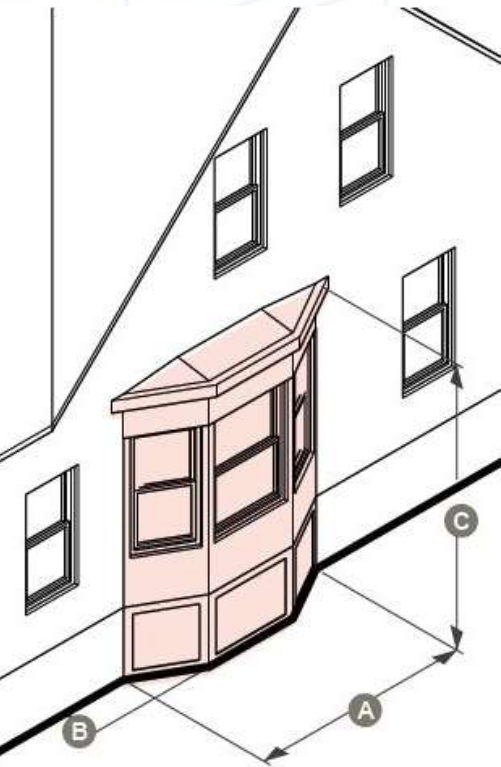
Part I: Building Components



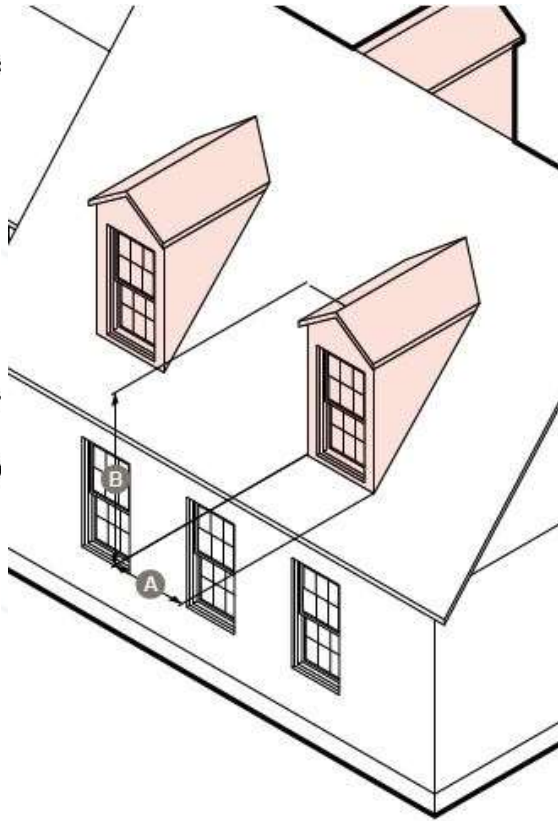
Goals

- **Predictability with flexibility**
 - Increase habitable space by-right
 - Achieve variety and individuality
- **Easy to use, understand, and interpret**
 - Residents (homeowners and neighbors)
 - Designers and builders
 - City Staff

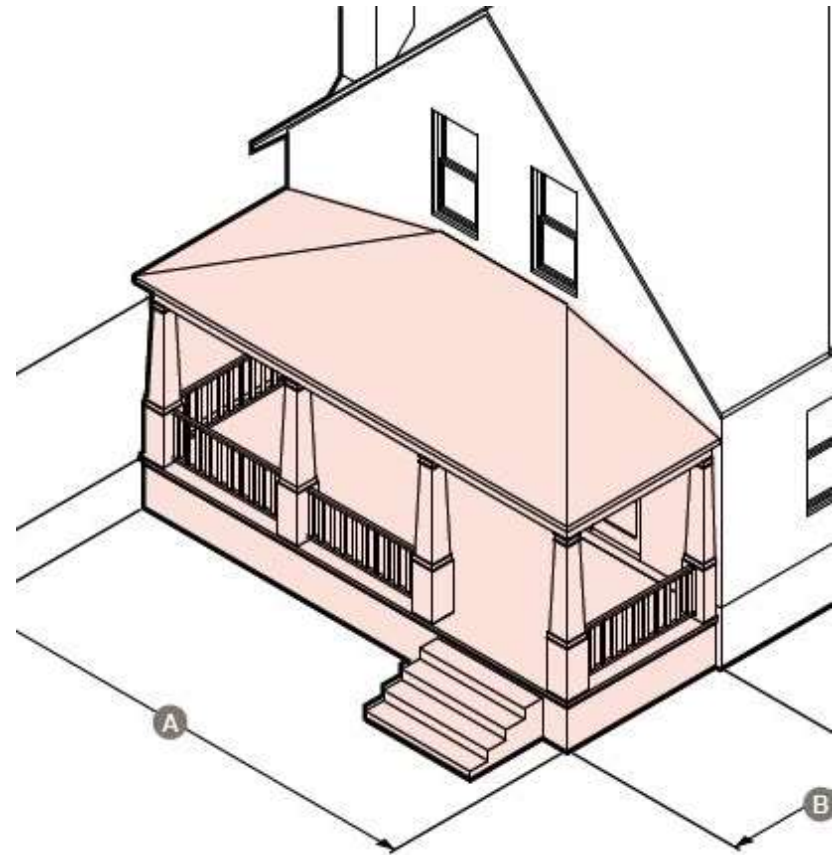
Building Components (sec. 3.3)



Bay Window



Dormer



Porch

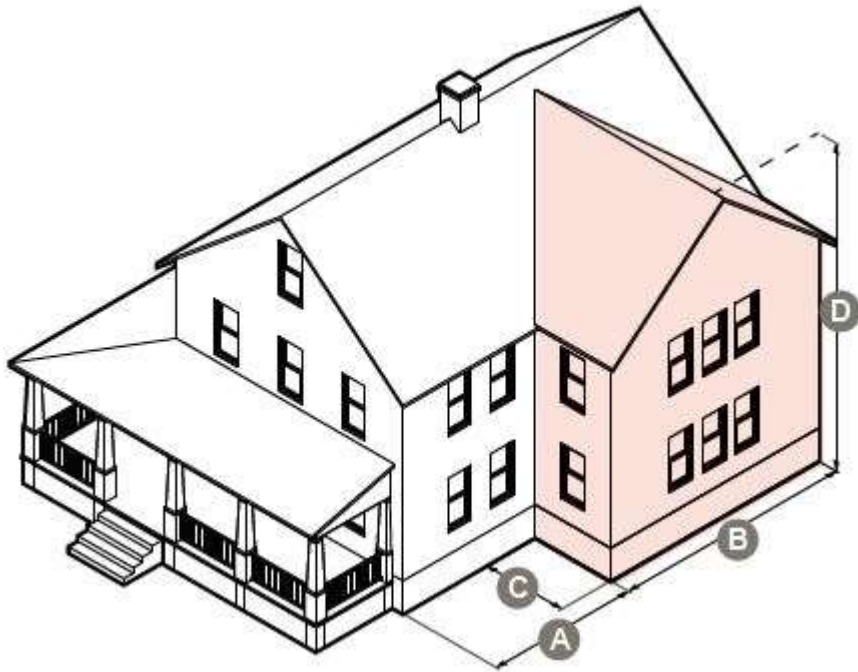


Remaining Questions & Thoughts

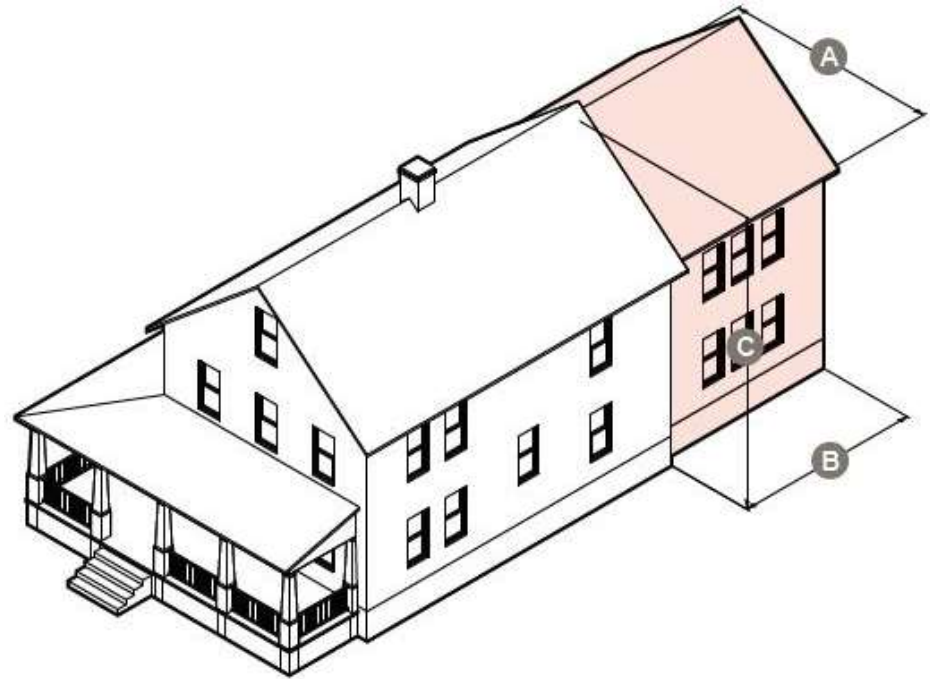
Building Components

Do we need more building components?

Common components include Side Wings and Rear Additions



Side Wing

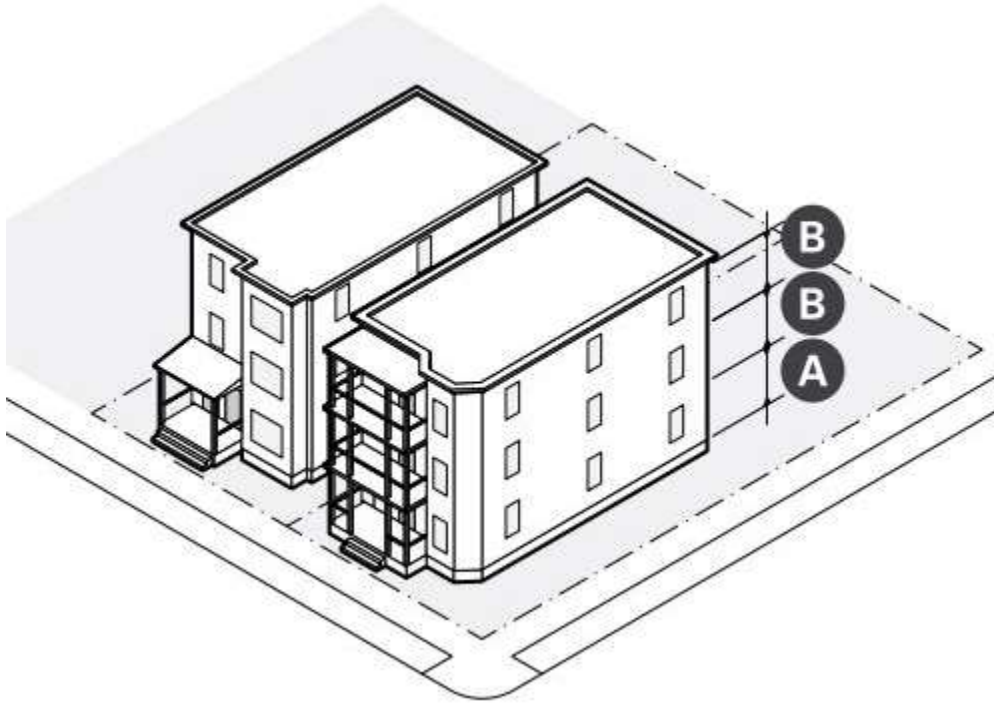


Rear Addition

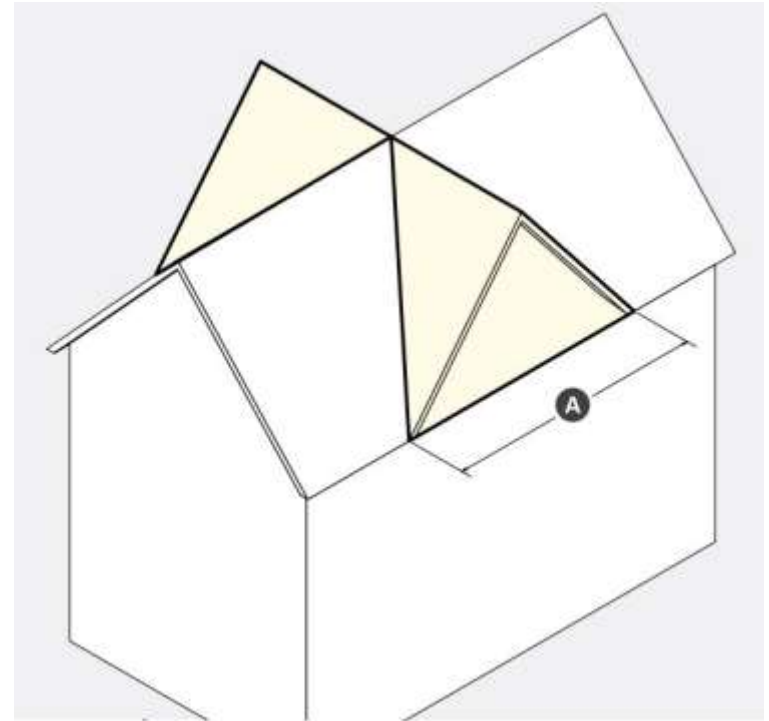
If we allow more Building Components is allowing increased footprints by SP removed?
 Building components provide better flexibility in a consistent manner

Building Type	By-Right Building Footprint Max. Square Feet	Special Permit Building Footprint Max. Square Feet
A	2,400	3,000
B	1,400	2,000
C	1,200	1,800
D	3,500	4,000
Two-unit	2,000	2,200
3-Unit	1,600	1,800
Townhouse Section	1,500	1,800
4-8 Unit	2,500	N/A

Should all Building Components be permitted with all Building Types?
Certain components lend themselves better to certain Building Types better than others



3-Unit Building



Cross Gable



Part II: Engagement/Outreach

Engagement During the COVID-19 Pandemic

Redesigned web pages

www.newtonma.gov/zoningredesign

Focus groups by Zoom

- **Housing and affordable housing focus started 4/17**
- **Architects and building professionals starting 4/24**
- **City staff (Current Planning, ISD, Economic Development) Bi-weekly**

Engagement During the COVID-19 Pandemic

Office Hours

- **By Zoom, at least 90 minutes every two weeks**
- **Starting first week in May**

City Boards and Commissions

- **Planning & Development Board on 5/4**

Community Groups

- **Newtonville Area Council on 4/23**

Where We are Now

City Council Term 2020 - 2021

Articles	Mar - 20	Apr - 20	May - 20	Jun - 20	Jul - 20	Aug - 20	Sep - 20	Oct - 20	Nov - 20	Dec - 20	Jan - 21	Feb - 21	Mar - 21	Apr - 21	May - 21	Jun - 21	Jul - 21	Aug - 21	Sep - 21	Oct - 21	Nov - 21	Dec - 21	
Art. 3 - Residence Districts	█	█	█	█	█	█																	
Art. 2 - General Standards				█	█	█																	
Art. 4 - Village Districts					█	█	█	█	█														
Art. 8 - Development Standards								█	█	█	█												
Art. 9 - Use Regulations									█	█	█	█											
Art. 10 - Non-Conformities													█	█	█								
Art. 11 - Administration																█	█	█					
Art. 5 - Public Use & Recreation Districts																	█	█	█				
Art. 6 - Single Purpose Districts																	█	█	█				
Art. 7 - Overlay & Master Plan Districts																		█	█	█			
Art. 12 - Definitions																			█	█			
Art. 1 - Introduction																				█	█		
Overview/Wrap-Up																						█	
City Council Vote																							█



- Notes
- The draft Zoning Map will be discussed within the appropriate Articles
 - Parallel community engagement and outreach accompany each Article discussion
 - This timeline is an estimate and subject to change



Next Steps & Schedule



Next Steps

5/7 at ZAP - No Zoning Redesign discussion

5/19 at ZAP - Updated Garage Design Standards and Building Components

Homework

Continue reading Article 3, 2, and 9

More detailed readings will be provided in memo



Questions & Ideas

Thank You!

