

MOTION: That the Zoning Bylaw, Chapter 135 of the Code of the Town of Lexington, be amended as follows, where ~~struck through~~ text is to be removed and underlined text is to be added, and further that non-substantive changes to the numbering of this bylaw be permitted in order that it be in compliance with the numbering format of the Code of the Town of Lexington:

1. Amend § 135-2.2.3, Commercial Districts, by adding a new Hartwell Innovation Park (C-HIP) District as follows:

| | |
|--------------|---------------------------------|
| CN | Neighborhood Business |
| CRS | Retail Shopping |
| CS | Service Business |
| CB | Central Business |
| CLO | Local Office |
| CRO | Regional Office |
| CM | Manufacturing |
| CSX | Commercial Service Expanded |
| <u>C-HIP</u> | <u>Hartwell Innovation Park</u> |

2. Amend § 135-3.4 Table 1, Permitted Uses and Development Standards, by adding a new C-HIP column as follows:

[use table]

3. Amend § 135-4.0 Table 2, Schedule of Dimensional Controls, by adding a new C-HIP column as follows:

Table 2

| | <u>C-HIP</u> |
|---|---------------------|
| Minimum lot area | <u>20,000 SF</u> |
| Minimum lot frontage in feet | <u>125(j)</u> |
| Minimum front yard in feet (a), (b) | <u>10(f)</u> |
| Minimum side yard in feet | <u>15(f)</u> |
| Minimum rear yard in feet | <u>15(f)</u> |
| Minimum side and rear yard adjacent to a residential district in feet | <u>25(f)</u> |
| Maximum nonresidential floor area ratio (FAR) | <u>NR</u> |
| Maximum site coverage | <u>NR</u> |
| Public and institutional buildings, maximum height: | |
| In stories: | <u>NR(i)</u> |
| In feet: | <u>115(f)(i)</u> |
| Other buildings, maximum height: | |
| In stories: | <u>NR(i)</u> |
| In feet: | <u>115(f)(i)</u> |

4. Amend § 135-4.1.1 Table 2, Schedule of Dimensional Controls, by adding new footnotes as follows:
 - i. See § 7.5.4.1.
 - j. Required lot frontage may be decreased to a minimum of fifty (50) feet when a property is accessed by a drive alley, shared curb cut, or shared driveway, provided it has been designed to accommodate the Lexington Fire Department’s largest fire apparatus.

5. Amend the table of parking space requirements in § 135-5.1.11.3 by adding a new C-HIP row as follows:

| District | Residential District Line (feet) | Street Line (feet) | All Other Lot Lines (feet) | Wall of a Principal Building (feet) |
|-----------------|----------------------------------|--------------------|----------------------------|-------------------------------------|
| RS, RO, RT | N/A | 25 | 5 | 5 |
| RD | N/A | 25 | 8 | 5 |
| CRO, CLO | 50* | 50 | 10 | 5 |
| CM | 50* | 25 | N/A | N/A |
| <u>C-HIP</u> | <u>15</u> | <u>15</u> | <u>N/A</u> | <u>5</u> |
| CRS, CS, CB, CN | 20* | 10 | N/A | 5 |
| GC | 0 | 25 | 5 | 5 |
| CSX | 20* | 10 | N/A | 5 |

6. Amend § 135-5.2.8.3 as follows:

Standing signs. In particular instances the SPGA may issue special permits for standing signs in accordance with § 5.2.10, if it is determined that the architecture of the building, the location of the building with reference to the street, or the nature of the establishment is such that the sign should be permitted in the public interest. No establishment shall be permitted more than one standing sign other than signs directing traffic flow. In the C-HIP, CM, and CRO Districts, one standing sign, not to exceed 50 square feet in area and five feet in height, shall be permitted by right on each lot.

7. Amend the table of required transition depths in § 135-5.3., by adding new “C-HIP” rows and columns as follows:

Adjacent District

| District In Which Lot is Located | GC | RO | RS | RT | RD | CN | CRS | CS | CSX | CB | CLO | CRO | CM | <u>C-HIP</u> |
|---|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|------------|-----------|------------|------------|-----------|---------------------|
| GC | — | 20 | 20 | 20 | 20 | — | — | — | — | — | — | — | — | — |
| RO | — | 25* | 25* | 25* | 10* | 15 | 15 | 20 | — | — | 20 | 20 | 20 | <u>15</u> |
| RS | — | 25* | 25* | 25* | 10* | 15 | 15 | 20 | — | 15 | 20 | — | — | — |
| RT | — | 25* | 25* | 25* | 10* | 10 | 10 | — | — | — | 10 | — | — | — |
| RD | — | 20* | 20* | 20* | 20* | 20 | 20 | 20 | — | 20 | 20 | 20 | 20 | <u>15</u> |
| CN | — | 20 | 20 | 20 | 20 | — | 10 | 15 | — | — | 20 | — | — | — |
| CRS | — | 20 | 20 | 20 | 20 | 10 | — | 15 | — | — | 10 | — | — | — |
| CS | — | 20 | 20 | 20 | 20 | 15 | 15 | — | — | — | 15 | — | — | — |
| CSX | — | 20 | 20 | 20 | 20 | 15 | 15 | — | — | — | — | — | — | — |
| CB | — | — | 20 | — | 20 | — | — | — | — | — | — | — | — | — |
| CLO | — | 50 | 50 | 50 | 50 | 10 | 10 | 10 | — | — | — | — | — | — |
| CRO | — | 50 | — | — | 50 | — | — | — | — | — | — | — | — | — |
| CM | — | 50 | — | — | 50 | — | — | — | — | — | — | — | — | — |
| <u>C-HIP</u> | — | <u>25</u> | — | — | <u>25</u> | — | — | — | — | — | — | — | — | — |

(*) No requirement for an individual dwelling.

8. Add a new § 7.5 as follows:

7.5 Hartwell Innovation Park (C-HIP District)

7.5.1 Purpose and Intent

The Hartwell Innovation Park (C-HIP District), one of Lexington's major employment centers, possesses excellent opportunities for entrepreneurs and well-established businesses that promote diversity for industries such as Technology, Light Manufacturing, Research & Development, and supporting businesses. The C-HIP District rejuvenates an existing economic center by balancing a by-right permitting process for desired uses and aggressive dimensional standards with strict adherence to sustainable building practices and design guidelines and regulations.

7.5.2 Compliance

Projects within the C-HIP District shall comply with this section. Wherever a conflict exists between two sections of this Bylaw, this section 7.5 shall prevail.

7.5.3 Design Regulations and Guidelines

The Planning Board shall promulgate, after public notice and hearing, Planning Board Regulations and C-HIP Design Guidelines to effectuate the purposes and intent of this section. The Planning Board Regulations and the C-HIP Design Guidelines shall guide Applicants when planning development and redevelopment projects. Such Planning Board Regulations and C-HIP Guidelines shall provide requirements and guidance for, among other things, designing sustainable projects, outdoor amenity space, landscaping, site layout and design, and low energy device utilization.

7.5.4 Development Standards

The following C-HIP Development Standards are intended to promote development that incorporates the design characteristics of a contemporary business park; is adaptive to various commercial, office, life/science, R&D, and high-tech uses; and integrates sustainable materials and best practices. These Development Standards shall be utilized for new construction, including additions or major renovations to existing structures. Where a project proposes a major renovation of a section of a building, the unrenovated portion of the existing building and parking shall not be required to comply with these Development Standards.

1. Building Heights.

Goal: The C-HIP defines expectations for new development, allowing for flexibility, and fostering high-quality, sustainable design, as follows:

- a. The difference between the upper elevation of each segment of a building or structure and the centerline grade of any street or bikeway shall be no greater than the distance from that segment to the centerline of a street multiplied by 1.0 or to the centerline of the Minuteman Bikeway multiplied by 2.0.
- b. Portions of buildings within fifty (50) feet of a residential zoning district are limited to fifty (50) feet in height.
- c. Buildings that are not designed to meet the requirements to demonstrate certifiability at the Silver level using the LEED v4 for Building Design and Construction: Core and Shell checklist, as outlined by the U. S. Green Building Council, are limited to sixty-five (65) feet in height.
- d. Buildings utilizing on-site combustion for HVAC system operation are limited to six (6) stories.

2. Design Mixture for Diversity.

Goal: The C-HIP requires design methods or strategies that ensure opportunity for small and large-scale commercial and industrial development through a diversity of building sizes and a mixture of uses.

- a. The first floor of façades facing a public right-of-way shall be varied to ensure the design promotes activity and decrease building scale at the pedestrian level.
- b. Portions of the first floors of buildings facing a street shall be designed to accommodate uses that interact with the streetscape.

- c. The first and top floors of parking structures shall be designed with ceiling heights that are adaptable to create usable space (ex. flex space, conference area, fitness centers, recreation space, office space, retail, etc.) should the building use no longer require the use of parking on those floors.
- d. Parking structures shall not be allowed directly on Hartwell Avenue or Bedford Street, unless the first floor facing the public right of way is for commercial uses that interact with the streetscape.

3. Site Layout.

Goal: Site design and layout should foster the development of components for a contemporary business park development. Planning and design of the development site should provide an approach that adapts the development program and site requirements to the characteristics and constraints of the site.

- a. Bedford Street front yard. Along the southwesterly side of Bedford Street there shall be a front yard of 70 feet measured from the base line of Bedford Street as shown on the Commonwealth of Massachusetts layout 4689, dated June 3, 1958, and shown as auxiliary base line "F" on the State Highway Alteration layout 5016, dated August 30, 1960.
- b. Pedestrian Connectivity. Properties containing multiple structures shall incorporate accessible sidewalks, skybridges, pedestrian bridges, pathways, and other connections, to establish a walkable campus compliant with 521 CMR.

4. Outdoor amenities.

Goal: The goal for outdoor amenity space in the C-HIP is to create a broad range of quality private and publicly-oriented open spaces that contribute to the vitality of the district and provide opportunities for employees, visitors, and residents to enjoy passive and active recreational spaces.

- a. At least 15% of the developable site area of each lot shall be devoted to outdoor amenities, including but not limited to courtyards, street-side or rooftop terraces, plazas, and habitat areas.
- b.
 - i. When a Conservation Restriction is granted for the area within the developable site area, such area shall be counted towards the outdoor amenity space.
 - ii. Rooftop terraces, balconies, and other outdoor amenities attached structurally to a building shall only be counted for a maximum of fifty (50) percent of the required outdoor amenities.
- e. Outdoor amenities may be available for use by the general public-or private to a specific user.
- d. If multiple lots share outdoor amenity areas subject to a binding agreement, the outdoor amenity requirement shall be reduced to ten percent (10%).

5. Surface Off-street Parking and Loading.

- a. Surface off-street parking located within fifty (50) feet of a residential district line, street line, natural area, or wetland area shall be separated from such area

by a fifteen (15) foot buffer for the planting of native or hybrid native trees with a size minimum three (3) inch caliper tree every thirty (30) feet.

- b. The total number and size of loading bays, per § 5.1.5, may be reduced through a request to the Planning Board during site plan review when a decrease in size or number of loading bays furthers the purposes of this section.

6. Site Circulation.

Goal: The purpose is to enhance the relationship and design of buildings, parking, site circulation, open spaces, and the interface with other buildings and properties in the C-HIP District.

- a. Pedestrian and bicycle routes and amenities shall be physically separated from internal drives, driveways, maneuvering aisles, and off-street parking spaces.

7. Sustainable and Net Neutral Environmental Impacts

Goal: Lexington is committed to being a leader in sustainability through Town-wide efforts to achieve net-zero, carbon-neutral, and low impact design for all development to protect the health, safety, or welfare of the community and environment. The goal is to incorporate climate-sensitive and environmentally-conscious design considerations to create healthier, more productive, and more sustainable places to live and work.

- a. Sustainable Site Design. All projects shall demonstrate to the greatest extent feasible the utilization of the Low Impact Development (LID), best management landscape design, and green site design features to reduce adverse impacts to the environment and public while aiding in the mitigation and management of stormwater, site design that manages and protects natural constraints, thermal pollution, and non-point and point source pollution.
- b. Sustainability Checklist. Regardless of the height and waivers granted herein, all projects are expected to meet requirements for sustainable design, water efficiency, energy and atmosphere, materials and resources, landscaping, and indoor environmental quality. The Planning Board shall promulgate regulations requiring applicants to submit plans and a narrative description prepared by an engineer, architect, or landscape architect licensed in the Commonwealth of Massachusetts that indicates to what extent the project will meet the Town's sustainability performance objectives.

8. Infrastructure and Utilities.

- a. Roofs within the C-HIP District shall be designed to hold rooftop mechanical equipment to the extent practicable. Where space exists, vacant roof space shall be utilized for best practice sustainable features such as equipment for alternative energy generation or stormwater collection and retention.
- b. All rooftop equipment shall be screened and shall not be visible from the ground except for Solar Energy Systems, which do not require screening.
- c. All electric power lines and communication lines shall be placed underground. Utility equipment shall be screened from the public view using architectural forms, fencing, or landscape materials.

- d. Utility areas for electrical transformers, switch boxes, and other associated utility cabinets shall be designed to accommodate future expansion of services to meet the demands for future Electric Vehicle (EV) chargers and other sustainable infrastructure as demand grows.

7.5.5 Special Permit.

The SPGA may grant a special permit modifying the requirements of §7.5.

7.5.6 Hartwell Innovation Park Review

The Planning Board shall perform a review of the C-HIP District and the Lexington Zoning Map commencing no later than July 1, 2025, and to be concluded by December 31, 2025, and every five (5) years thereafter. Furthermore, the Planning Board shall conduct an annual review of Planning Board Regulations and Guidelines associated with the C-HIP.

9. Amend § 135-9.5.2.1.a and § 135-9.5.2.1.b by adding “(5000 square feet in the C-HIP District)” at the end of each provision.
10. Amend the Zoning Map for the Town of Lexington as follows:
 1. The entire Manufacturing (CM) District except for lot 11 on assessor’s map 12 and lot 1A on assessor’s map 19;
 2. Lots 55A, 56, 57, 58, 59, 60A, 61, 62A, 63A, 65, 66, 67, and 68 on assessor’s map 84;
 3. The rights of way of Garwood Avenue and Maywood Street; and
 4. Lot 9 on assessor’s map 80