

City of Newton Planning and Development

Petition: #504-22

Special Permit/Site Plan Approval to raze the existing single-story dwelling at 15 Algonquin Rd and construct five single-family attached dwellings with reduced setbacks, a retaining wall greater than 4 feet in height within a setback, and to allow parking dimensional relief

March 7, 2023



71 Commonwealth Ave

Zoning Relief

Zoning Relief Required		
<i>Ordinance</i>	<i>Requested Relief</i>	<i>Action Required</i>
§3.4.1	To allow attached single-family dwellings	S.P. per §7.3.3
§3.2.4 §6.2.3.B.1	To allow reduced front setback	S.P. per §7.3.3
§3.2.4 §6.2.3.B.1	To allow reduced rear setback	S.P. per §7.3.3
§5.1.8.B.6 §5.1.13	To allow restricted end stalls	S.P. per §7.3.3
§6.2.3.B.2	To allow a driveway within 10 feet of the rear lot line and parking within 20 feet of the front and rear lot lines	S.P. per §7.3.3
§5.4.2	To allow a retaining wall exceeding four feet in height within a setback	S.P. per §7.3.3

Plan Revisions

- Units 3, 4, and 5 separated above grade (but still connected via underground parking)
- Lot coverage decreased
- Open space increased
- Driveway no longer needs dimensional relief
- Infiltration & inflow fee: \$120,757
 - \$30,189, be used for the design and construction of sewer improvements
 - Remaining \$90,568 dedicated towards future traffic and pedestrian improvements

Previous proposed plan

THEREFORE PROPOSED BASEMENT MEETS DEFINITION OF BASEMENT

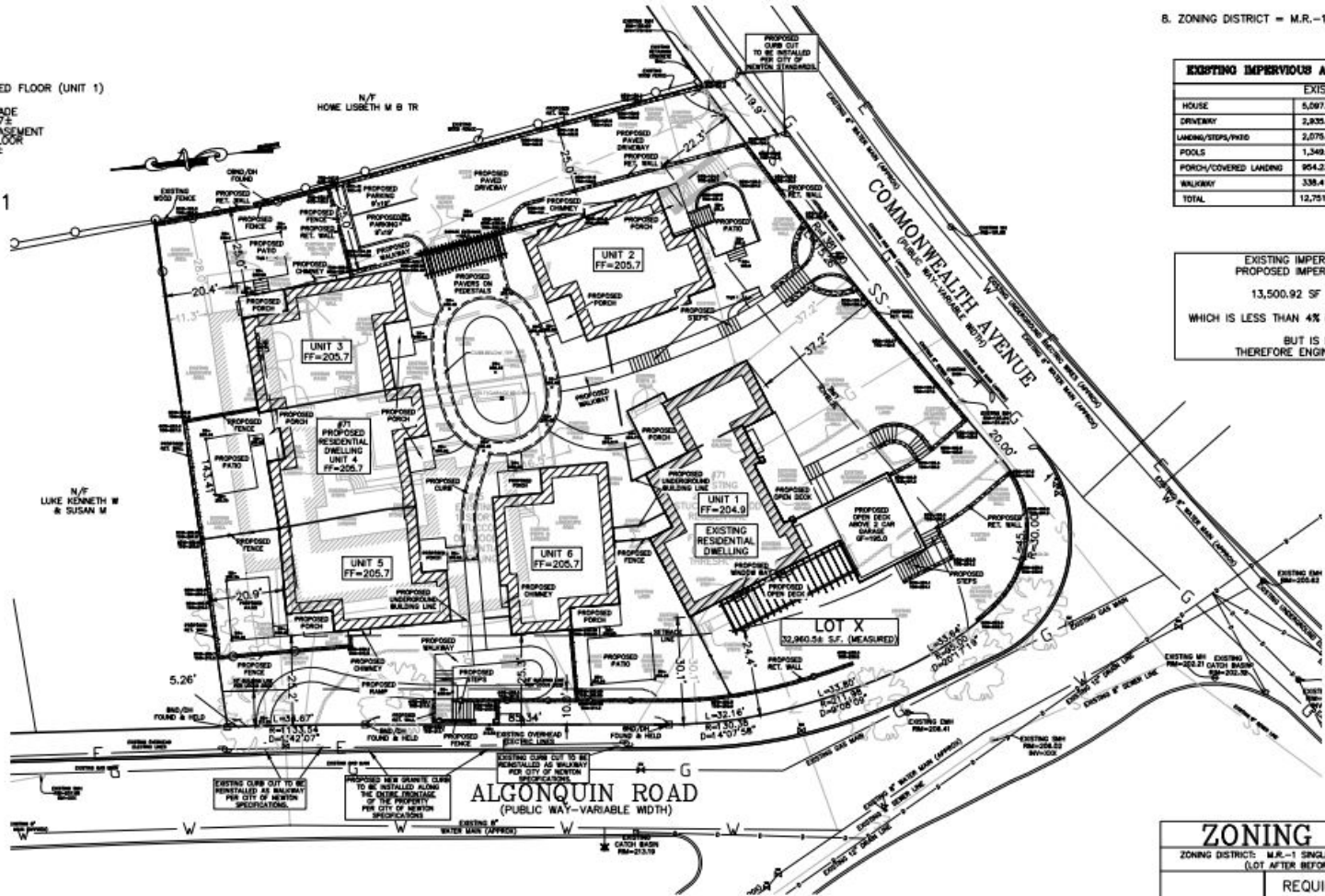
EXISTING ROOF PEAK
ELEV.=235.67±

EXISTING FINISHED FLOOR (UNIT 1)
ELEV.=204.9±

AVERAGE GRADE
ELEV.=202.57±

PROPOSED BASEMENT & GARAGE FLOOR
ELEV.=193.7±

SCALE



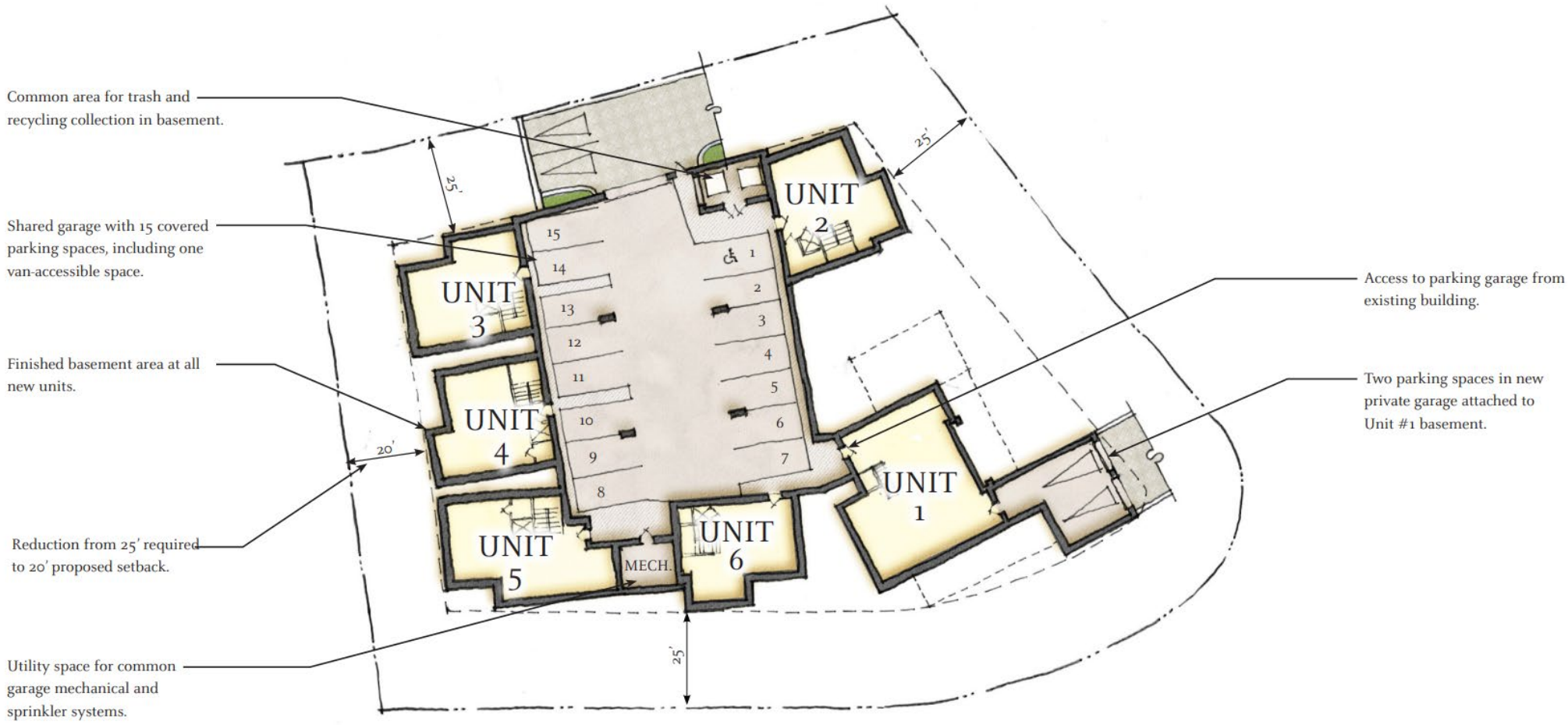
- 6. FIRST FLOOR ELEVATIONS ARE TAKEN FROM THE CITY OF NORTON STANDARDS.
- 7. NO RESPONSIBILITY IS TAKEN FOR THE PROPOSED BASEMENT MEETING THE DEFINITION OF BASEMENT. NOLAN & ASSOCIATES LLC ARE NOT TAKEN FROM TABLE PROVIDED BY LOCAL CLIENT AND/OR ARCHITECT TO VERIFY ANALYSIS.
- 8. ZONING DISTRICT = M.R.-1 (LOT COVERED)

EXISTING IMPERVIOUS AREA	
	EXISTING
HOUSE	5,297.87 S.F.
DRIVEWAY	2,835.73 S.F.
LAWN/STEPS/PATIO	2,075.99 S.F.
POOLS	1,349.78 S.F.
PORCH/COVERED LANDING	954.23 S.F.
WALKWAY	338.41 S.F.
TOTAL	12,751.61 S.F.

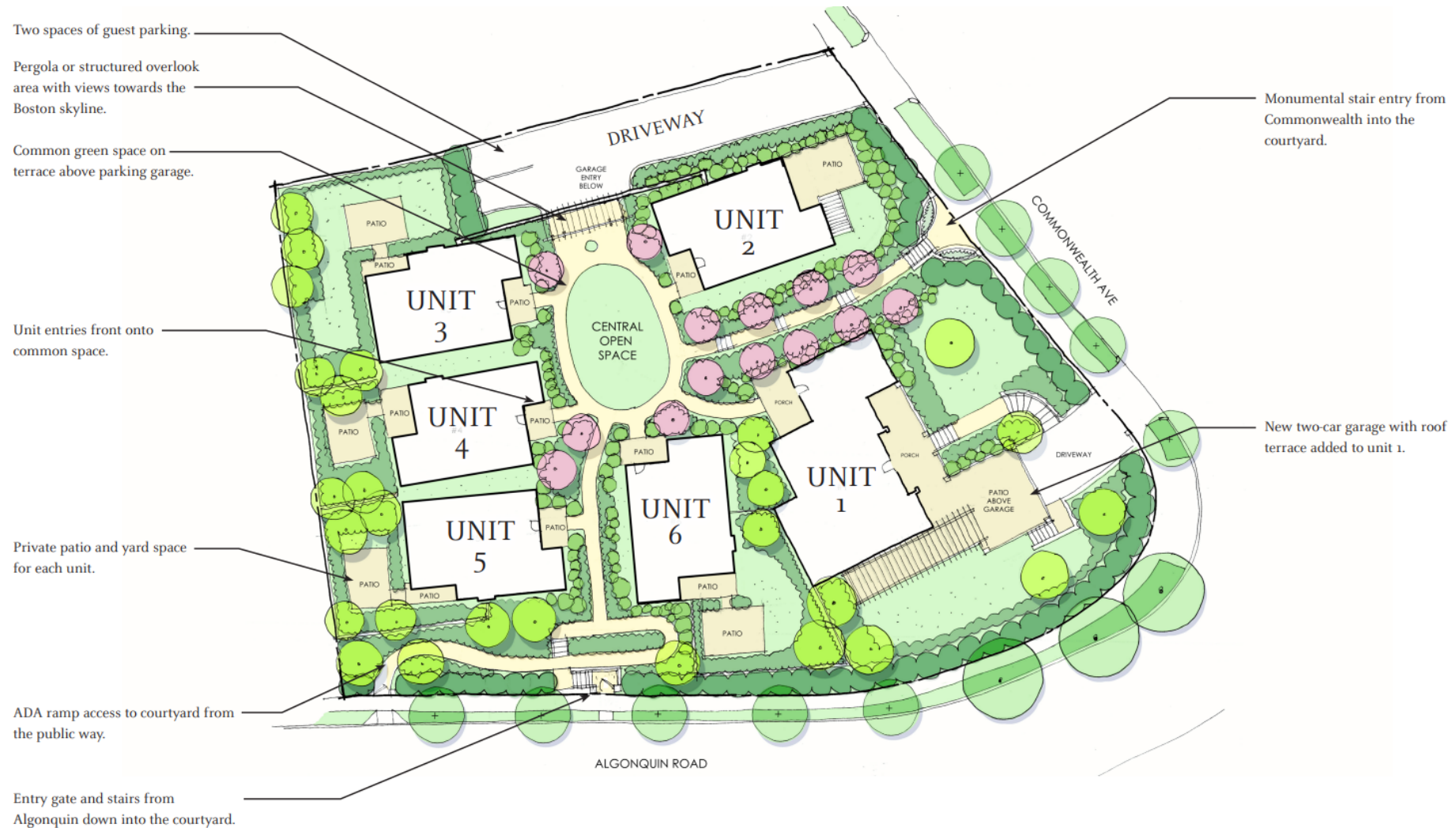
EXISTING IMPERVIOUS AREA
13,500.92 SF - 12,751.61 SF
WHICH IS LESS THAN 4% (=1,318.4 SF)
BUT IS MORE THAN 4% THEREFORE ENGINEERING REQUIRED

ZONING LEGEND	
ZONING DISTRICT	REQUIRED
M.R.-1 SINGLE FAMILY (LOT AFTER BEFORE 12/07/11)	
MIN. AREA	15,000 S.F.
MIN. FRONTAGE	80'
MIN. YARD FRONT COMMONWEALTH AVE	25'
MIN. YARD FRONT ALGONQUIN RD	25'
SIDE	25'

Basement parking plan



Conceptual landscape plan



Proposed Elevation

Commonwealth Avenue (front of existing dwelling and Unit 2)



Proposed Elevation

Algonquin Road (side of Unit 5 and front of Unit 6)



Proposed Elevation

Units 3, 4, and 5



UNIT 3



UNIT 5

Findings

1. The specific site is an appropriate location for six single-family attached dwellings with reduced front & rear setbacks, restricted end stalls, driveway and parking within 10' and 20' of lot lines respectively, and a retaining wall greater than 4 feet in height within a setback due to its location in the MR-1 zoning district and the project exceeds the amount of open space required.(§7.3.3.C.1)
2. The proposed six single-family attached dwellings with reduced front & rear setbacks, restricted end stalls, driveway and parking within 10' and 20' of lot lines respectively, and a retaining wall greater than 4 feet in height within a setback affect the neighborhood because the neighborhood has a variety of housing types and use. (§7.3.3.C.2)
3. The proposed six single-family attached dwellings as designed will not create a nuisance or serious hazard to vehicles or pedestrians because the proposed design locates most of the parking underground. (§7.3.3.C.3)
4. Access to the site over streets is appropriate for the types and numbers of vehicles involved. (§7.3.3.C.4)
5. Literal compliance with the provisions of §6.2.3.B.2 to allow to allow a driveway within 10 feet of the rear lot line, parking within 20 feet of the front and rear lot lines, and restricted end stalls is in the public interest as the site is designed to reduce impervious paving and relocation of these features may result in increased paving. (§6.2.3.B.2)
6. Literal compliance with the provisions of §3.2.4 to allow to a reduced rear setback is in the public interest as the site design maximizes allows for a larger internal courtyard and the rear setback exceeds 20 feet. (§3.2.4)

Conditions

1. Plan Referencing
2. ANR plan to combine the lots
3. O&M Plan condition
4. Rodent Control Condition
5. Vibration control
6. Underground all lateral utility connections from the right of way to the structure
7. Infiltration and inflow payment
8. Standard Occupancy Condition
9. EV ready
10. Electrification