

January 26, 2022

Ipswich Planning Board
Town Hall
25 Green Street
Ipswich, MA 01938

RE: 50-56 Market Street – Site Plan Review and Special Permit Application

Dear Mr. Parsons and Planning Board Members:

This letter is being prepared to summarize the exception and reductions being requested for the above referenced project based on the site plans revised through January 26, 2022. The reliefs are broken up into two categories: structures and loading/parking.

Structures:

- Front Setback:

Per footnote 24 of the Table of Dimensional and Density Regulations, all principle buildings constructed after September 1, 1996 within the Central Business District shall be built to the front setback line unless granted an exception by a Special Permit. In an effort to maintain the green space in the front of this property all new structures proposed are located behind the existing structure. The granting of the exception allows us to maintain the large open green space in the front of the property which will have a positive impact on the area.

- Rear Setback:

Per footnote 2 of the Table of Dimensional and Density Regulations, a 50% reduction in the rear setback requirement may be requested by special permit if an existing building is located within the setback. There is an existing detached garage located on the property that is approximately 1 foot over the rear lot line. This garage is proposed to be razed and replaced with a 5 unit building located 10 feet off the rear lot line (20 feet is required). The rear abutter is a large parking garage structure located approximately 10 feet off the lot line. The construction of the 5 unit building 10 feet off the rear line will have no impact on this abutter. The reduction in the rear setback allows us to propose all additions and new structures behind the existing structure which allows us to maintain the existing front yard which is a large open green space. This reduction is within the purview of the Special Permit Granting Authority.

Loading/Parking:

- Loading Requirements:

Per section VII(J) Loading Requirements, off-street loading areas are required for residential multi-family developments. We do not believe that the size of this development requires a designated loading area. The driveway aisle provides ample room for the limited time that a loading space is required. As allowed under this section we are requesting that a designated loading space not be required.

- Tandem Parking:

Per section VII(M)(2) Parking and Loading Layout, parking and loading facilities shall be laid out so that each vehicle may proceed to and from its parking space without requiring the movement of any other vehicle. The Special Permit Granting Authority may waive this requirement for parking associated with a special permit. The project proposes tandem parking spaces for all units. Parking for the 5 units located within the existing building shall be two tandem outside spaces for every unit. Parking required for each unit within the new townhouse building will be tandem as well, one garage space and one space in the driveway in front of the garage. The outdoor tandem spaces are no different than the one garage space and one driveway space in front of the garage provided for the townhouse units which has been approved in the past for other projects in Town. The tandem spaces will be deeded to the individual unit owners so that they have control over the vehicles parked in the tandem spaces. This type of parking setup is used in multi-family developments in other communities with no issues. We are requesting a waiver to allow tandem parking spaces which will have no impact on the Town or the residents of this development since the individual unit owners will control the tandem spaces.

- Parking In Side Setback:

Per section VII(M)(3) Parking and Loading Layout, in no case shall surface parking be located less than 10 feet from any side or rear lot line. The project proposes parking within 5 feet to a side lot line adjacent to the multi-family development to the north. The abutting property to the north has paved parking spaces approximately 5 feet off the property line and a crushed stone parking area within half a foot of the property line. Since the abutting property to the north has paved parking approximately 5 feet off the lot line the proposed parking spaces within the side yard should not have any impact to abutters. The reduction in the parking setback to the lot lines allows us to keep the parking in the rear of the property which allows us to maintain the large open green space that currently exists in the front of the property. If the setback reduction is not granted parking spaces will be proposed in the front of the existing structure within the existing green space.

- Parking In Front Setback:

Per section VII(M)(5) Parking and Loading Layout, no off street parking shall be allowed in the front setback. The project is located in the Central Business Zoning District which has a 0 front setback. The project proposes parking approximately 19 feet off the front lot line; since this zoning district is a 0 front setback we do not believe a waiver is required from this section. We are bringing this up because this question came up during one of the Planning Board meetings, and was raised by your peer review consultant, so we felt it should be mentioned that we don't believe a waiver is required for parking in the front setback.

We believe the reliefs and waivers requested will not have any adverse impact on the proposed development, the abutters or the Town and are consistent with other similar developments in Town.

We look forward to meeting with the Planning Board at your regularly scheduled meeting, on January 27th, to further discuss the proposed project. If you should have any questions prior to the meeting please do not hesitate to contact me.

Sincerely,

THE MORIN-CAMERON GROUP, INC.



John M. Morin, PE
President

JMM/WAS/kmm

Enclosures

cc: 50-56 Market Street, LLC (via email)